

Subject: The engine SOLO 2350 installation into the fuselage of the sailplane LAK-17A beforehand in the UAB "Sportin aviacija" manufactured bay.

Applicability:

Action A: all future conversions of LAK-17A.
Action B: all already converted gliders- serial numbers 135, 140, 141, 149

EASA-Type certificate:
EASA TCDS No.EASA.A.083, issue 1,
dated 21/04/2006

Reason:

Information bulletin update in order to ensure conformity of modified LAK-17A with all the conditions identified in the LAK-17AT Flight Manual.

Action A:

Conversation LAK-17A to LAK-17AT

1. Installation of the engine SOLO 2350 into the fuselage LAK-17A

Installation of the engine SOLO 2350 into the fuselage of LAK-17A must be done according to the following drawings:

- 1.1 General view of the glider LAK-17AT 00 00 00 00;
- 1.2 Fuselage LAK-17AT 01 00 00 00;
- 1.3 Engine retraction – extraction system LAK-17AT 65 00 00 00;
- 1.4 Engine mounting frame LAK-17AT 64 00 00 00;
- 1.5 Engine retaining cable LAK-17AT 64 03 00 00;
- 1.6 Engine door attachment LAK-17AT 69 00 00 00;
- 1.7 Engine doors control system LAK-17AT 50 68 00 00;
- 1.8 Fuel system LAK-17AT 61 00 00 00;
- 1.9 Electrical system (engine) LAK-17AT 79 00 00 00;
- 1.10 Batteries mounting LAK-17AT 72 10 00 00;
- 1.11 Electrical bonding LAK-17AT 72 50 00 00;
- 1.12 Engine control system LAK-17AT 65 01 00 00;
- 1.13 Firewall LAK-17AT 66 00 00 00;
- 1.14 Service bulletin No.017AT.7.66.002A;
- 1.15 Propeller and its mounting LAK-17AT 67 01 00 00;
- 1.16 Propeller brake control system LAK-17AT 65 02 00 00;
- 1.17 Baggage compartment LAK-17AT 70 03 00 00;
- 1.18 Oxygen equipment LAK-17AT 78 00 00 00.

2. Replacing placards and markings of controls according to Section 2.6 of the Maintenance Manual for the self- sustaining powered sailplane LAK-17AT, dated 21/04/2006

3. Airspeed indicator marking according to Chapter 2.3 of the Flight Manual for the self- sustaining powered sailplane LAK-17AT, dated 21/04/2006.

4. Replacing the Maintenance Manual for the LAK-17A sailplane to the Maintenance Manual for the self- sustaining powered sailplane LAK-17AT, dated 21/04/2006.

5. Replacing the Flight Manual for the LAK-17A sailplane to the Flight Manual for the self- sustaining powered sailplane LAK-17AT, dated 21/04/2006.

Material and Drawings:

See Action A.

Mass and C.G.:

The installation of the engine SOLO 2350 into the fuselage of the sailplane LAK-17A affects the C.G. of the glider. Weights and center of gravity control according to section 7 of Maintenance Manual for the self-sustaining powered sailplane LAK-17AT, dated 21/04/2006 EASA TCDC No.EASA.A.083.

Action B: An inspection of already converted gliders according action A

1. Check replacing placards and markings of controls according to Section 2.6 of the Maintenance Manual for the self- sustaining powered sailplane LAK-17AT, dated 21/04/2006
2. Check airspeed indicator marking according to Chapter 2.3 of the Flight Manual for the self-sustaining powered sailplane LAK-17AT, dated 21/04/2006.
3. Check replacing the Maintenance Manual for the LAK-17A sailplane to the Maintenance Manual for the self- sustaining powered sailplane LAK-17AT, dated 21/04/2006.
4. Check replacing the Flight Manual for the LAK-17A sailplane to the Flight Manual for the self- sustaining powered sailplane LAK-17AT, dated 21/04/2006.

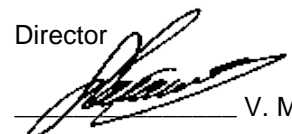
Compliance:

1. Action A is optional.
2. Action B must be accomplished before the next flight.

Poci nai, Prienai, 29 June 2012

JSC "Sportin aviacija ir Ko"

Director



V. Ma iulis