

BULLETIN No BE-104/93 SWIFT**Concerns :**

Amendment to glider lubrication plan, section 3.7 in all editions of the SWIFT S-1 glider Technical Service Manual, preliminary and final versions.

Way of introducing this Bulletin:

Within the glider maintenance work.

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**Agreed with Ministry of Transport and Sea Economy
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On:1993-05-10

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1. Grounds for introducing this Bulletin:

After long time storage of a glider exposed to weather conditions, there is a possibility of seizure at air-brake suspension arms, due to corrosion appearing on face of air-brake arm mount sleeves. Adding air-brake arm to the glider lubrication plan is aimed at protection against such a case.

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 modifications involved

Revise the wording of item 2, Table 3, Section 3.7. "Lubrication Plan" enclosed in:

page 39 "Preliminary Technical Service Manual of SWIFT S-1 glider", Fact. No P-06

page 40 "Technical Service Manual of SWIFT S-1 glider", issue I and II all remaining gliders

Original wording of item 2:

2. Air-brake plate hinges

Revised wording of item 2:

2. Air-brake plate hinges, and suspension arms

4. List of enclosures:

No enclosures

5. Final statements.

It is to be remembered that metal parts of glider in case of prolonged exposure to adverse weather conditions might corrode. This is especially true in a case of prolonged glider storage. To maintain the serviceability of a glider, necessary is observation of the periodic inspection and lubrication work to the glider metal fittings, also to these not listed in Lubrication Plan.

If a seizure is found at the above mentioned fitting, the concerned connection is to be moistened with fluidol or kerosene and, after careful bringing the arm to motion, lubricated.

On encountering more serious problems, please contact Producer of the glider.

This Bulletin comes in force with the date of issuance.

THE END