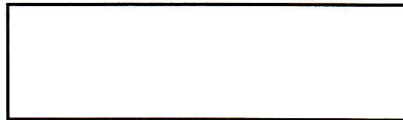




2200 BRAȘOV, C.P.
198
Telefon: 40-68-150014
40-68-150015
Fax: 40-68-151304
Telex: 61266 icaer-r

IS-28B2/EO-25

MANDATORY SERVICE BULLETIN



APPROVED BY : ROMANIAN CIVIL AIRWORTHINESS AUTHORITY

with no. 491/16.02.1999

PRODUCT : IS-28B2 GLIDER

SUBJECT : CHECK OF AIR BRAKE CONTROL HANDLES

COMPLIANCE : MODIFICATION RECORD CARD No. 28B2.07.1274



1. PLANNING INFORMATION

1.A. APPLICABILITY

This Service Bulletin can be applied to the IS-28B2 gliders with a serial number up to 364. Beginning with serial no. 365 the parts concerned do not require any inspection.

1.B. REASON

Failure of an air brake control handle at the welding seam.

1.C. DESCRIPTION

Perform immediately an inspection of the two air brake control handles (seat 1 and 2). At the 100h inspection, perform also a check of the two air brake control handles.

1.D. ACCOMPLISHMENT

The application of this Service Bulletin is the user's liability.

1.E. MATERIAL-COST AND AVAILABILITY

The application costs are borne by the user.

1.F. TOOLING

- Magnifier 1x10 or stronger and penetrant dye.

1.G. WEIGHT AND BALANCE

Not affected.

1.H. REFERENCES

Modification Record Card no. 28B2.07.1274.

1.I. DOCUMENTS AFFECTED

Amendment no. 23 to the Flight and Maintenance Manual, 2nd issue;
Amendment no. 37 to the Flight and Maintenance Manual, 3rd issue;

2. ACCOMPLISHMENT INDICATIONS

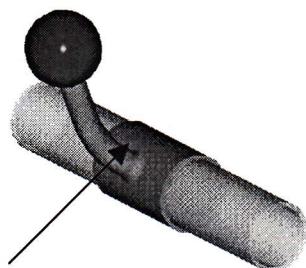
2.A. WORK PREPARATION

To apply this Service Bulletin, position the glider in a well illuminated place or use a portable lamp.

Open the cockpit and unlock the air brake control (by passing over the dead point).

2.B. APPLICATION

- Dust the two air brake control handles; if the result is not satisfactory, clean with a soft cloth.
- Inspect the welding and the adjacent area.



WELDING

If any suspicions exist, use a penetrant dye.
If a crack is detected to one of the two control handles, stop the glider from flight and order new handles to IAR – Brașov.

2.C. USING INSTRUCTIONS

Normal servicing, according to the Flight and Maintenance Manual.

3. MATERIAL INFORMATION

3.A. MATERIAL LIST

None.

3.B. MODIFICATION LIST

None.

3.C. SUPPLY INDICATIONS

None.



4. IDENTIFICATION

The application of this Service Bulletin shall be recorded in the glider log card.
The Service Bulletin is accompanied by:

- Amendment no. 23 to the Flight and Maintenance Manual, 2nd issue;
- Amendment no. 37 to the Flight and Maintenance Manual, 3rd issue;

5. APPENDICES

1. Amendment no. 23 to the Flight and Maintenance Manual, 2nd issue;
2. Amendment no. 37 to the Flight and Maintenance Manual, 3rd issue

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Part no.	Amended page	Revision nature	Date		Signature
			of approval	of insertion	
28	0.3.P;6.39.A;	Text matching to the relevant glider equipment (Hungary).	07.03.91		
29	0.3.S;0.3.1;2.3.B; 6.45.B;6.46.C;6.46.1 6.47.1;6.47.2;6.48.B;	Completion of weight and balance calculation.	24.02.92		
30	0.2.3;0.3.T;0.3.1; 6.26.1;6.27.1;6.28.1;	Introduction of travel stops for elevator, ailerons and rudder beginning with the glider S/N360.	15.05.92		
31	0.3.U;6.9.1.A;6.9.2;	Increase of the number of landings until the first overhaul and between overhauls for the gliders owned by the Romanian Aeroclub.	21.04.93		
32	0.3.V;6.23.A;4.7.A;	Additional indications concerning the landing gear mounting and approach procedure completion.	24.02.94		
33	0.3.X;15.1;3.1.A;	Compass location (alternative). Improved cockpit jettisoning.	26.07.94		
34	0.3.y;6.15.1.A;6.15.2	Maintenance completion for cockpit canopy jettisoning system.	06.03.95		
35	0.3.1.A;6.46.D;	Weighing specifications beginning with the glider S/N 360.	20.04.95		
36	6.9.E;6.9.1.B;6.9.2.A; 6.10.D;6.14.E;6.15.D APPENDIX 1/10.1997 APPENDIX 2/10.1997	Gliders servicing after reaching 20 years from the manufacturing date.	05.12.97		
37	0.3.Z;0.3.1.B;6.31.B; 6.32.A;	Check of air brake control handles.	.11.98		

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VALID PAGES LIST

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01-0.2.1	3 rd ISSUE : APRIL 1978
0.2.2	3 rd ISSUE : MARCH 1988
0.2.3	3 rd ISSUE : OCTOBER 1997
0.3.Z	3 rd Z ISSUE: NOVEMBER 1998
0.3.1.B	3 rd B ISSUE: NOVEMBER 1998
1.0.B	3 rd B ISSUE: MARCH 1988
1.1.A	3 rd A ISSUE: MARCH 1988
1.2.A	3 rd A ISSUE: MARCH 1988
1.3 - 1.4	3 rd ISSUE : APRIL 1978
1.5.B	3 rd B ISSUE: JULY 1981
1.5.1	3 rd ISSUE : JULY 1994
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2.0.B	3 rd B ISSUE: MARCH 1988
2.1.A	3 rd A ISSUE: MAY 1979
2.2	3 rd ISSUE : APRIL 1978
2.3.B	3 rd B ISSUE: MAY 1992
2.4.A	3 rd A ISSUE: OCTOBER 1980
2.5.B	3 rd B ISSUE: NOVEMBER 1979
2.6	3 rd ISSUE : APRIL 1978
2.7.A	3 rd A ISSUE: NOVEMBER1979
2.8.A	3 rd A ISSUE: MARCH 1988
2.9 - 2.10	3 rd ISSUE : APRIL 1978
2.11.A	3 rd A ISSUE: DECEMBER 1978
3.0	3 rd ISSUE : APRIL 1978
3.1.A	3 rd A ISSUE: JULY 1994
4.0 - 4.6	3 rd ISSUE : APRIL 1978
4.7.A	3 rd A ISSUE: FEBRUARY 1994
4.8 - 4.11	3 rd ISSUE : APRIL 1978
4.12.A	3 rd A ISSUE: NOVEMBER 1982
5.0 - 5.4	3 rd ISSUE : APRIL 1978
5.5.A	3 rd A ISSUE: MAY 1979
6./01 - 6./02	3 rd ISSUE : APRIL 1978
6./03.B	3 rd B ISSUE: APRIL 1988
6/04	3 rd ISSUE : APRIL 1978
6.1 - 6.4	3 rd ISSUE : APRIL 1978
6.4.1.A	3 rd A ISSUE: DECEMBER 1978
6.5.A	3 rd A ISSUE: NOVEMBER 1982
6.6	3 rd ISSUE : APRIL 1978
6.6.1.A	3 rd A ISSUE: NOVEMBER1978
6.7.A	3 rd A ISSUE: APRIL 1989
6.8	3 rd ISSUE : APRIL 1978
6.9.E	3 rd E ISSUE: MARCH 1998
6.9.1.B	3 rd B ISSUE: MARCH 1998
6.9.2.A	3 rd A ISSUE: MARCH 1998
6.10.D	3 rd D ISSUE: MARCH 1998
6.11 - 6.13	3 rd ISSUE : APRIL 1978
6.14.E	3 rd E ISSUE: MARCH 1998
6.15.D	3 rd D ISSUE: MARCH 1998
6.15.1.A	3 rd A ISSUE: NOVEMBER1994
6.15.2	3 rd ISSUE : NOVEMBER 1994
6.16 - 6.22	3 rd ISSUE : APRIL 1978
6.23.A	3 rd A ISSUE: DECEMBER 1993
6.24	3 rd ISSUE : APRIL 1978
6.25.B	3 rd B ISSUE: APRIL 1989
6.26.A	3 rd A ISSUE: FEBRUARY1983

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6.26.1	3 rd ISSUE : FEBRUARY 1992
6.27.A	3 rd A ISSUE: NOVEMBER 1982
6.27.1	3 rd ISSUE : FEBRUARY 1992
6.28.A	3 rd A ISSUE : FEBRUARY 1993
6.28.1	3 rd ISSUE : FEBRUARY 1992
6.29.B	3 rd B ISSUE: MARCH 1987
6.30	3 rd ISSUE : APRIL 1978
6.31.B	3 rd B ISSUE: NOVEMBER 1998
6.32.A	3 rd A ISSUE: NOVEMBER 1998
6.33 - 6.44	3 rd ISSUE : APRIL 1978
6.45.B	3 rd B ISSUE: MAY 1992
6.46.D	3 rd DISSUE: APRIL 1995
6.46.1	3 rd ISSUE : MAY 1992
6.47.A	3 rd A ISSUE: MAY 1979
6.47.1 - 6.47.2	3 rd ISSUE : MAY 1992
6.48.B	3 rd B ISSUE: MAY 1992
6.49	3 rd ISSUE : APRIL 1978
APPENDIX 1 and 2	3 rd ISSUE : MARCH 1998

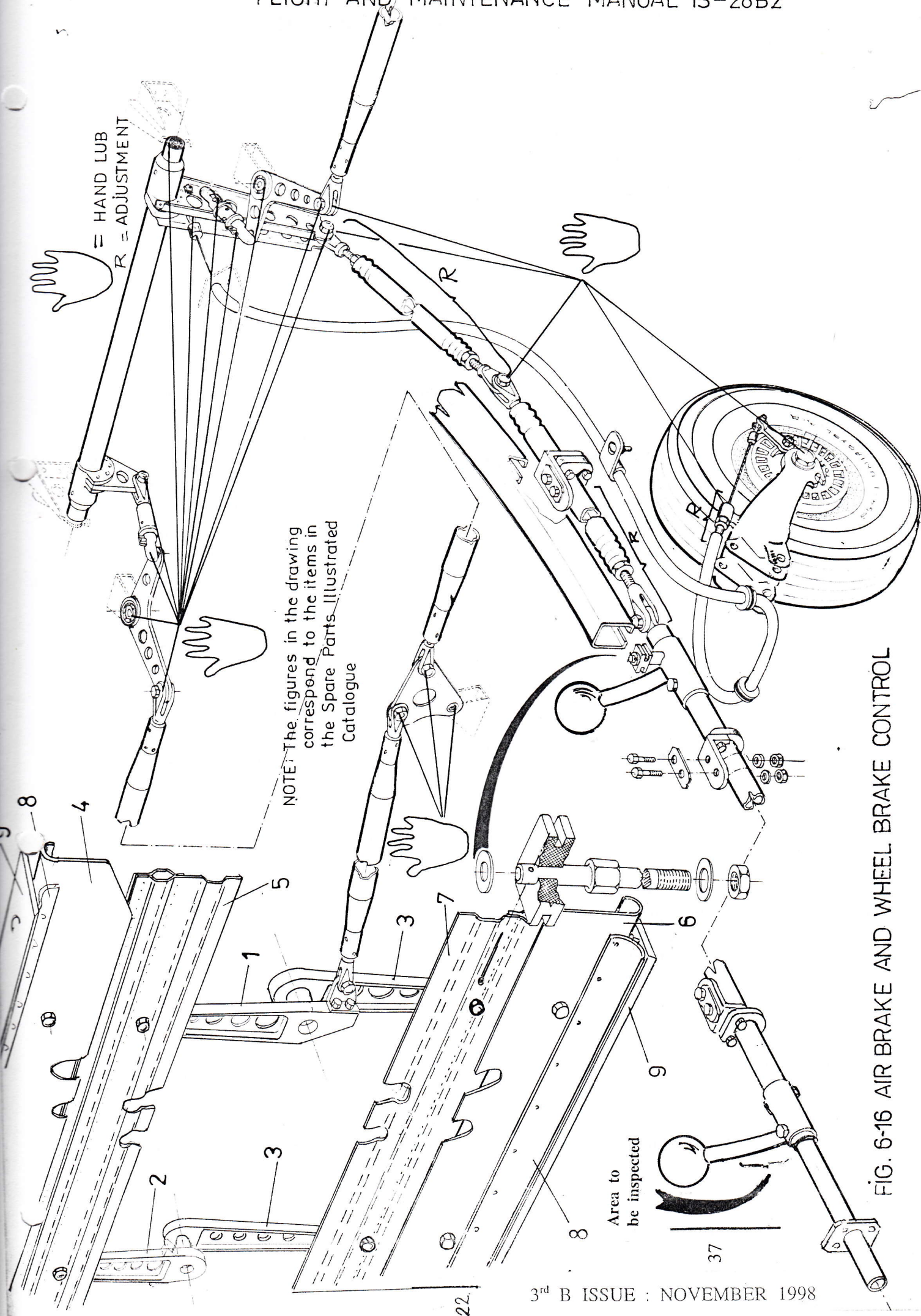


FIG. 6-16 AIR BRAKE AND WHEEL BRAKE CONTROL

WARNING !

For gliders with a serial no. up to 54, the landing gear wheel brake control is independent. The wheel brake control can be actuated from both seats (see fig. 6-17).

The air brake control transmission has the same elements (see fig. 6-18). The air brake and wheel brake controls are adjusted, in a similar way as that mentioned above.

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For the gliders with a serial number below 365 :

After every 100 flight hours, perform an inspection of the air brake control handles, welding and adjacent area (area shown in fig 6-16, page 6.31.B). Use a magnifier of minimum 1x10.

If any cracks are detected in the welding or adjacent area, stop the glider from flight and replace the two handles.

If any doubt exists, a penetrant dye may be used for crack detection.

6.4.6.6. Flap control

The control force is transmitted through metallic rods (see fig. 6-19).

Maintenance consists in greasing, correct lock check and travel and symmetry adjustment from rods 19.

When inspecting check the rapid, tapered coupling elements and particularly the flap part.

WARNING!

For gliders with a serial no. up to 30, the flap is locked in the five settings by inserting the control lever into the locking plate points. The other control elements are similar to those described above (see fig. 6-20).

6.4.7. Instruments

The instruments connection to the pressure system is shown in fig. 6-21.

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No	Revised pages	Modification description	Date		Signature
			of approval	of insertion in the manual	
20.	2.2; 26.1.A 26.2	Increase of the number of landings until the first overhaul and between overhauls for the gliders owned by the Romanian aeroclub.	21.04. 1993.		
21.	11.A; 27.A	Additional indications concerning the shock-absorber mounting and completion of the landing procedure.	24.02 1994		
22.	26.H; 26.1.B 26.2.A; 36.D 37.C; 37.1. Appendix 1/10.1997 Appendix 2/10.1997	Gliders servicing after reaching 20 years from the manufacturing date.	05.12 1997.		
23.	22.1.A	Check of air brake control handles			

WARNING :

After the glider mounting, the vital points shall be inspected by two persons, independently. The vital points of the glider are: wing-to-fuselage junction (bolt tightening, controls coupling and locking), vertical-to-horizontal tail junction (bolts tightening and locking, semi-elevators coupling mode), landing gear (locking of the bolts and nuts for shock-absorber, fork and wheel attachment).

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If any intervention was made during the revisions (for adjustment, parts replacement or checking by dismounting), the correct mounting is checked by two persons independently, following also the correct direction of the control surface movement, depending on the direction of the air brake control movement !

For the gliders with a serial number below 365 :

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After every 100 flight hours, perform an inspection of the air brake control handles, welding and adjacent area. Use a magnifier of minimum 1x10.

If any cracks are detected in the welding or adjacent area, stop the glider from flight and replace the two handles.

If any doubt exists, a penetrant dye may be used for crack detection.