



**AIRWORTHINESS ADVICE  
NOTICE**

**TYPE AFFECTED:** SZD-9bis Bocian 1D and 1E.  
**SUBJECT:** Miscellaneous airworthiness information.  
**BACKGROUND:** This AN records airworthiness information which is useful to know.

**APPROVED MODIFICATIONS:**

1. Bulletin BE-09/77 Bocian describes the optional installation of an inspection hole in the root rib behind the rear spar fitting. A copy of this bulletin may be obtained from the GFA Secretariat.

**DEFECTS:**

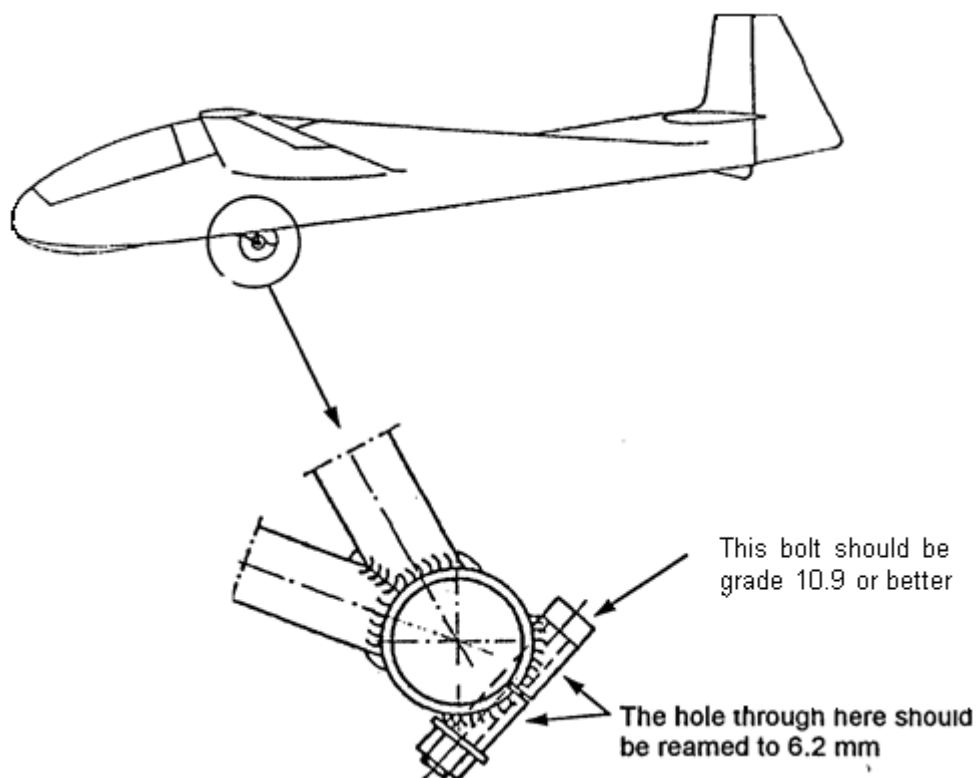
1. Bulletin BR-001/70 Bocian was issued in 1971 and required the mandatory inspection of the rear fuselage for manufacturing defects of all 1D Bocians and 1E Bocians up to serial number P- 530. This Bulletin was never promulgated in Australia and after 26 years it is unlikely that any problems exist on Australian Gliders. Inspectors should however be aware that the area around frames 26 (rear tailplane mount) and 27 (second last fuselage bulkhead) may have faults and care should be taken when inspecting this area. A copy of this Bulletin may be obtained from the GFA Secretariat
2. Bulletin BK-005/73 Bocian required the replacement of the axle clamping bolt to prevent damage to the axle clamps on all 1E Bocians. These bolts should be checked at each annual inspection and if replacement is necessary then the replacement bolts should be grade 10.9 M6 x 40 mm bolts and the hole which they fit into should be reamed to 6.2 mm Ø. See Figure 1
3. Bulletin BE-06/75 Bocian required the replacement of the lower rudder fittings on all Bocian 1D and Bocian 1E up to works number 716. Because this Bulletin was not promulgated it is unlikely that any defects exist on current gliders however inspectors should be aware that problems have occurred with these parts and inspect them carefully at each annual inspection.

SIGNED:

CHIEF TECHNICAL OFFICER AIRWORTHINESS

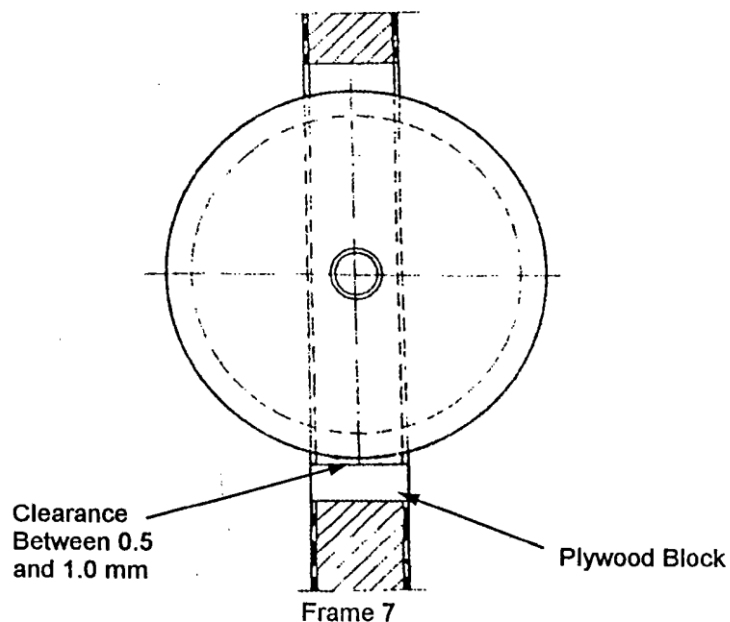
For and on behalf of:

**THE GLIDING FEDERATION  
OF AUSTRALIA**



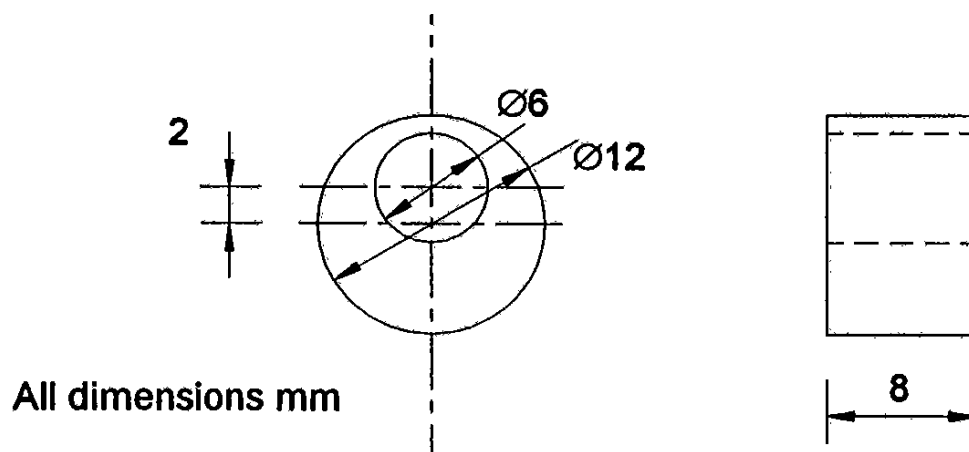
**FIGURE 1 - UNDERCARRIAGE BOLT**

4. Bulletin NR-008/76 Bocian describes the possibility of the rudder control cable dismounting from the pulley attached to number 7 bulkhead on IE Bocians up to serial number P-753. A plywood block should be glued onto the bulkhead to reduce the clearance between the pulley and the bulkhead to between 0.5 and 1.0 mm as shown in Figure 2



**FIGURE 2. - PULLEY**

5. Bulletin BK-14/78 describes the adjustment of the airbrake stops in Bocian IE however the English is so poor it is difficult to know what was required. It is however possible to determine that one of the requirements was to fit a rubber block to the front seat pan to act as an out stop. Also if the eccentric stop in the wing allows the dive brake components to contact each other then it should be replaced with one as shown in Figure 3.



**FIGURE 3 - REPLACEMENT ECCENTRIC**

6. There has been one report in Australia of failure of the front cockpit airbrake lever. The lever is quite long and is made of mild steel so that it is possible to overload the lever when applying the wheel brake. In the reported instance a fatigue crack had developed at the lower end of the lever which ultimately led to the lever failing in overload at the location of the fatigue crack. A second small crack was found at the elbow in the lever. Inspectors should be aware of the possibility of cracking in these locations and are advised to check both front and rear levers during annual inspections.

