

JSC "SPORTINĖ AVIACIJA"	Page 1
Service Bulletin No. 019T.8.Re.007A	Pages 4

JSC "Sportinė aviacija"

General Director
 K. Jucevičius
 2008



Service Bulletin No. 019T.8.Re.007A

**Extension of the approved lifetime from 1000 flight
 hours to 3000 hrs for the self-sustaining powered
 sailplane LAK-19T**

AB "Sportinė aviacija"
 Design Director

 K. Juočas
 27 03 2008

2008

JSC “SPORTINĖ AVIACIJA”	Page 3
Service Bulletin No. 019T.8.Re.007A	Pages 3

1. Subject: Extension of the approved life time from 1000 flight hours to 3000 hrs.

The copies of the service bulletin No. 019T.8.Re.007A are sent to:

1. Civil Aviation Administration of the Lithuanian Republic (CAA) – 1 copy;
2. EASA RP for LAK-19T, LBA, Germany - 1 copy;
3. EASA, - 1 copy;
4. Aviation authorities of countries, which issued Type Certificates for the LAK-19T, 1 copy;
5. For the known owners of the LAK-19T or administration of organizations (clubs) having LAK-19T gliders – 1 copy.

2. Affected:

Type: LAK-19T

Manufacture: JSC “Sportinė Aviacija”, Pociūnai, LT-59327 Prienai, Lithuania.

Serial numbers affected: all serial numbers.

Original type certificate: EASA Type Certificate No.EASA.A.012 (5 August 2004); Major Change for LAK-19T No.EASA.A.C.03733 (16 October 2006).

3. Reason: possibility to extend the approved lifetime from 1000 flight hours to 3000 hrs.

4. Time of compliance: this service bulletin must be accomplished after 1500 flight hours of the sailplane.

5. Actions:

5.1 Replace in existing Sailplane Maintenance Manual:

1. List of Effective pages;
2. Record of revisions;
3. Pages: 5/8, 5/9, 5/10, 6/1.

5.2 Perform Inspection of the sailplane after every 1000 flight hours according requirements of the Maintenance Manual, section 5.7 (new pages).

6. Mass and balance: the described actions do not affect C.G of the glider. A new weight and C.G. determination is not necessary.

7. Documentation and materials: see Action.

New Maintenance Manual pages has to be ordered directly from the manufacture - JSC “Sportinė Aviacija”, Pociūnai, LT-59327 Prienai, Lithuania.

8. Accomplishment and log entry: Action to be accomplished by an approved service station and entered in sailplane log by licensed inspector.

JSC “SPORTINĒ AVIACIJA”	Page 4
Service Bulletin No. 019T.8.Re.007A	Pages 4

Supplement: 6 pages according item 5.1 of this service bulletin No.019T.8.Re.007A

LAK-19T		MAINTENANCE MANUAL			LAK-19T	
Section	Page	Date of issue	Section	Page	Date of issue	
	3/8	01 March 2006		7/12	01 March 2006	
	3/9	30 January 2008		7/13	01 March 2006	
	3/10	30 January 2008		7/14	01 March 2006	
	3/11	30 January 2008		7/15	01 March 2006	
	3/12	01 March 2006		7/16	01 March 2006	
	3/13	30 January 2008		7/17	01 March 2006	
	3/14	30 January 2008		7/18	01 March 2006	
	3/15	01 March 2006		7/19	01 March 2006	
	3/16	01 March 2006		7/20	01 March 2006	
	3/17	01 March 2006	8	8/1	01 March 2006	
	3/18	01 March 2006		8/2	30 January 2008	
	3/19	01 March 2006		8/3	01 March 2006	
	3/20	01 March 2006		8/4	01 March 2006	
	3/21	01 March 2006		8/5	01 March 2006	
	3/22	01 March 2006		8/6	01 March 2006	
	3/23	30 January 2008		8/7	01 March 2006	
	3/24	01 March 2006	9	9/1	01 March 2006	
	3/25	01 March 2006				
	3/26	01 March 2006				
	3/27	30 January 2008				
	3/28	01 March 2006				
	3/29	01 March 2006				
	3/30	01 March 2006				
	3/31	01 March 2006				
	3/32	01 March 2006				
4	4/1	01 March 2006				
5	5/1	01 March 2006				
	5/2	01 March 2006				
	5/3	30 January 2008				
	5/4	01 March 2006				
	5/5	15 March 2008				
	5/6	01 March 2006				
	5/7	01 March 2006				
	5/8	27 March 2008				
	5/9	27 March 2008				
	5/10	27 March 2008				
6	6/1	27 March 2008				
7	7/1	01 March 2006				
	7/2	01 March 2006				
	7/3	01 March 2006				
	7/4	30 January 2008				
	7/5	01 March 2006				
	7/6	01 March 2006				
	7/7	01 March 2006				
	7/8	01 March 2006				
	7/9	01 March 2006				
	7/10	01 March 2006				
	7/11	01 March 2006				

- deformations of the girder pipes,
- condition of attachment joints of landing gear,
- condition of attachment joint of the towing hook.

13. To check glass fiber reinforced plastics for cracks and splits around these metal parts and joints:

- spar hubs,
- hubs of wing root ribs,
- connection joints of stabilizer and fuselage,
- control and hinge joints of ailerons, elevator and rudder,
- attachment joints of safety belts,
- fastening joints of cockpit canopy.

Splits on glass fiber reinforced plastics shall be repaired.

14. To check surfaces of ends of wing spars (Fig.1), surfaces of external wing root ribs, paying special attention to connection zones of root ribs to spar ends and wing shells. If there are some splits or other damage on glass fiber reinforced plastics it is necessary to repair the damaged place.

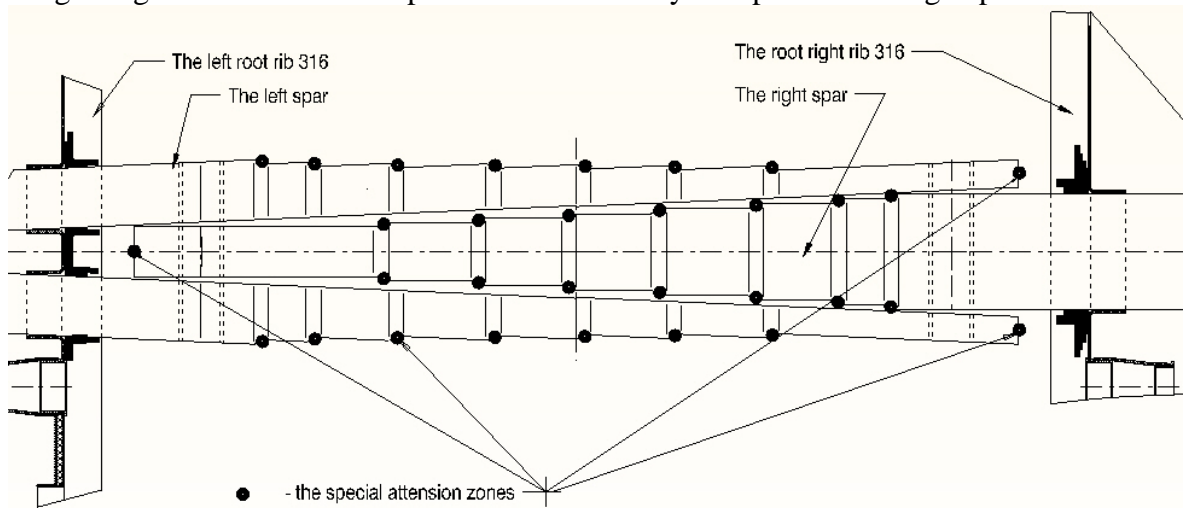
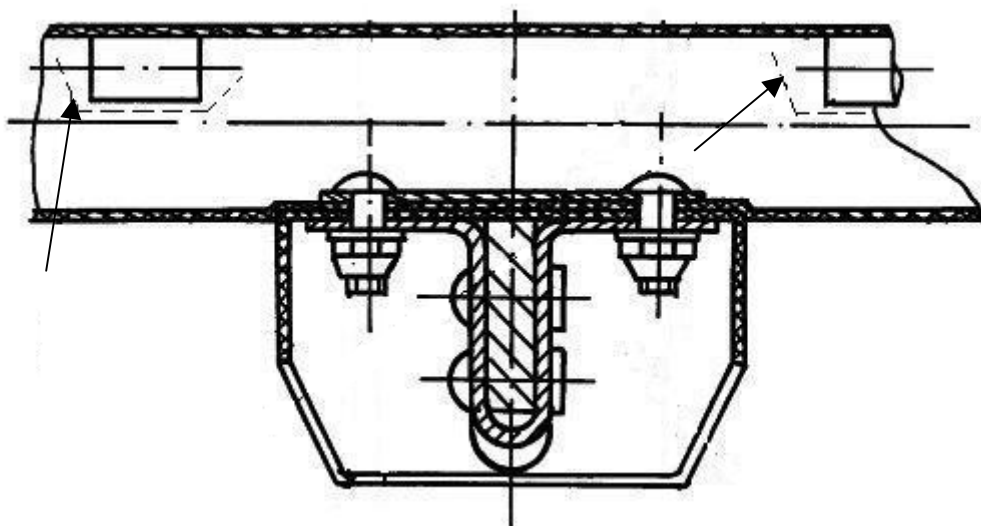


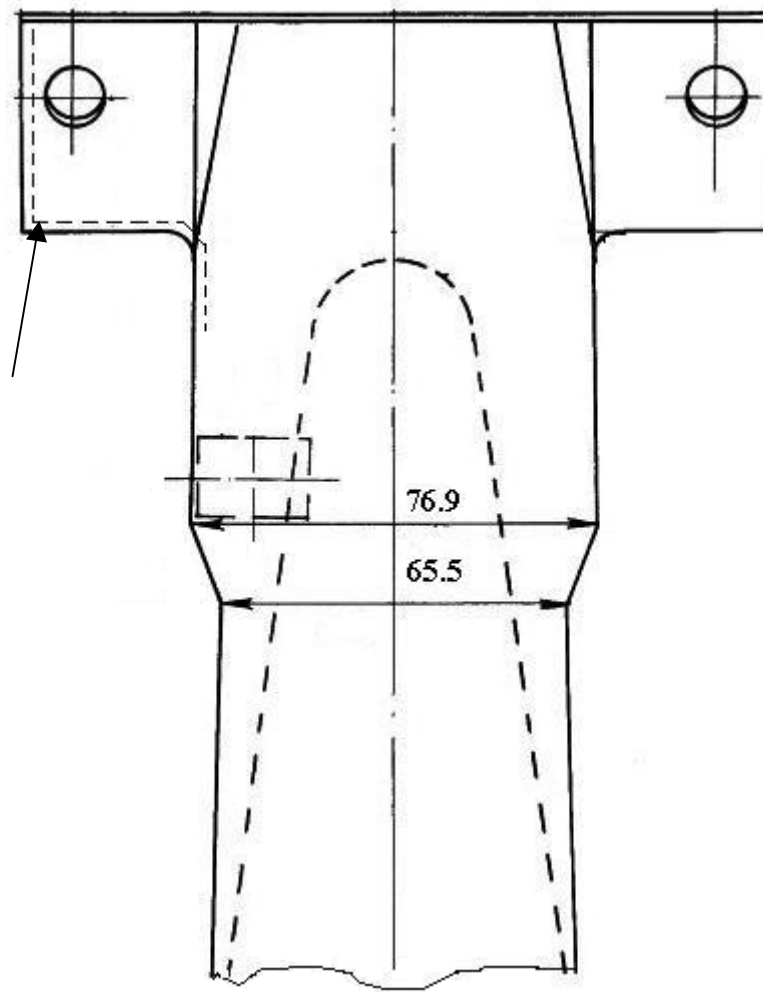
Fig.1. The wing spar.

15. To check external surfaces of wings, ailerons, flaps, fuselage, stabilizer, elevators and rudder. The special attention zones:

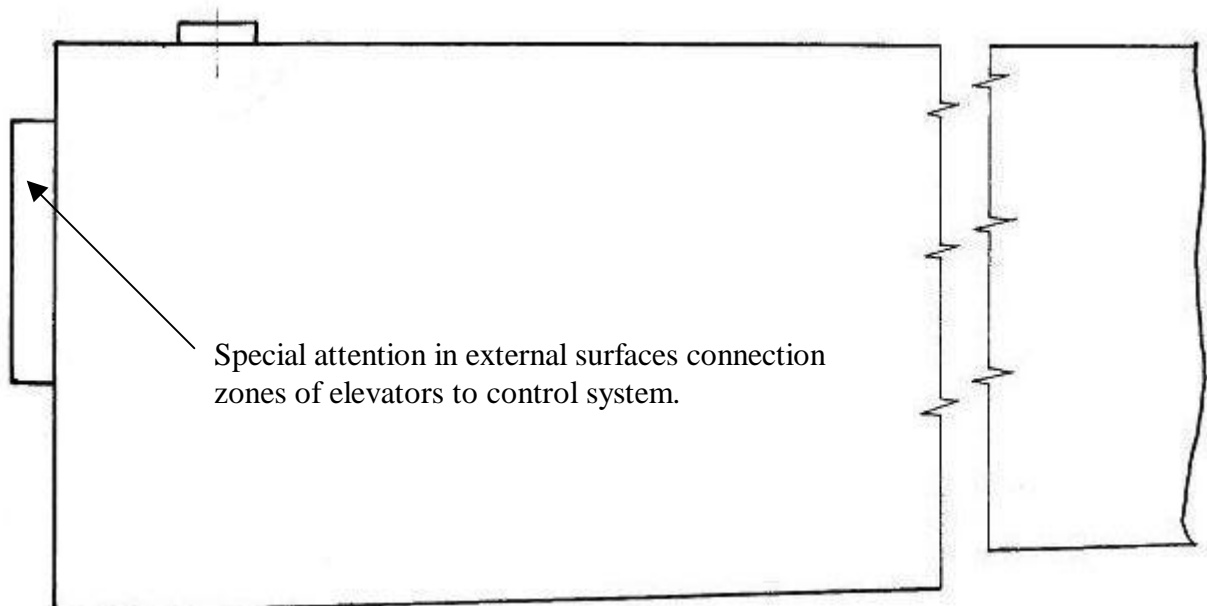
- a) the surfaces around hinge joints of control unit of elevators on the horizontal tail.



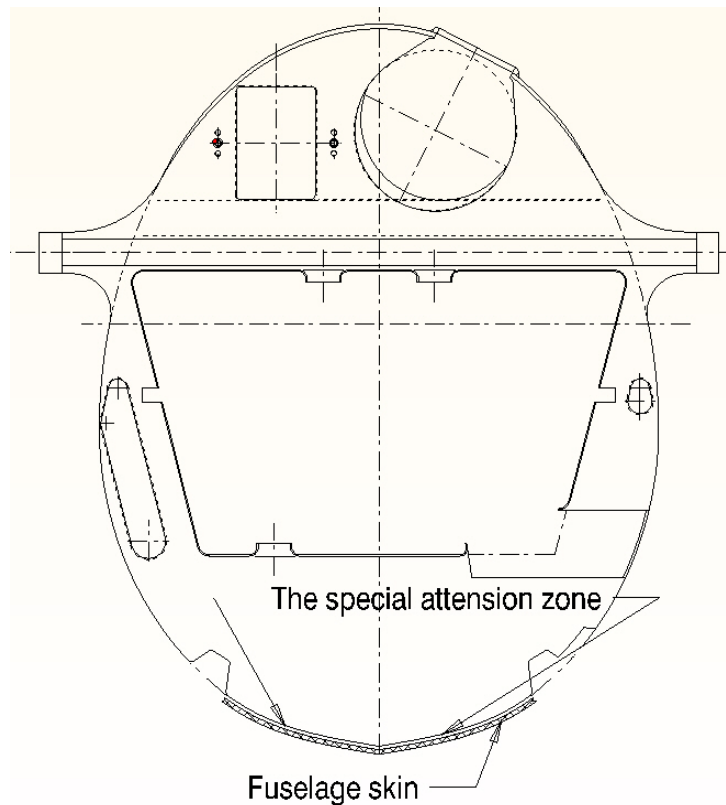
b) the glued zones of the vertical tail spar onto the upper fin part



c) the elevator root rib



d) the fuselage bulkhead



In zones where paint has cracks it is necessary to clean off the paint and check glass fiber reinforced plastic for cracks and if necessary to repair the damage.

Initial clean off of paint shall be done with glass-paper No 180, No 220 finishing with No 320 or even finer.

16. To check external surfaces of galvanized coating of metal parts. Zones with damaged protective galvanized or paint coating, if they are not damaged by corrosion reducing strength, may be repaired. After careful cleaning off of the surface with glass-paper till metallic glitter and dust are removed, protective primer and enamel layers are put on following manual and directions of producers of these coatings.

17. To check towing hook, sailplane instruments and additional equipment following corresponding manufacturers' instructions.

18. To check technical condition and tightness of connections of static and dynamic pressure pipes and moisture collecting tanks.

19. To check technical condition of instrument markings and placards. Replace them if necessary.

20. Repair shall be done following guides given in Section 8 of this Manual. If damaged isn't included in it repair shall be done according to recommendations of manufacturer of the sailplane.

21. To check water ballast tanks in wings and fin for sealing.

22. Check the power-plant extracted/retracted position as indicated in Section 3.3.5 of this manual.

23. Check the completeness of the fire resistance paint. Repair damaged parts of the paint with the right material (see page 8/3 material list).

24. Check the power plant rubber parts and their service life (see Section 6).

25. Check the fastening torque of the engine (refer to the engine manual).

26. After doing all the work the sailplane shall be weighed and C of G shall be recorded.

LAK-19T	MAINTENANCE MANUAL	Section 6	Page 6/1 Total pages 1
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SECTION 6

The sailplane life limits

▮ The approved life limit of the sailplane LAK-19T is 3000 flight hours.

The following power-plant rubber parts have 5 years limited service life:

- engine rubber shock mounts;
- all fuel lines;
- engine frame mount rubber shocks (see Fig.2-22, p.4);
- engine retaining cable bungee cord (see Fig.2-27, p.8).

The continued airworthiness of the sailplane is ensured by prescribed inspections and technical maintenance works done during its use :

1) annual sailplane inspection before starting the flight season according to requirements of Section 5 of “Maintenance Manual”;

2) daily (before every flight day) and preflight sailplane inspection according to requirements of Section 4 of “Flight Manual” and Section 3 of “Maintenance Manual”;

3) special sailplane inspection after a rough landings, ground loops, exceeding of allowed loadings and etc. according to requirements of section 5 of “Maintenance Manual”;

4) inspection and works according to requirements of bulletins issued for the sailplane;

5) inspection and works according to requirements of maintenance documents (Section 4 of “Maintenance Manual”) of parts with limited lifetime (towing hook, safety belts, instruments, engine, propeller and others);

6) inspection after every 1000 flight hours according to requirements of Section 5 of “Maintenance Manual”;

Checking of a sailplane, maintenance and necessary repair works shall only be done by qualified staff having permission to do the work.

In the case of damage of the sailplane structure not included in the “Maintenance Manual” the repair shall be agreed to by the manufacturer of the sailplane.