

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

Log of revisions			
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	It is the operators responsibility to comply with the relevant aviation regulations of the
(01.2017)	country in which the product is registered and operated.

		DocNo.: SB-IS-28B2-AR-03
AR	Service Bulletin	Revision: 02
		Date: 25.10.2017
EASA AP439	Project Reference: AR.IS-28B2.002	Page 2 of 9

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

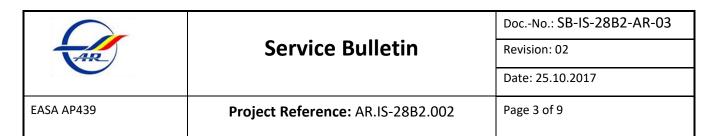
Aeroclubul României option.

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	Spulls
Approved	Florian Petcu / Airworthiness Manager	25.10.2017	7

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



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.

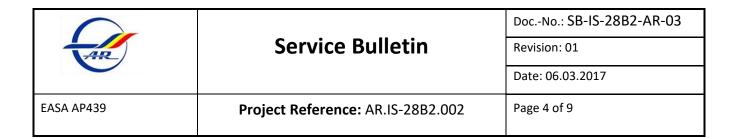
2.2 New Production Parts

N/A.

2.3 Expendable Part

N/A.

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



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 / Nregistered....., 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.

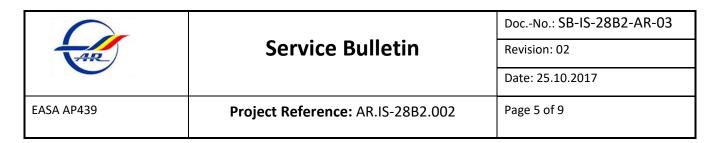


Photo 1

3.2. Modification

Are executed checks specified in Appendix 1 – Checklist.

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



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.



Service Bulletin

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

Revision: 01

Date: 06.03.2017

Project Reference: AR.IS-28B2.002 Page 6 of 9

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

F	2.3-03	
(01.2017)	

	Comico Dullotio	DocNo.: SB-IS-28B2-AR-03
AR		Revision: 01
		Date: 06.03.2017
EASA AP439	Project Reference: AR.IS-28B2.002	Page 7 of 9

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.	ei ei	
2.	Junction wing – fuselage	Visual	Dismounting+ washing + greasing	oh 6.4	
3.	Junction tail assemblies	Visual	Dismounting + washing + greasing	paragraph 6.5.	
4.	Canopy hinge and jettisoning system	Visual	Dismounting + washing + greasing	h para 6. 6.5	
5.	Chairs, tapestry, belts	Visual	Completion, adjustment	ce with gand fig.	
6.	Dampers dashboard, instrument markings, labels	Visual	Completion (as the case)	ordan 6.3.4.	
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.	orks in ac	
8.	Stick and associated commands route	Visual	Greasing FMM. ed. 3 / 6.4.6.	ance : und	
9.	Route compensating command	Visual	Greasing FMM. ed. 3/6.4.6.	Maintenance wo	
10.	Joints, hinge	Visual	Greasing FMM ed. 3 / 6.4.6.	Mai	

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)

F2.3-03	
(01.2017)	



EASA AP439

Service Bulletin

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

Revision: 01

Date: 06.03.2017

Project Reference: AR.IS-28B2.002 Page 8 of 9

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.		
27	Fork wheel articulation – damper – fork damper	Verification with dismounting	FMM ed. 3 / 6.4.4.	.F, 6.10	
28*	Control surface hinge play	Check without dismounting		ording pages 6.9	When installed, it should not detected any movement other than functional.
29*	Play in fuselage – wing junction and drift – stabilizer.	Check without dismounting	-	rks: accordi	When installed, it should not detected any movement
30*	Commands chains	Check the condition, functionality, corrosion, settings		Additional wor	Check especially the control rods and forks tubular rivet bushing.
31*	No.1 control lever and synchronization elevators	Visual with dismounting	Dismounting, cleaning, greasing	* Addi:	Without deformation, dents or corrosion.

F2.3-03 (01.2017)



Service Bulletin

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

Revision: 01

Date: 06.03.2017

Project Reference: AR.IS-28B2.002 Page 9 of 9

No.	Part, subassembly, assembly affected	Inspection		Reference FMM. rev. 3	Obs.
32*	Cracks in the paint, at the coating junctions	Visual	Cover with putty and paint		Is not a worrying element!
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.

F2.3-03 (01.2017)