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## Service Bulletin

No. SB-IS-28B2-AR-03

Modifying the Maintenance program and increasing TBO from 1200 flight hours / 7500 landings to  
1400 flight hours / 8400 landings

<b>Log of revisions</b>		
Revision	Revision date	Change description
01	06.03.2017	Document release
02	25.10.2017	Service Bulletin approval conditions (chapter 1.4), no. of valid amendment (chapter 1.8) and modification of the maintenance program.

F2.3-03 (01.2017)	It is the operators responsibility to comply with the relevant aviation regulations of the country in which the product is registered and operated.
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### 1. Planning Information

#### 1.1 Effectivity

Modifying the Maintenance program and increasing TBO from 1200 flight hours / 7500 landings to 1400 flight hours / 8400 landings is apply to all IS-28B2 gliders.

##### 1.1.1. Overhaul notion

The package of mandatory maintenance and repair works to maintain the airworthiness of gliders IS-28B2, that is being executed at periods and under the terms of this Service Bulletin.

#### 1.2 Reason


Aeroclubul României request considering the favourable results concerning general technical condition and health structural of the IS-28B2 gliders owned by Aeroclubul României and experience in their maintenance.

#### 1.3 Compliance


Aeroclubul României option.

#### 1.4 Approval

The technical content of this document is approved under the Authority of EASA ref. approval number 10064057 and have been produced in accordance with alternative procedure to DOA nr. EASA.AP439.

	Name / Function	Date	Signature
Drafted	Liviu Țurlete / Head of DOA	25.10.2017	
Approved	Florian Petcu / Airworthiness Manager	25.10.2017	

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### 1.5 Special Tools

Bench testing board appliances (on aircraft, on the ground).

### 1.6 Weight and Balance

Not affected.

### 1.7 Electrical Load Data

Not affected.

### 1.8 Other Publications affected

Flight and Maintenance Manual edition 2A / 1977, amendment no. 30, modified pages:

- 0.2.2;
- 0.2.3;
- 26;
- 26.1;
- 36;
- 37.

Flight and Maintenance Manual edition 3 / 1978, amendment no. 44, modified pages:

- 0.2.4;
- 0.3.Z.1;
- 6.9;
- 6.9.1;
- 6.10;
- 6.14;
- 6.15.

### 1.9 Reporting

N/A.

## 2. Material Information

### 2.1 List of parts to be reworked

N/A.


### 2.2 New Production Parts

N/A.

### 2.3 Expendable Part

N/A.

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### 3. Accomplishment Instructions

**CAUTION: Obey the safety Precaution and the General Maintenance Practices.**

#### 3.0. REMARKS

- a) All works must be carried out by an Authorised Maintenance Organisation or a certified aircraft maintenance mechanic.
- b) All works, particular those that are not especially described in this Service Bulletin, must be carried out in accordance with the referenced Maintenance Manual.
- c) Accomplishment of the works must be confirmed in the logbook in the form:

**At the glider S / N .....registered....., they were executed all the works mentioned in Service Bulletin SB-IS-28B2-AR-03 and TBO extends from 1200 hours / 7500 landing to 1400 hours / 8400 landings.**

- d) In case of doubt contact Aeroclubul României (camo@aeroclubulromaniei.ro).

#### 3.1. Preparation

1. Preparation of required tools;
2. Raise the rear fuselage to facilitate easy access to the maintenance panel, for example

like in photo 1.




Photo 1

#### 3.2. Modification

Are executed checks specified in Appendix 1 – Checklist.

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The works mentioned in the checklist is applied only once (the first time when the glider has conducted 1200 (-100 H) flight hours of the date of manufacture or after the last overhaul and is intending to increase TBO from 1200 hours / 7500 landing at 1400 hours / 8400 landings).

If after checks carried nonconformities are found, they must be remedied in accordance with the Flight and Maintenance Manual and / or Repair Manual.

If the fixes exceed the level of Flight and Maintenance Manual and / or Repair Manual, please contact Aeroclubul Romaniei (camo@aeroclubulromaniei.ro).

### 3.3. Close-up

- 1) Do a foreign object inspection in modification area.
- 2) Final inspection.
- 3) Lower the fuselage from the used supporting maintenance rigs.
- 4) Indicate the application of Service Bulletin no. SB-IS-28B2-AR-03 in the glider logbook.

### 3.4. Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- Shall be entered in the Flight and Maintenance Manual, modified pages;
- Modify the maintenance program in accordance with the provisions of the Flight and Operating Manual ed.2 Amendment 30 / Flight and Maintenance Manual ed. 3 amendment 44.

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No.	Part, subassembly, assembly affected	Inspection	Maintenance works	Reference FMM. rev. 3	Obs.
1.	Exterior glider	visual	washing FMM. ed. 3 / 6.4.5.1.	Maintenance works in accordance with paragraph 6.4. Greasing: under paragraph 6.3.4. and fig. 6.5.	
2.	Plexiglass canopy	visual	cleaning		
3.	Air Intakes	visual	foreign material clearance		
4.	Decanter anemobarometric system	verification system and sealing gaskets	-		
5.	Landing gear support and its mounting on the structure	visual	FMM. ed. 3/ 6.4.4.		
6.	Fork wheel (deformation, cracks, corrosion)	visual	greasing FMM. ed. 3 / 6.4.4.		
7.	Landing gear and shock absorbers	visual + operating	FMM. ed. 3 / 6.4.4.		
8.	Main wheel and tailwheel -bearings -tires	visual + operating	-		
9.	Wheel brake	visual + greasing	Greasing route command + sabots cam		
10.	Structure skin and control surfaces	visual	FMM.ed. 3 / 6.4.5.2.		
11.	Triggers	visual	cleaning + greasing		

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No.	Part, subassembly, assembly affected	Inspection	Maintenance works	Reference FMM. rev. 3	Obs.
1.	Condition of the glider structure	Visual (by removing visiting caps)	FMM. ed. 3 / 6.4.5.2.	Maintenance works in accordance with paragraph 6.4. Greasing: under paragraph 6.3.4. and fig. 6.5.	
2.	Junction wing – fuselage	Visual	Dismounting+ washing + greasing		
3.	Junction tail assemblies	Visual	Dismounting + washing + greasing		
4.	Canopy hinge and jettisoning system	Visual	Dismounting + washing + greasing		
5.	Chairs, tapestry, belts	Visual	Completion, adjustment		
6.	Dampers dashboard, instrument markings, labels	Visual	Completion (as the case)		
7.	Cables, rollers, bearings in control systems	Visual + measurement actuating force of the air brake + tension in cables	Adjustment + restraint (as the case) FMM. ed. 3 / 6.4.4.		
8.	Stick and associated commands route	Visual	Greasing FMM. ed. 3 / 6.4.6.		
9.	Route compensating command	Visual	Greasing FMM. ed. 3/6.4.6.		
10.	Joints, hinge	Visual	Greasing FMM ed. 3 / 6.4.6.		

Simultaneously with the above work, is performed settings and play check in controls in accordance with paragraph 6.3.3 of FMM. ed. 3 (page 6.10 and 6.11)

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No.	Part, subassembly, assembly affected	Inspection	Maintenance works	Reference FMM. rev. 3	Obs.
23	The surface of the brake drum	Visual	-		
24	Rubber or plastic pipe (sist.Braunschweig)	Visual	Replacement (if applicable)		
25	Anemobarometric system	System verification	-		
26	Articulation fork wheel + Support train	Verification with dismounting	FMM ed. 3 / 6.4.4.	* Additional works: according pages 6.9.F, 6.10.G, 6.11	
27	Fork wheel articulation – damper – fork damper	Verification with dismounting	FMM ed. 3 / 6.4.4.		
28*	Control surface hinge play	Check without dismounting			When installed, it should not detected any movement other than functional.
29*	Play in fuselage – wing junction and drift – stabilizer.	Check without dismounting	-		When installed, it should not detected any movement
30*	Commands chains	Check the condition, functionality, corrosion, settings			Check especially the control rods and forks tubular rivet bushing.
31*	No.1 control lever and synchronization elevators	Visual with dismounting	Dismounting, cleaning, greasing		Without deformation, dents or corrosion.

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No.	Part, subassembly, assembly affected	Inspection	Maintenance works	Reference FMM. rev. 3	Obs.
32*	Cracks in the paint, at the coating junctions	Visual	Cover with putty and paint		<b>Is not a worrying element!</b>
33*	Rivets status	Visual	Local repair		Local repair perform if up to 20 rivets moved on a row of rivets at the joints between wing skins or up to 10 rivets in a row of rivets in the joints fuselage – fin.

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