BULLETIN No BE-103/93 SWIFT

Concerns :

Inspection of the leading edge area over the wing root portion after completion of 100 flying hours, and than every next 50 flying hours, or before the begin of the next flying season. Single inspection of the condition and clearness of the drainage openings.

Way of introducing this Bulletin:

Within the glider maintenance work.

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1. Grounds for introducing this Bulletin:

Described damage to wing leading edge have been found on the left hand panel of the first flying prototype, Fact No P-05, after completion of approx. 80 flying hours. On this particular glider the complete flight test program has been realised, including the flight envelope extension up to the required-, and also possible to be encountered in flight, extension of glider operating limitations. After completion of the test program the glider has been subjected to the detailed technical verification, no any damage to the glider load carrying structure have been detected.

Moreover, on the glider left hand wing panel, the completely chocked drainage openings have been found.

On the second glider P-08, supervised during its operation, regardless from being flown for 120 hours in total no such damage has been detected.

Introduction of the Bulletin is justified by the concern of SWIFT gliders safe operation.

2. List of Factory Nos. covered with this Bulletin:

Fact. Nos - P-05, P-06, P-08, P-09
Fact. Nos - 101, 102, 103, 104, 105, 106, 107
- 108, 109

3. Description of leading edge-, and drainage openings inspection

Description of leading edge inspection with illustrating sketch is given in page 3/4.

Description of inspection on drainage openings condition with sketches is given in page 4/4.

4. List of enclosures:

No enclosures

5. Final statements.

In case of appearance of the damages as described at the wing leading edge of your glider, you are kindly requested to urgently contact the Producer, as well as to temporarily stop glider operation, until clearing all doubts around glider airworthiness.

This Bulletin remains in force/obligatory since the date of issue until cancelling notice.

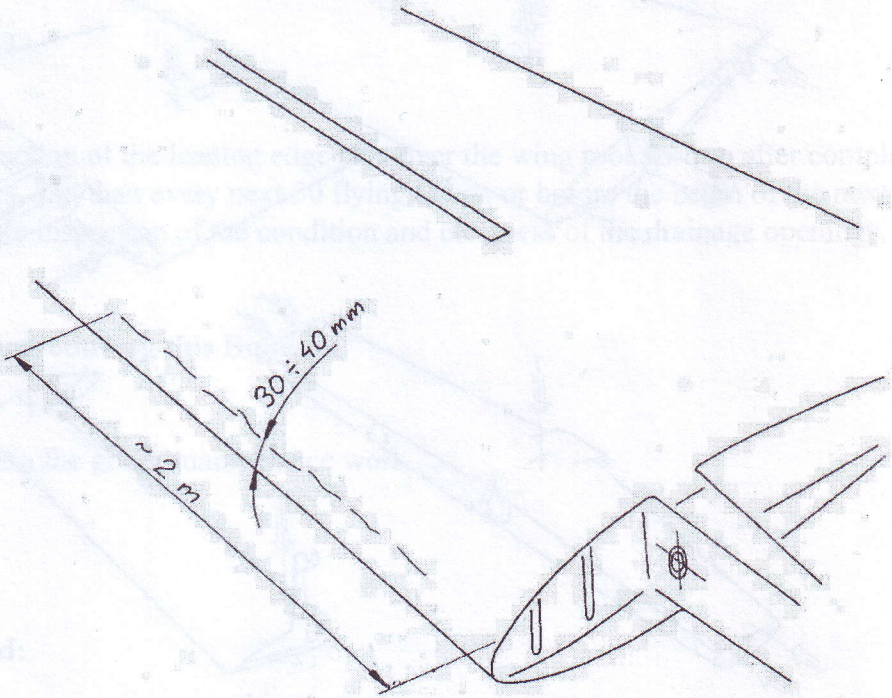

Fig. 1 Lacquer cracks at wing leading edge

Inspection of wing leading edge

Verify if on the wing top surface, 30 through 40 mm from the leading edge line (measured along the wing contour) no plainly visible lacquer cracks have appeared, oriented parallel to leading edge line, intermittent or overlapping ones. Under the cracks of lacquer coat the damage to outer layers of composite structure may be present in a form of white spots or microcracks.

Area on which cracks are probable covers the root portion on both wing panels, extending spanwise over approx. 2 meter distance (from root rib). Approximate form of the described lacquer cracks is illustrated in the sketch enclosed above on this page.

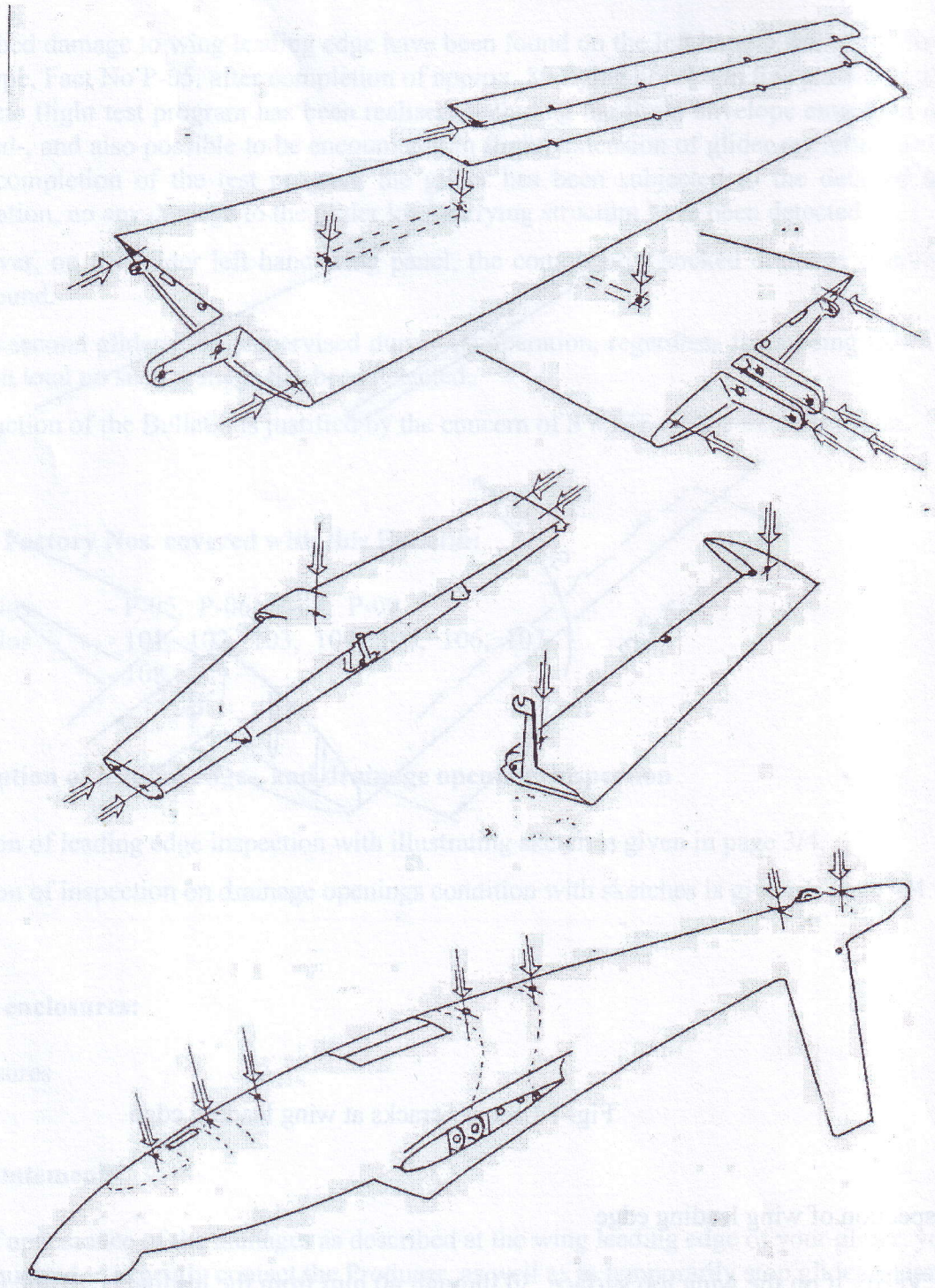

Fig. 2 Location of the airframe drainage openings 4÷5 mm

THE END