



	Information bulletin	Doc.-No. 017B.16.002
		Revision 0.0
		Date 2016-11-30
"SA ir Ko" EASA.AP160	LAK-17B/BT/B FES flap handle	Page 1 of 8

Record of Revision		
Rev. #	Issue date	Change description
0.0	30/11/2016	Initial issue
1.0	01/02/2017	Change in serial numbers

	Name / Function	Date	Signature
Prepared	A. Abromavičius Office of Airworthiness	01/02/2017	
Approved	K. Juočas Chief designer	01/02/2017	

1. Planning Information

1.1 Effectivity

LAK-17B, LAK-17BT and LAK-17B FES sailplanes.

Serial numbers: 202-239.

EASA-Type certificate:

EASA TCDS No. EASA.A.083, issue 04, date of issue 05/08/2015

Major change approval 10043395, date of issue 25/01/2013

1.2 Reason

To loose flap handle fixation due to the wear of the handle.

1.3 Compliance

Inspection of the flap handle must be done after receiving the information bulletin.

1.4 Approval

The technical information contained in this Service Bulletin has been approved under the authority of the design organisation EASA.AP160.

	<h2>Information bulletin</h2>	Doc.-No. 017B.16.002
		Revision 0.0
		Date 2016-11-30
"SA ir Ko" EASA.AP160	LAK-17B/BT/B FES flap handle	Page 2 of 8

1.5 Weight and Balance

The weight and C.G. determination is not necessary.

1.6 Electrical Load Data

Not affected

2. Material Information

2.1 Exchangeable Parts

Flap handle	LAK-17B 55 01 06 01 10 SB	1 qty.
Handle spring	LAK-17A 55 01 06 01 01	1 qty.
Flap plate	LAK-17B 55 01 00 02	1 qty.
Solid rivet	3531A-3.5-24	3 qty.
Solid rivet	3531A-3.5-16	2 qty.
Cotter pin	1.5x16-002	3 qty.

	Information bulletin	Doc.-No. 017B.16.002
		Revision 0.0
		Date 2016-11-30
"SA ir Ko" EASA.AP160	LAK-17B/BT/B FES flap handle	Page 3 of 8

3. Accomplishment Instructions

CAUTION: Obey the safety Precaution and the General Maintenance Practices.

3.1 Inspection

Inspect the flap handle fixing element from being damaged. Check if there is no any deformation or wear signs, which could lead to a loose handle fixation (illustration 1). In cases the flap handle isn't fixing properly, you need to change the handle and the flap plate (see the instruction below).

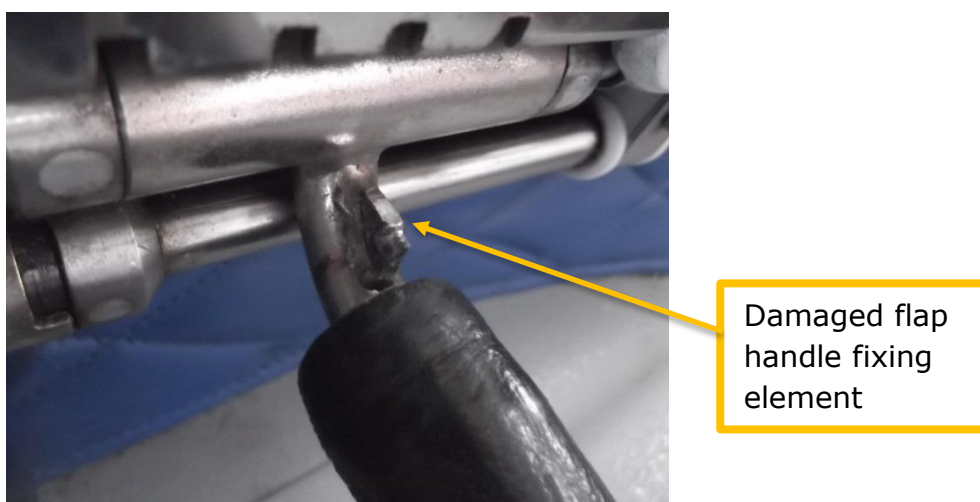


Illustration 1. Inspection the flap handle

	Information bulletin	Doc.-No. 017B.16.002
		Revision 0.0
		Date 2016-11-30
“SA ir Ko” EASA.AP160	LAK-17B/BT/B FES flap handle	Page 4 of 8

3.2 Preparation (removing the flap-air brake control unit)

- 1) Remove the cotter pins, unscrew the bolts and detach the flap-air brake control unit from control rods (two M6 bolts).
- 2) Pull out the inner insert from the seat positioning handle and detach the cable from the handle.
- 3) Take out the flap-air brake control unit by unscrewing it from supports. Three M4 screws in each support (total 9 screws).

For clarification see the figure below (illustration 2).



Illustration 2. Removing the flap-air brake control unit

	<h2>Information bulletin</h2>	Doc.-No. 017B.16.002
		Revision 0.0
		Date 2016-11-30
"SA ir Ko" EASA.AP160	LAK-17B/BT/B FES flap handle	Page 5 of 8

3.3 Modification (changing the flap handle – illustration 3)

- 1) Drill out solid rivet ($\varnothing 3.5\text{mm}$) and remove the end bushing from the flap rod. Clean the holes from the scrap.
- 2) Drill out solid rivets ($\varnothing 3.5\text{mm}$) through the inserts and detach the flap handle. Move out the flap rod from the guide. Remove the outer insert and slide the flap handle with inner insert to the opposite side to make possible detach the torsion spring. Remove the spring, handle and the inner insert. Clean the rivet holes from the scrap.
- 3) Slide back the inner insert with the new handle (LAK-17B 55 01 06 01 10 SB). Attach the new torsion spring (LAK-17B 55 01 00 02) fixing the inner end of the spring in the hole in the rod.
- 4) Slide the handle back to its position and attach the torsion spring fixing the outer end in the handle slot.
- 5) Slide back the inner and outer handle inserts to their positions. Match the holes with the holes in the rod. Rivet the inserts with rivets (3531A-3.5-24). File the rivet heads to match the surfaces of the inserts.
- 6) Move the flap rod through the guide and attach the end bushing matching the rivet holes. Rivet the bushing with rivet (3531A-3.5-16). File the rivet heads to match the surfaces of the bushing.

	<h1>Information bulletin</h1>	Doc.-No. 017B.16.002
		Revision 0.0
		Date 2016-11-30
"SA ir Ko" EASA.AP160	LAK-17B/BT/B FES flap handle	Page 6 of 8

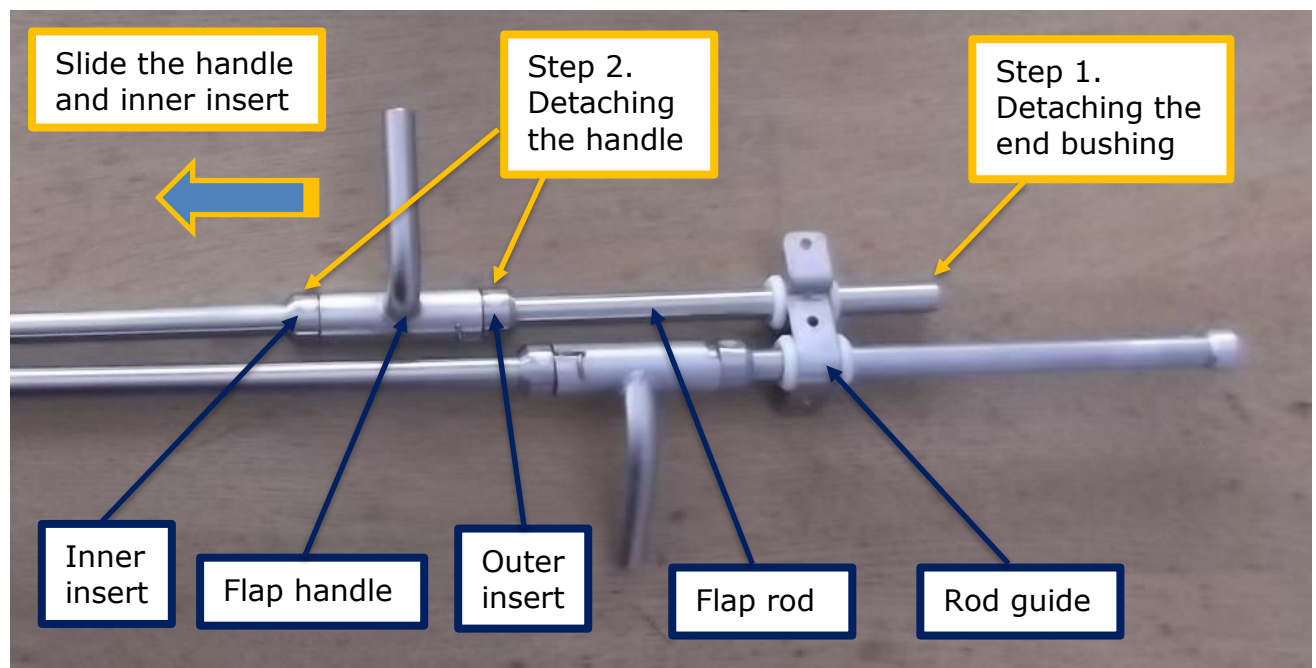
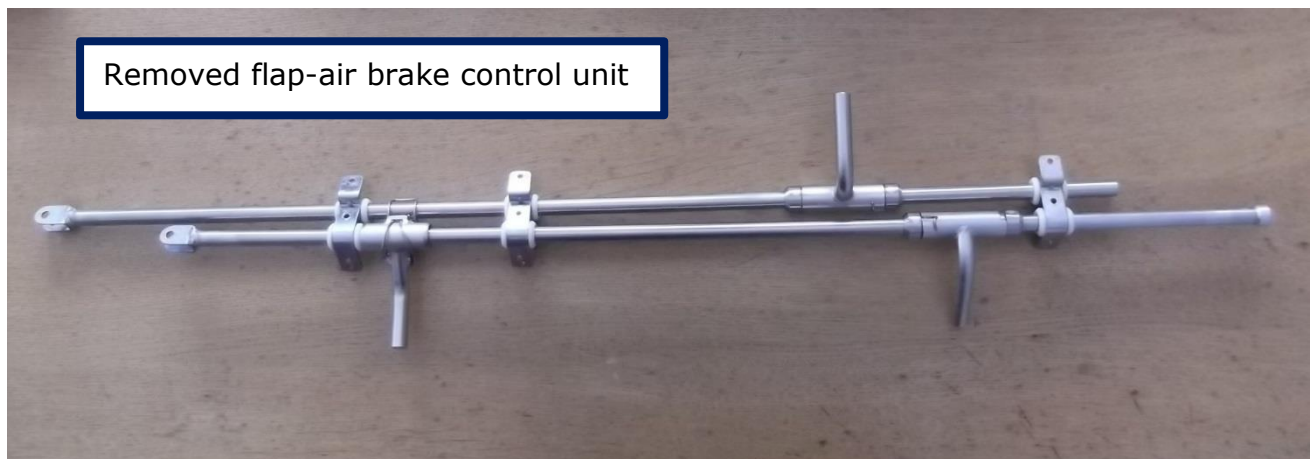


Illustration 3. Changing the flap handle

It is the operators responsibility to comply with the relevant aviation regulations of the country in which the product is registered and operated.

	<h2>Information bulletin</h2>	Doc.-No. 017B.16.002
		Revision 0.0
		Date 2016-11-30
"SA ir Ko" EASA.AP160	LAK-17B/BT/B FES flap handle	Page 7 of 8

3.4 Modification (changing the flap plate – illustration 4)

- 1) Unscrew three M4 screws and remove the flap plate.
- 2) Fit the new plate (LAK-17B 55 01 00 02) and screw it.

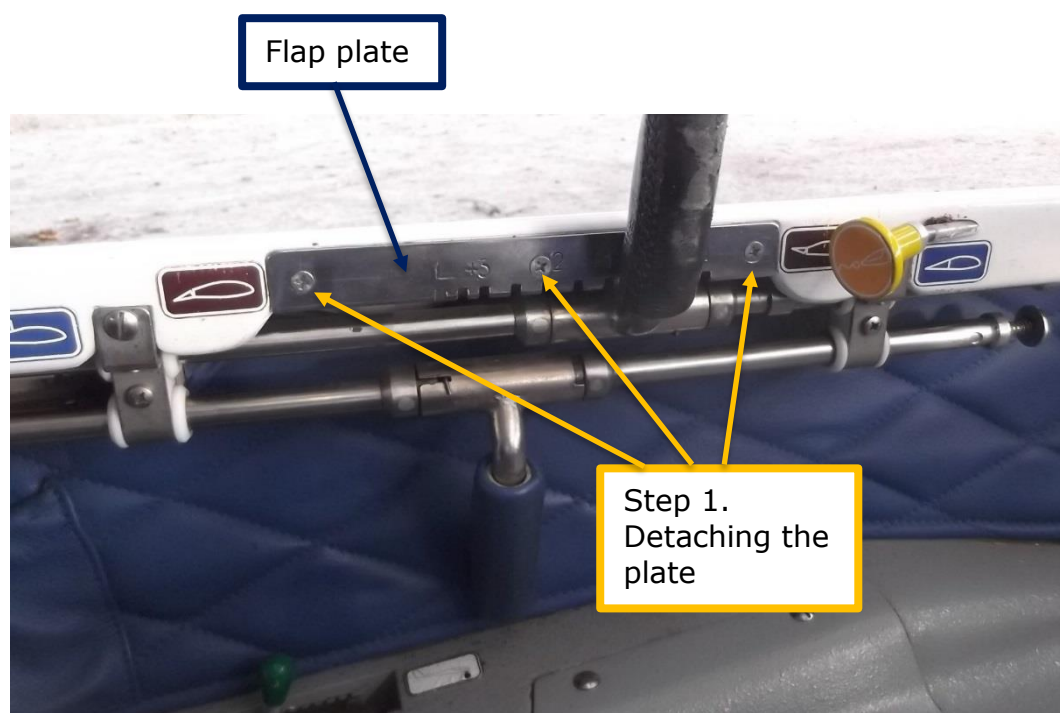


Illustration 4. Changing the flap plate

3.5 Modification (mounting back the flap-air brake control unit)

- 1) Position the guides of the flap-air brake control unit to their supports on the board and screw it.
- 2) Connect the control unit with the rods using the M6 bolts, castle nuts and cotter pins (1.5x16-002). Before inserting the bolt, you need to rotate the control unit rods 180° about their axis while the handles being fixed. This must be done to preload the torsion springs mounted in the flap and air brake handles.
- 3) Attach the seat positioning cable with the handle.

	<h1>Information bulletin</h1>	Doc.-No. 017B.16.002
		Revision 0.0
		Date 2016-11-30
"SA ir Ko" EASA.AP160	LAK-17B/BT/B FES flap handle	Page 8 of 8

NOTE:

It could be difficult to connect control unit with rods while the unit is being already mounted, because the castle nuts are very close to the board and it may be not easy to secure its with cotter pins.

You can try another method for mounting the flap-air brake control unit. Firstly, you can connect control unit (configuration shown on illustration 5) with the rods and just then to mount it on the board while turning the flap and air brake handles back to their positions to preload the torsion springs.

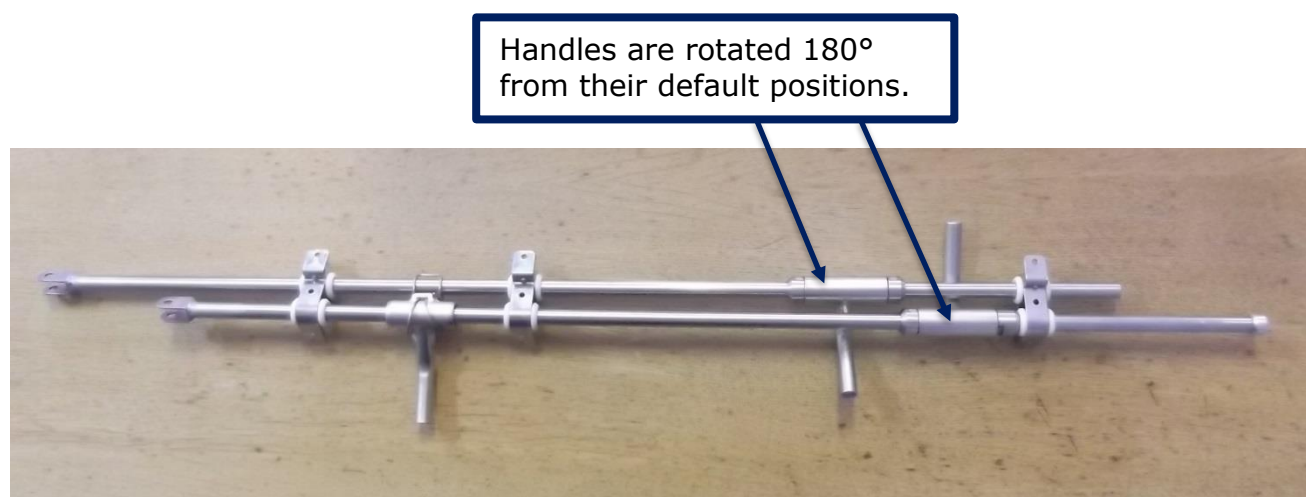


Illustration 5. Configuration of flap-air brake control unit

3.6 Close-up

- 1) Check if the flap and seat positioning handles fixing properly in all positions.
- 2) Check if the air brakes works properly.
- 3) Other sailplanes have an alarm system mounted on the air brake rod. Check if this system works properly.
- 4) Do a foreign object inspection in modification area.

The accomplishment of this modification must be examined and certified in the aircraft's inspection documents by a licensed aviation inspector.