EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0252 **Date: 18 October 2013** Note: This 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.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].

Design Approval Holder's Name:	**Type/Model designation(s):**
BLANIK Limited	L-13 "BLANÍK" sailplanes

TCDS Number:	EASA.A.024
Foreign AD:	Not applicable
Supersedure:	None

ATA 57	**Wings – Wing Spar Caps – Inspection / Repair**
Manufacturer(s):	Aircraft Industries, a.s, Strojírny první pětiletky n.p., LET n.p., LET a.s. and LETECKÉ ZÁVODY a.s.
Applicability:	Model L-13 "BLANÍK" sailplanes, all serial numbers. Note: At the date of issuance of this AD, only certain L-13 "BLANIK" model sailplanes may have a valid certificate of airworthiness, provided the sailplane configuration is defined as under 1) or 2) below: 1) modified in accordance with Aircraft Design and Certification Ltd. modification ADxC-DC-39-001 (EASA Supplemental Type Certificate 10035295), or 2) L-13 "BLANIK" model sailplanes determined to be a "Reinforced" type.
Reason:	Investigation results of an accident in June 2010 with a L13 "BLANIK" sailplane (serial number 1175117) revealed degraded mechanical characteristics of wing spar lower flange material. Measured values of Yield Strength and Ultimate Strength were significantly lower than the established certification standard. This condition, if not detected and corrected, could lead to in-flight wing structural failure and consequent loss of the sailplane. To address this unsafe condition, Aircraft Industries, a.s. (AI), the Contracted Design Organization Approval Holder, issued Mandatory Bulletin (MB) L13/116a providing instructions for inspection of mechanical characteristics of the sailplane wing upper and lower spar caps. A recent design review, based upon the sailplane accident preliminary

	investigation results, established that L13“BLANIK” sailplanes determined to be a “Reinforced“ type, and L13A “BLANIK” sailplanes which are found to be in conformity with the certificated type design in accordance with AI MB L13/112a, are not affected by reduced material characteristics of the wing spar. For the reasons described above, this AD requires a one-time inspection of wing spar material characteristics and the reporting of determined values to AI. This AD is considered to be an interim measure and, based on experience gathered, further AD action may follow.
Effective Date:	01 November 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days after the effective date of this AD, inspect the wing spar upper and lower cap mechanical characteristics in accordance with instructions of AI MB L13/116a. (2) If, during the inspection as required by paragraph (1) of this AD, the measured material characteristic values are outside the permissible limits, as defined in the instructions of AI MB L13/116a, before next flight, replace the affected wing with a serviceable part. (3) If, during the inspection as required by paragraph (1) of this AD, the measured characteristic values are within the permissible limits, as defined in instructions of AI MB L13/116a, within 30 days after the inspection, report the inspection result to AI in accordance with instructions of AI MB L13/116a. (4) Any L13 “BLANIK” model sailplane, determined to be a “Reinforced“ type sailplane, which has been verified to be in conformity with the certificated type design standard based on inspection results in accordance with AI MB L13/112a, is not affected by the requirements of paragraph (1) of this AD, provided it can be demonstrated that no configuration change was accomplished on that sailplane since that verification. Note: To meet requirements of this AD instead of English version of AI MB L13/116a or AI MB L13/112a, as applicable, Czech version of AI Zavazny Bulletin (ZB) L13/116a or AI ZB L13/112a, as applicable, may be used.
Ref. Publications:	AI MB L13/116a, dated 24 January 2013 (English version), AI ZB L13/116a, dated 24 January 2013 (Czech version), AI MB L13/112a, dated 16 May 2011 (English version), AI ZB L13/112a, dated 16 May 2011 (Czech version). The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Contracted Design Organization Approval Holder Aircraft Industries, a.s. - Na záhonech 1177, 686 04 Kunovice, Czech Republic Telephone: +420 572 817 660, Fax: +420 572 816 112 Email: ots@let.cz.