

COMMONWEALTH OF AUSTRALIA  
DEPARTMENT OF TRANSPORT

AIRWORTHINESS DIRECTIVE - GLIDERS

GFA/AD104 LET KUNOVICE 13

Glider types affected:

- A. The L13 sailplane Serial Nos 170101 to 174730
- B. The L13 sailplane Serial Nos 170101 to 170320

Reason:

- A. To increase rigidity of No 1 bulkhead at the location of tow rope hook control system countershaft bracket.
- B. To secure tow rope hook control system countershaft (by means of bolts nuts and washers) against accidental sliding out of the bracket bearings.

Measures:

Carry out modifications as instructed in this bulletin. Repair cracks in No 1 bulkhead (if any) as instructed in note 2.

To be carried out:

- A. By the operator during next overhaul. Should any cracks be found the bulkhead is to be reinforced and modified according to the instructions given in note 2 during the next 50 hour inspection.
  - B. By 30 days after the receipt of this bulletin and the necessary material.
- Costs of the work to be borne by owner. Material can be obtained free of charge from the manufacturer. Materials necessary for the modification will be supplied (if desired) by OMNIPOL FTC Washingtonova II PRAHA1. Applicants to supply the serial No of sailplane.

Procedure of work:

Removal of countershaft:

1. Having unscrewed two screws tilt down the nose cone.
2. Remove pins washers and cotter pins fastening tow hook control wires and pull rods to the countershaft.
3. Remove bolts nuts and washers attaching countershaft brackets to the No 1 bulkhead.
4. Remove the countershaft with the brackets from the fuselage.

A.Reinforcement of bulkhead No 1:

1. Locate stiffeners (pos1,2) on the bulkhead No 1 as shown on figure 2. If necessary fit the stiffeners according to the contour of the bulkhead. According to the screw holes in the bulkhead mark centers for the holes on the stiffeners. Remove the stiffeners and rough drill holes 5.8 mm diameter then ream them together with holes in the bulkhead to the diameter of 6H8.
2. Fasten stiffeners on the No 1 bulkhead using original bolts washers and nuts.
3. According to rough drilled holes in the stiffeners drill holes 2.7 mm diameter countersunk for rivet heads(pos7) and rivet on the stiffeners using rivets(pos 6,7) see figure 2.

B. Securing of countershaft:

Fit bolts (pos 3) washers(pos 4) and nuts (pos5) as shown in figure 2.

Should the bolt be difficult to to slide in redrill the hole in the countershaft to the diameter of 4.2mm.

Installation of countershaft:

Reinstall counter shaft and connect wires and pull rods in the opposite sequence to removal. Secure the pins with new cotter pins 1.6 x10 (CSN 021781.09K)

Checking:

Carry out functional check of the tow release hook and the belly hook. In the open position the hook of the front hook must fully retract.

Materials necessary for the modification:

POS	PIECES	DESCRIPTION	DWG/STANDARD No.
1	1	STIFFENER L.H.	L13. 807-12.21
2	1	Stiffener R.H.	L13. 807-12.22
3	2	BOLT	M4x30 CSN 021101.24
4	2	WASHER	4.3 CSN 021702
5	2	NUT	M4 ONL 3240
6	6	RIVET	2.6x6 CSN 022302.5
7	2	RIVET	2.6x6 CSN 022320.5
			(equivalent AN425/ADrivet)
-	4	COTTER PIN	1.6x10 CSN 021781.09.K

Note:

Stiffeners (pos 1,2,) may be made according to figure 3. Left hand stiffener L13 807-12.21 shown only. The right hand one being a mirror image.

- a. contour of bulkhead no 1
- b. bulkhead no 1 system
- c. up to the upper contour of fuselage

Material to be 1.6mm(16gauge) 24 ST if made in Australia.

Douglas Lyon



CHIEF TECHNICAL OFFICER AIRWORTHINESS  
GLIDING FEDERATION OF AUSTRALIA.

Date of issue 5th May 1978

Distribution:

Owners/Operators L13 Blanik

C.T.O.s A. & Ops.

R.T.O.s A. & Ops.

A.T.O

T.L.O.

Department of Transport

R. Pollard

G. Detto

R. Martin

D. Vanstan

G. Simpkins

C. Willis

B. McKenzie

S. Chappell

W. Thompson

J. Dewhurst

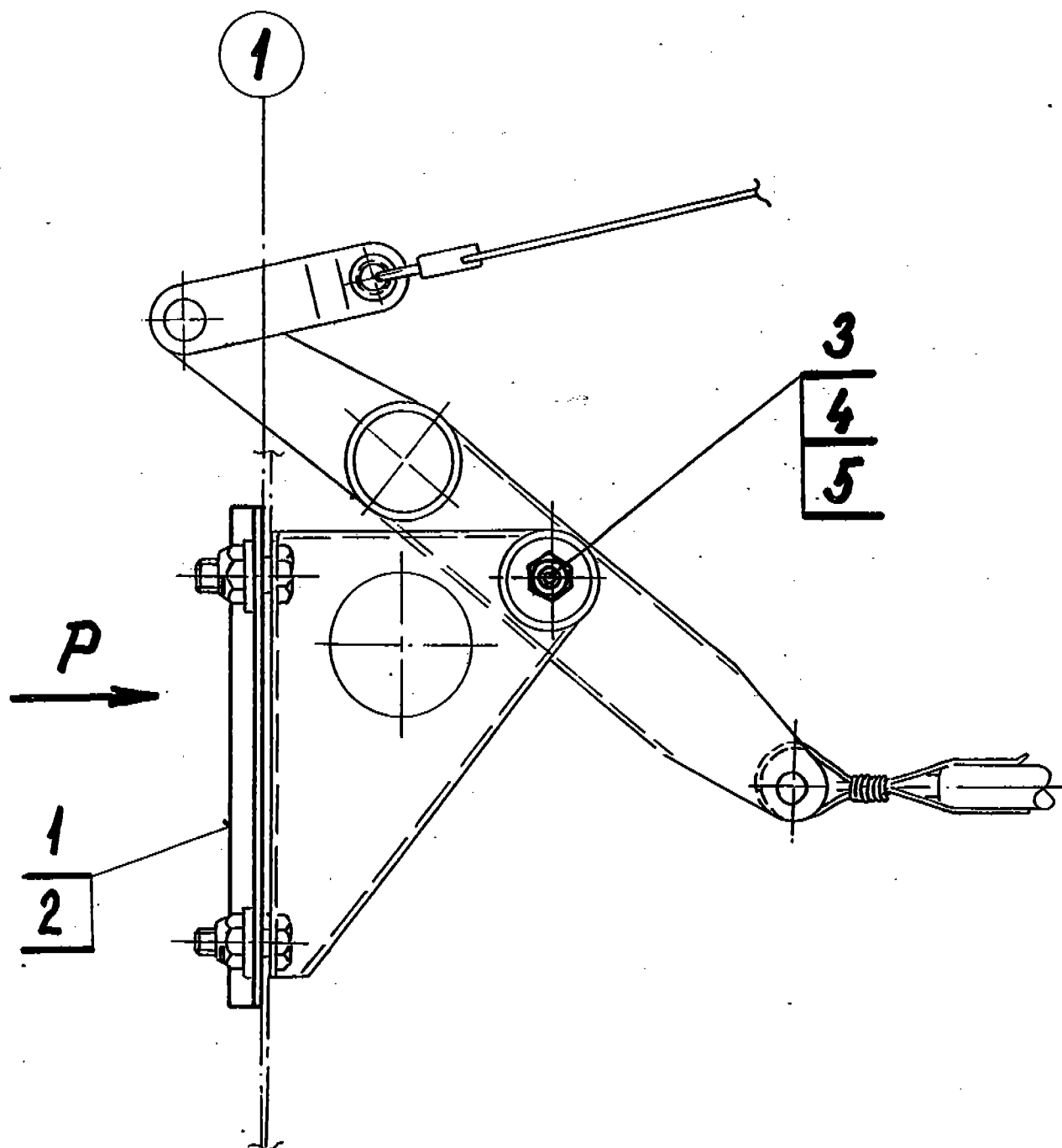
E. Schneider Pty Ltd.

C.R.Hurst

Riley Aeronautics Pty Ltd.

P. Ansell

G. Higginson

1.

L13/047

Vytlačoval

Kontroloval

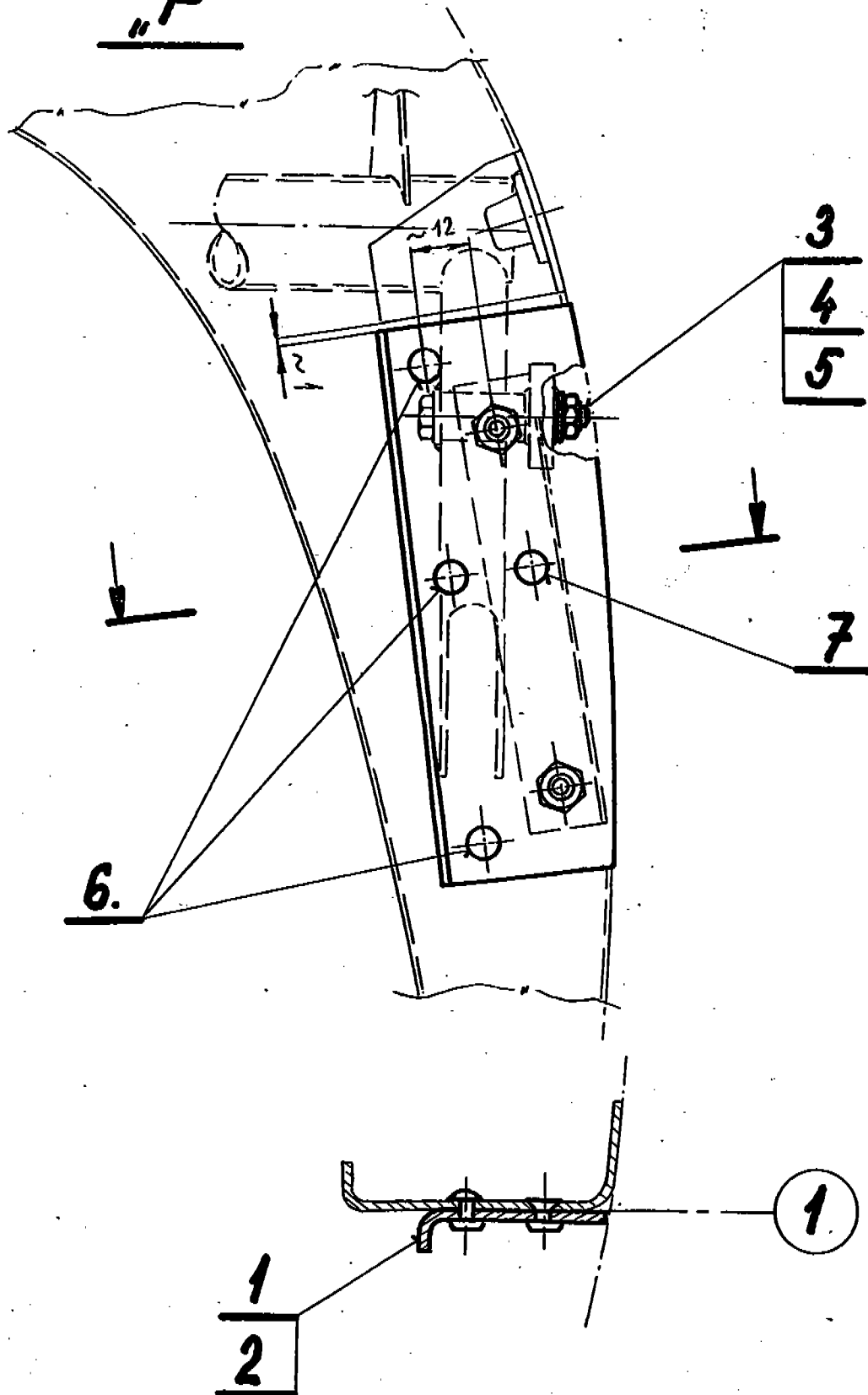
Schválil

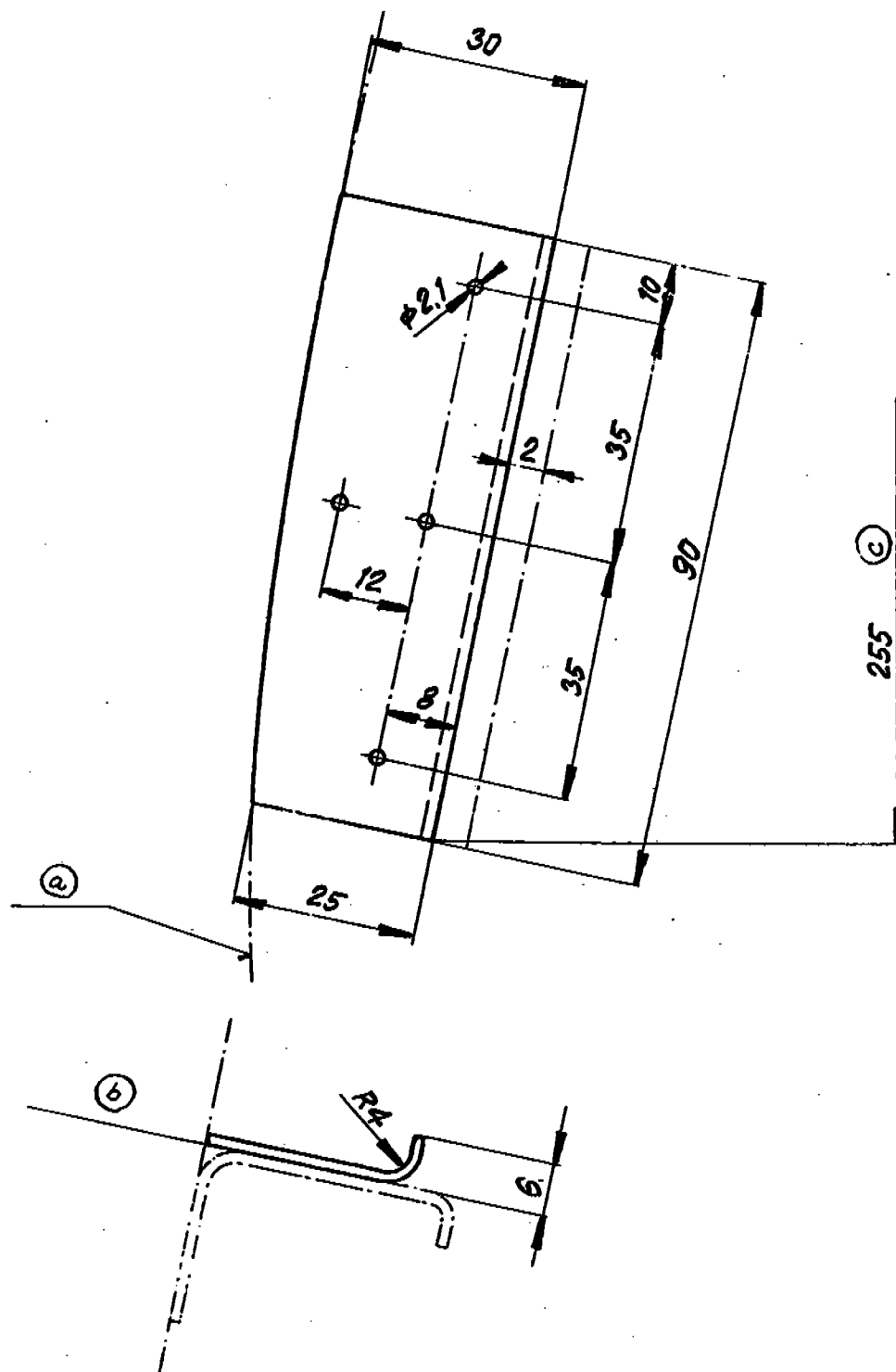
List: 4

Listů: 6

2.

"P"



3.

L13.807 - 12.21  
L13.807 - 12.22