



British Gliding Association Aircraft Inspection

Recommended

Number: 012/03/2001	Issue: 1
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Date: 9th March 2001

Subject: Fuselage – Bulkhead 13 Cracking

Applicability: LET L13 Blanik

Accomplishment: At C of A inspection or sooner if tow out gear using lift tube is regularly used.

Reason: Cracks in bulkhead 13 possibly induced by side movement when using aft lift tube to attach tow out gear.

Instructions: Inspect bulkhead 13 for cracks paying particular attention to the aluminium angles that form part of the bulkhead. If the bulkhead is found to be cracked the manufacturers recommend that it be replaced. LET advise that the new bulkhead is inexpensive at about \$20 for both parts. (P/No. L/H A102 008L, R/H A102 008P – check applicability) Parts Dept, (Czech Republic) Mrs. Latynova, Fax 00 420 632 564102.

Approved By
Jim Hammerton, Chief Technical Officer

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Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.
Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot instructor.