


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0122-E</b></p> <p><b>Date: 23 June 2010</b></p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This Emergency AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Aircraft Industries, a.s.</p>	<p><b>Type/Model designation(s) :</b></p> <p>L-13 and L-13 A BLANÍK sailplanes</p>
TCDS Number:	EASA.A.024
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2010-0119-E dated 18 June 2010.
<b>ATA 57</b>	<b>Wing – Wing Main Spar - Inspection / Operational Limitation</b>
Manufacturer(s):	Aircraft Industries, a.s, LET k.p., LET a.s. and LETECKÉ ZÁVODY a.s.
Applicability:	L-13 and L-13 A BLANÍK sailplanes, all serial numbers.
Reason:	<p>A fatal accident occurred to a L-13 BLANÍK sailplane, in which the main spar of the right wing failed near the root due to positive load. The right wing detached from the aircraft and the pilots lost control of the sailplane.</p> <p>The preliminary investigation has revealed that the fracture may have been due to fatigue.</p> <p>The Emergency AD 2010-0119-E required immediate inspection of the main spar at the root of the wing to detect fatigue cracking and the accomplishment of the relevant corrective actions as necessary. In addition, this AD 2010-0119-E imposed operational limitations. This AD retains the requirements of AD 2010-0119-E, which is superseded, and extends the applicability to L-13 A BLANÍK sailplanes.</p> <p>The requirements of this AD are considered as interim action to immediately address this unsafe condition. If, as a result of the on-going investigation, a terminating action is later identified, further mandatory actions might be considered.</p>
Effective Date:	23 June 2010

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated unless previously accomplished:</p> <p>(1) After 18 June 2010 [the effective date of AD 2010-0119-E] for L-13 BLANÍK sailplanes or after the effective date of this AD for L-13 A BLANÍK sailplanes, all aerobatics manoeuvres (ie. Roll (Výkrut), Loop (přemet), Stalled turn (souvrat), Immelmann turn (překrut), Half roll (zvrát), Inverted flight (let na zádech)) are prohibited. The chapter “aerobatics” in Flight Manuals listed below became invalid.</p> <ul style="list-style-type: none"> <li>- Do-L13.1111.1 (In Czech language)</li> <li>- Do-L13.1111.3 (In English language)</li> <li>- Do-L13.1111.2 (In German language)</li> <li>- Do-L13.1111.4 (In Spanish language)</li> <li>- Do-L13.1111.5 (In Russian language)</li> </ul> <p>(2) Before next flight, insert this AD in the sailplane’s Flight Manual and inform the pilots accordingly.</p> <p>(3) Before next flight, carry out an inspection of the wing critical areas in accordance with Aircraft Industries a.s. Mandatory Bulletin No. L13/109a “Checking of the connection of the bottom wing suspension with spar cap – review of the operation conditions”.</p> <p>The inspection must be carried out by qualified maintenance personnel.</p> <p>(4) If any cracks are detected during the inspection required by paragraph (3) of this AD, no further flight are permitted.</p> <p>(5) Within 15 days after 18 June 2010 [the effective date of AD 2010-0119-E] for L-13 BLANÍK sailplanes or after the effective date of this AD for L-13 A BLANÍK sailplanes, submit the information requested by Mandatory Bulletin No. L13/109a to Aircraft Industries a.s. for further assessment.</p>
<p>Ref. Publications:</p>	<p>Aircraft Industries a.s. Mandatory Bulletin No. L13/109a “Checking of the connection of the bottom wing suspension with spar cap – review of the operation conditions”, issue 1 dated 18 June 2010</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Aircraft Industries, a.s. - Na záhonech 1177, 686 04 Kunovice, Czech Republic Telephone: +420 572 817 660, Fax: +420 572 816 112 Email: <a href="mailto:ots@let.cz">ots@let.cz</a></li> </ol>