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SERVICE INFORMATION LETTER

SIL-AR-05

(This Service Information Letter contains safety related information for the flight and aircraft)

(Aeroclubul României is the Type Certificate holder for the IS-29D/D2, Club, IS-28B2, IS-30, IS-32A)

1. Date: November 2021

2. Subject:

Recommended actions:

2.a A one-time inspection shall be performed checking the correct mounting of the wings (see the correct mounting procedure on the next pages).

2.b The Maintenance Programme of the glider shall be amended, adding the mounting procedure that must be followed every time the wings are mounted.

3. Applicability: All gliders type:

- IS29D, IS29D2, IS29Club
- IS28B2
- IS30
- IS32A

4. Reason:

During a technical flight post maintenance, the mounting part between the wings broke and the right wing partially detached. The incident was described into the Airworthiness Alert 2021-3 IS-28B2 – Wing Rigging Alert issued by The Gliding Federation of Australia Inc.

At this time, we do not consider necessary to issue an Airworthiness Directive, as per (EU) Regulation 748/2012.

5. References:

- Glider's Maintenance Manual (MM)
- Manufacturer's technical documents
- Maintenance Practices AC no. 43.13


6. Wings rigging procedure (See. Pic. 1, Pic. 2 and Pic. 3):

I. The condition and operation of the parts used for assembly must be perfect.

Raise the fuselage

At least 3 people are needed to handle and assemble the wings.

At the right wing, rotate the drive shaft until the tapered bolt completely release the bores from the irons of the main side spar.

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II. Check the tapered bolts position on the drive shaft. The requirement of $a1 - a2 = 0 \pm 2\text{mm}$ must be respected all time. To correct the position of the tapered bolts, the side guide plates must be opened.

III. The first wing (preferably right) is coupled with the fuselage. The tapered bolts located laterally on the fuselage must enter the oscillating bearings located on the first rib of the wing. The wing is still held in this position.

IV. The second wing is attached to the fuselage, similar to the first one. Left wing strut fitting must be inside the fitting of the right-side strut wing.

V. Wings are "forced" into each other using the Wing Device.
It is easy to handle (front-back, up-down) the top of the right wing and that of the left wing until the fitting Bores are perfectly aligned, up and down.

VI. Using the Mounting Wrench, rotate the drive shaft until the tapered bolts completely enter the iron bores.

The tip of the right and left wings are maneuverer vigorously (front-back, up-down) to release any blockages.

Continue tightening the bolts into fittings using only the mounting wrench and manual force (no auxiliary tools are used).

VII. Check the complete entrance of the tapered bolts through the strut fittings. There should be: $b1 = b2 = \text{approx. } 2 \text{ mm}$.

The collar on the drive shaft must be inside the recesses in the guide plates.

Check that there are no play into the assembly of the wings, by vigorously manoeuvring the tips of the wings: front-back and up-down.

The mounting key must be locked in one of the positions of the safety plate.

VIII. Depending on the type of the glider, the fuselage controls are coupled with the wing controls. Check the operation of the controls.

IX. There are two situations that can lead to a wrong assembly of the Wings:

- The bores from the fittings of the left and right spars are not properly aligned, up and down.
- The position of the tapered bolts is not correct on the drive shaft.

7. Actions after checking the glider:

- Mention the check into the Glider's Logbook.
- For further information, contact Aeroclubul României at: camo@aeroclubulromaniei.ro



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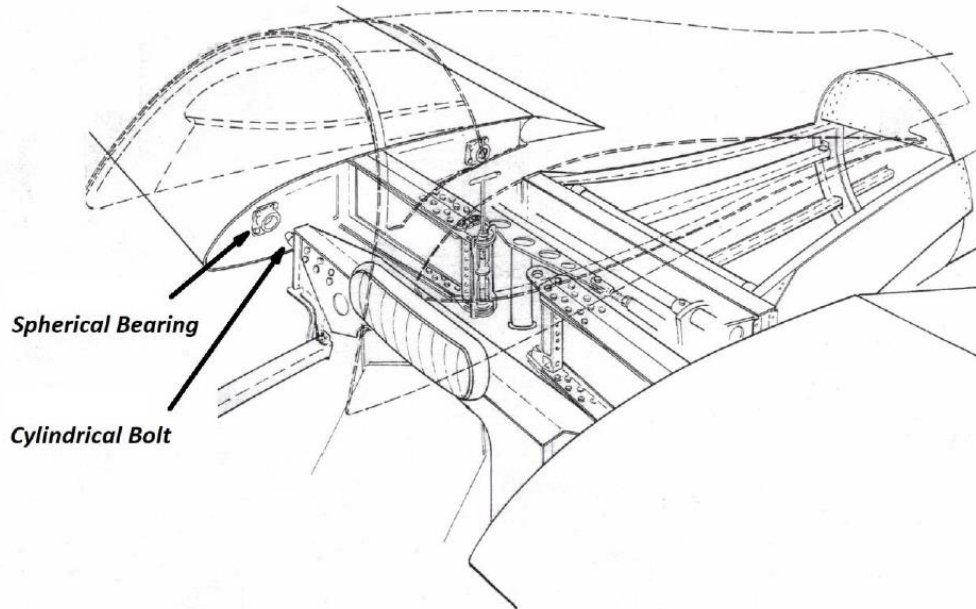
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Wing closeness rigging Tool

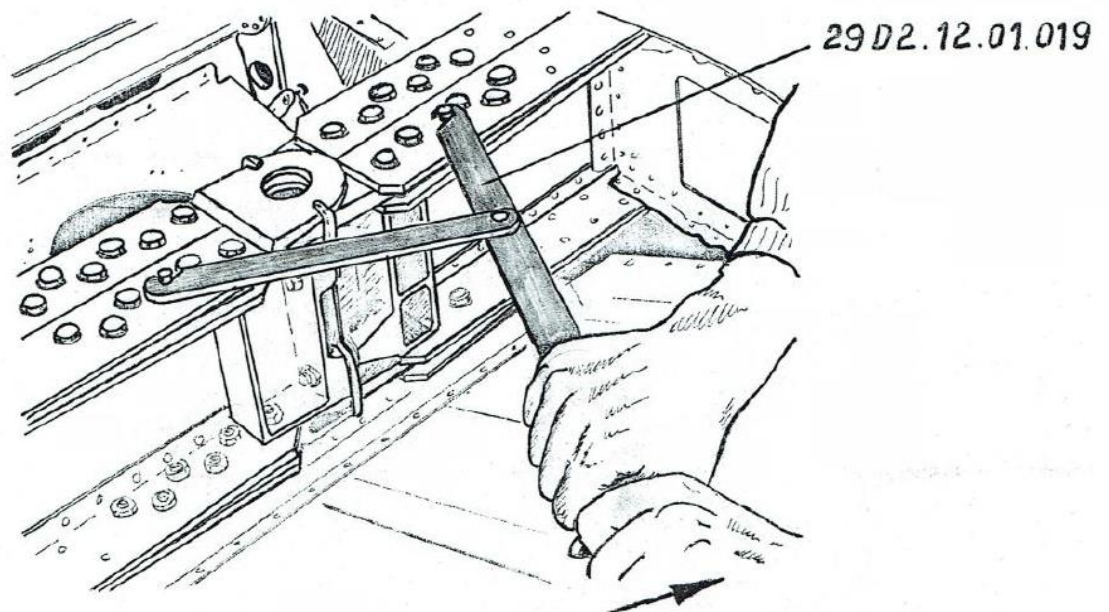


Fig. 1 The rigging procedure



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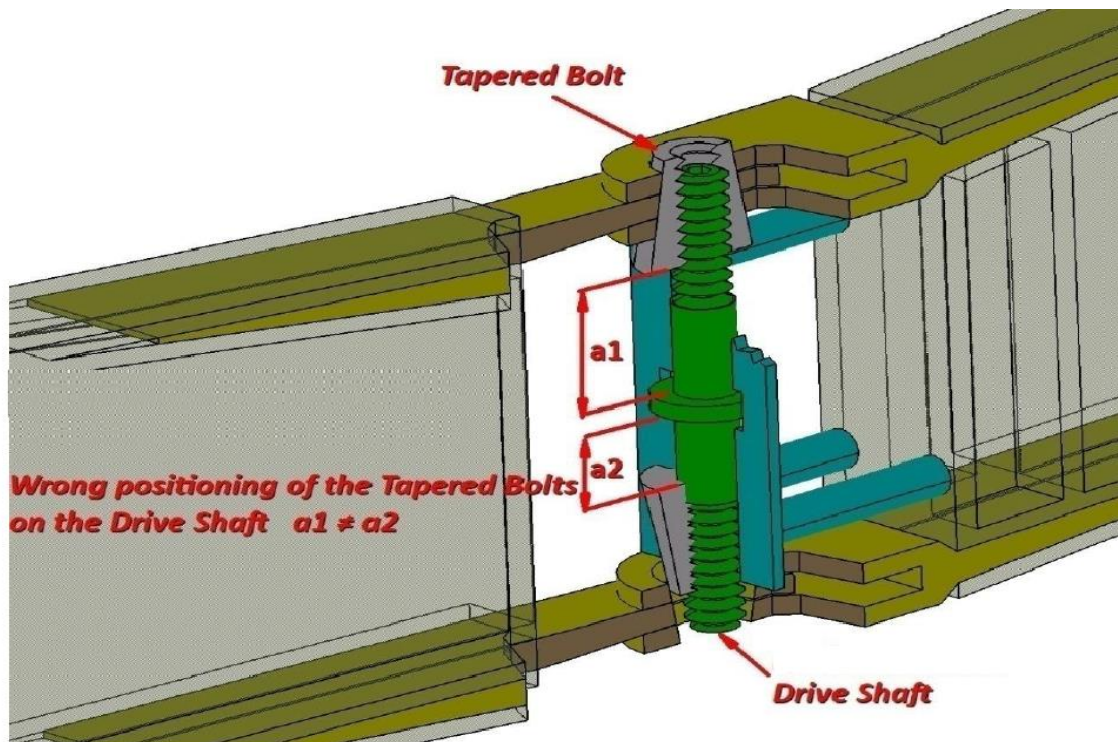
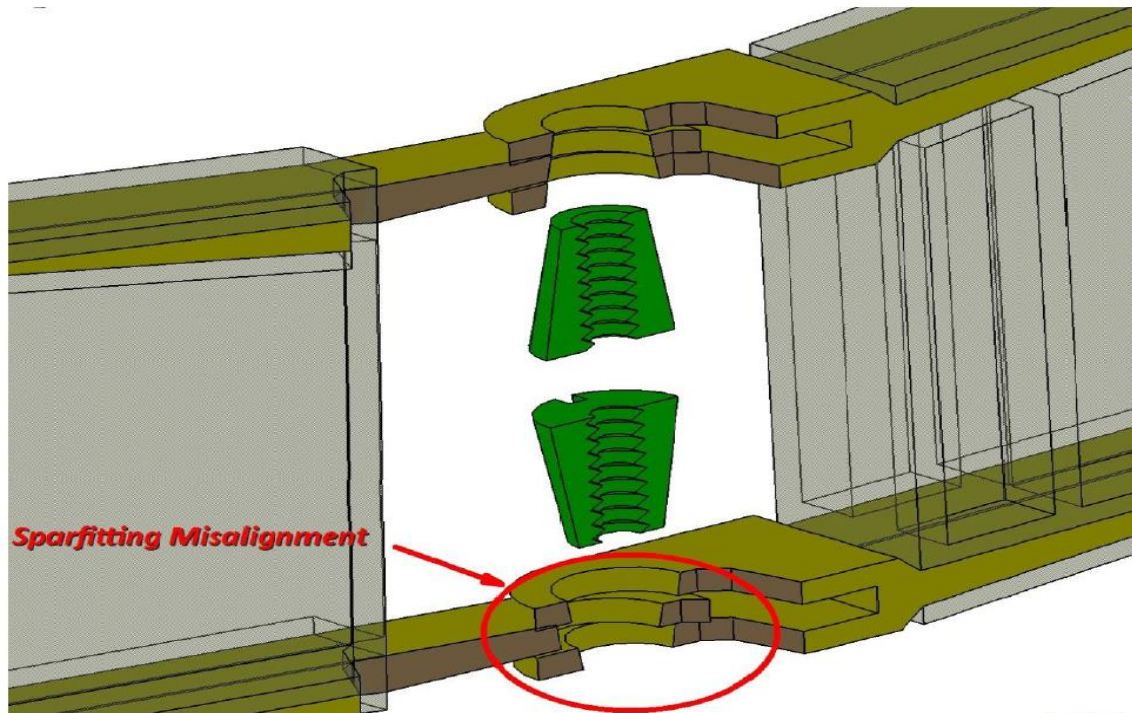


Fig. 2 Incorrect rigging



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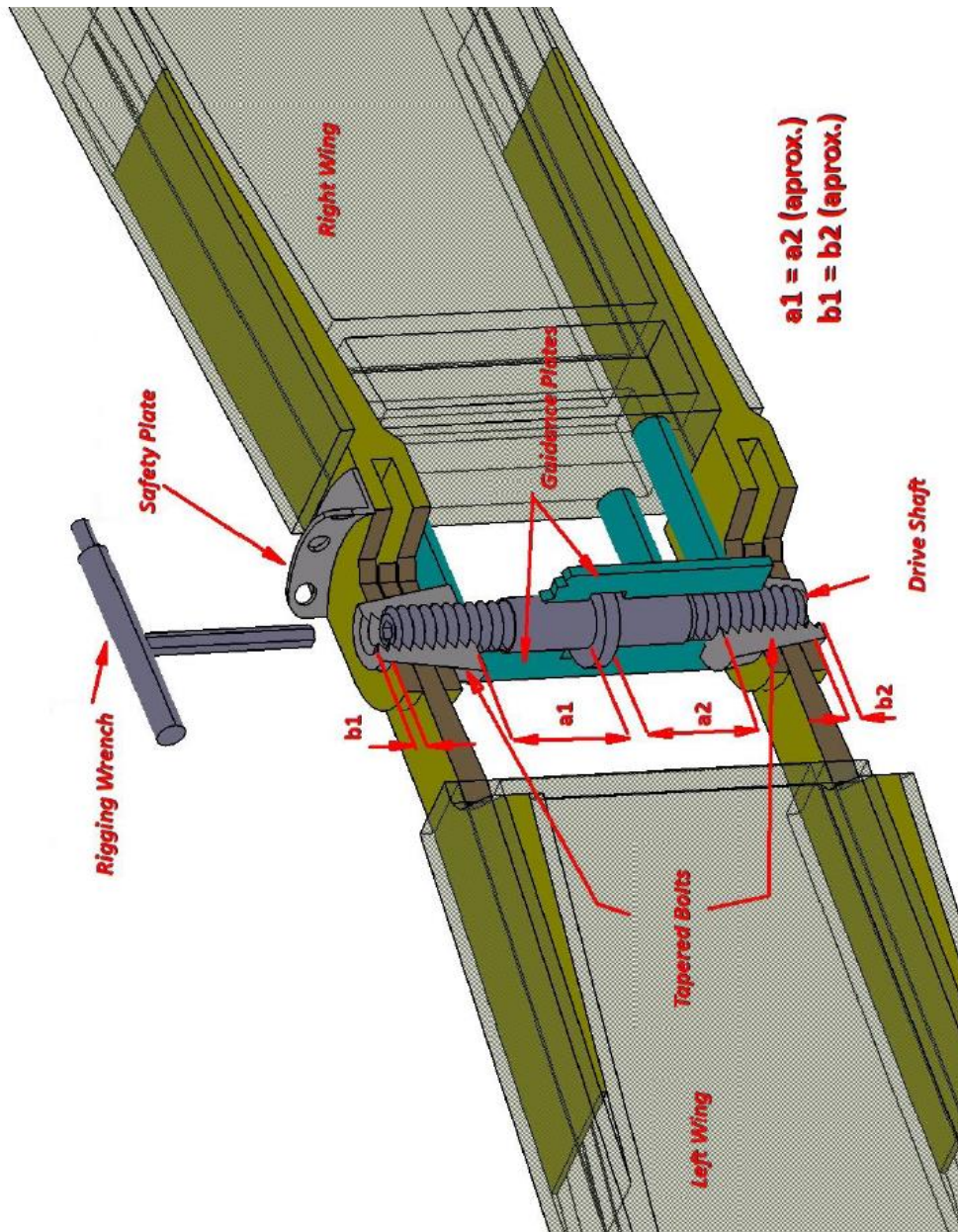


Fig. 3 – Correct rigging