



Service Bulletin

Doc.-No.: SB-IS-28B2-AR-01

Revision: 003

Date: 09.02.2017

EASA AP439

Project Reference: AR.IS-28B2.003

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No. SB-IS-28B2-AR-01

Log of revisions

Revision	Revision date	Change description
001	12.09.2016	Document release
002	22.12.2016	Change of the Service Bulletin form
003	09.02.2017	Chapter 3.4, points 2 and 3.

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

Service Bulletin SB-IS-28B2-AR-01 applies to all IS-28B2 gliders.

1.2 Reason

In a number of gliders cracks were detected in the upper stringer of the rear fuselage.


1.3 Compliance

Inspection of the rear fuselage area of all gliders IS-28B2, to detect any cracks, rupture or corrosion.

1.4 Approval

The technical information contained in this Service Bulletin has been approved under the authority of the design organisation EASA AP439.

This modification is covered by the EASA Major Change Approval No. 10060677.

Name / Function	Date	Signature
Florian Petcu Airworthiness responsible	09.02.2017	

1.5 Special Tools

Retractable mirror and / or a borescope camera.

1.6 Weight and Balance

Not change.

1.7 Electrical Load Data

Not affected.

1.8 Other Publications affected

Flight and Maintenance Manual edition 2A, amendment no. 28, modified pages:

— 0.2.2.E;


— 0.2.3.D;

— 36.G.

Flight and Maintenance Manual edition 3, amendment no. 42, modified pages:

— 0.2.4.D;

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— 0.3.Z.1.D

— 6.14.G

1.9 Reporting

The result of the inspection shall be send to the Airworthiness Service of the Romanian Air Club (e_mail: camo@aeroclubulromaniei.ro).

2. Material Information

2.1 List of parts to be reworked

Not applicable.

2.2 New Production Parts

Not applicable.

2.3 Expendable Parts

Not applicable.

3. Accomplishment Instructions

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

3.1 Preparation

1) Raise the rear fuselage to facilitate easy access to the maintenance panel, for example like in photo 1.

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Photo 1

- 2) Remove the maintenance panel to access the maintenance cut out from the bottom of the fuselage, right side, under the vertical stabilizer.

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Photo 2

- 3) Clean the area using a paintbrush and a dry cloth.

3.2 Inspection

- 1) Use a bright flashlight to inspect the inside of the fuselage.
- 2) Using a retractable mirror and/or a borescope camera (photo bellow), the zone shall be inspected.

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Photo 3

- 3) Special attention shall be paid to the area for cracks, ruptures or corrosions (photo 4).

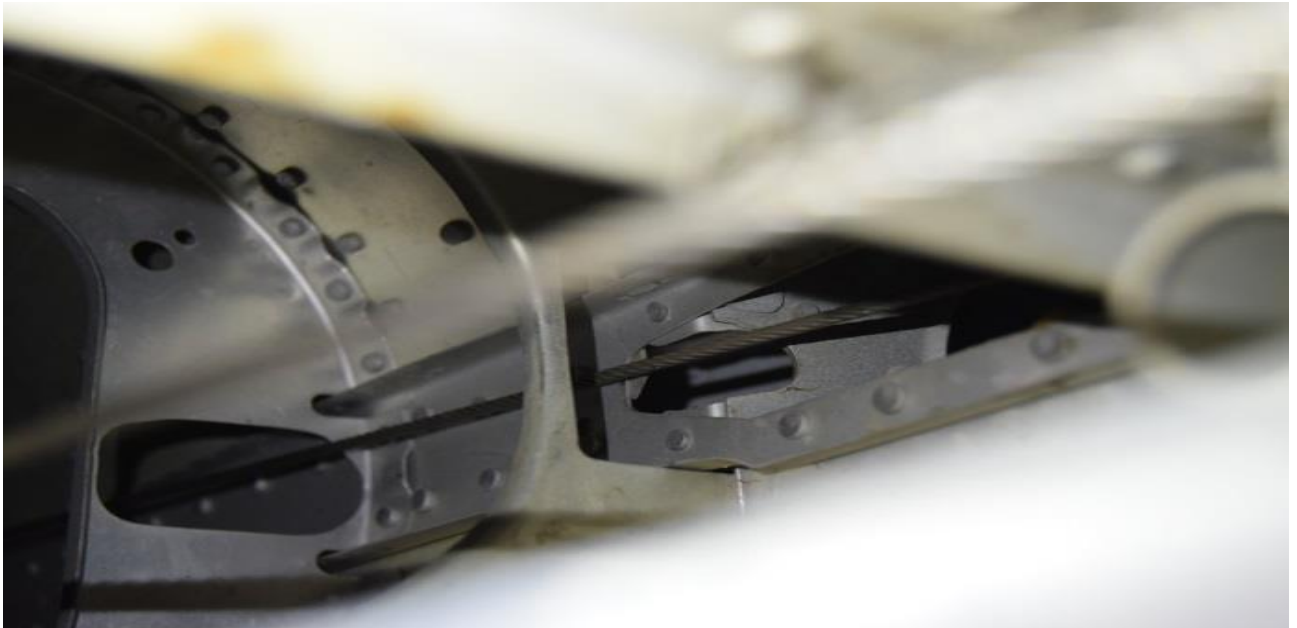



Photo 4

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4) If cracks or ruptures are observed (especially in Stringer 30-F01-515), they shall be measured in length (or estimated if measurement is not possible) – photo 5.

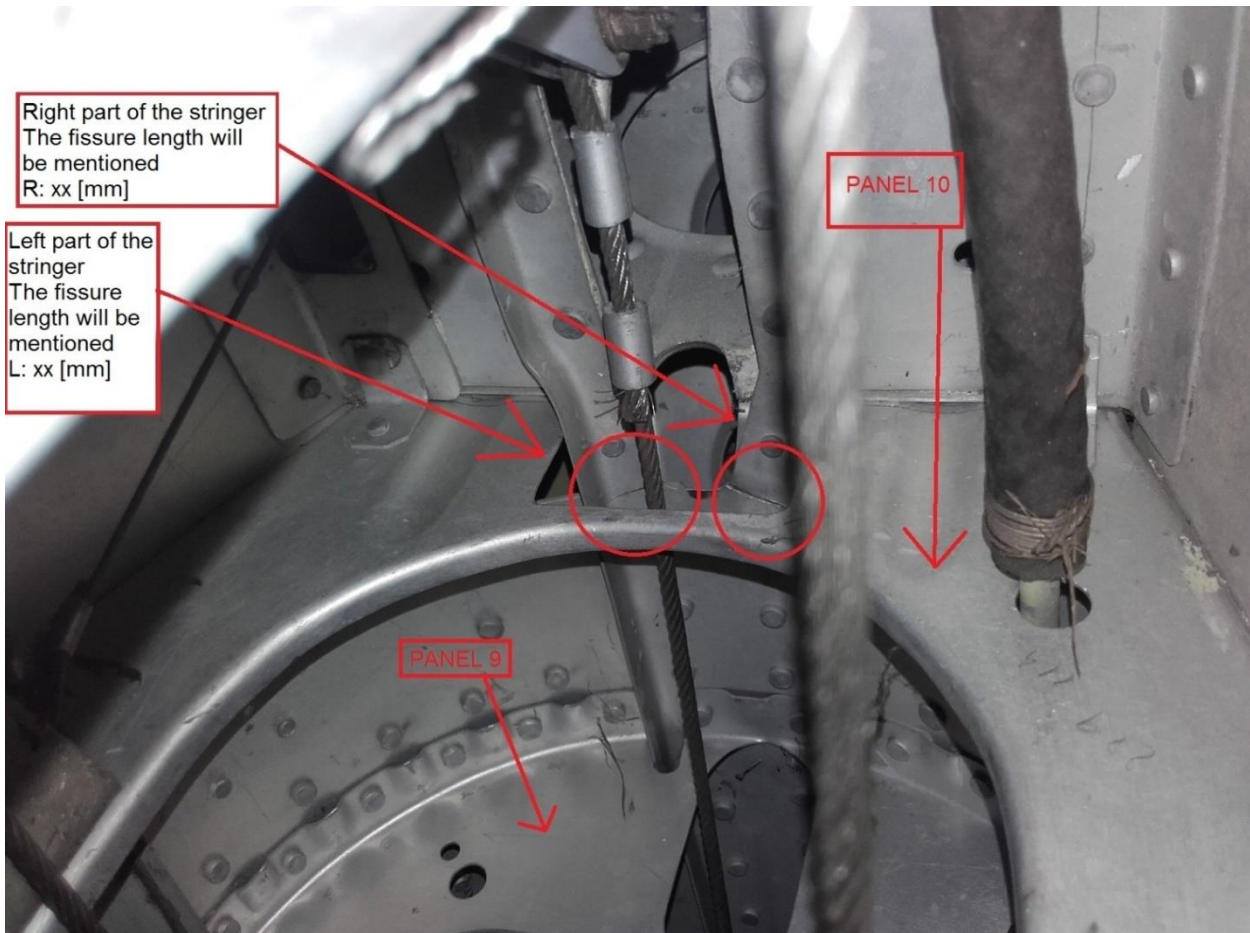


Photo 5

- 5) Determine the part number of the cracked part*.
- 6) If you detect ruptures determine the part number of the part*.
- 7) If you detect corrosions, remove them according to the maintenance instructions.


* If you are unable to determine the part number of the affected part, make a photo of the affected part and contact the Airworthiness Service of the Romanian Air Club (e_mail: camo@aeroclubulromaniei.ro) for assistance.

NOTE: It is recommended to document and or photograph the affected parts, containing cracks.

3.3 Close-up

- 1) Do a foreign object inspection of the inspected area.
- 2) Close the maintenance cut out with the maintenance panel.
- 3) Lower the fuselage from the used supporting maintenance rigs.

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4) Document, in the glider flying logbook, the application of the Service Bulletin no. BS-IS-28B2-AR-01.

5) In the case cracks / fractures have been detected, complete the Inspection Report in Appendix 1 of the Service Bulletin and send it to the Airworthiness Service (mail: camo.aeroclubulromaniei.ro).

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

Required as indicated, unless accomplished previously:

1. To detect cracking in the rear fuselage stringer 30.F01.515, EASA issued AD 16-151, requiring an inspection in accordance with the instructions provided in SB-IS-28B2-AR-01 within 90 days after the effective date of this AD.

2. If no cracks or cracks with a maximum length of less than 5 mm are detected the sailplane shall be inspected every 150 cycles until it has been modified in accordance with SB-IS-28B2-AR-02 (EASA major change approval 10060677).

3. If cracks of more than 5 mm or cracks originating from rivet holes are detected the sailplane shall be grounded until it has been modified in accordance with SB-IS-28B2-AR-02 (EASA major change approval 10060677).

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