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ACCEPTED BY	APPROVED
President of E.Marganski i Wspolnicy, Zaklady Lotnicze on: *[—],24.01.2005* (signature, date) Edward Marganski, MSc. Eng.	on behalf of President of Civil Aviation Office

MANDATORY BULLETIN
No BO-112/2005 SWIFT S-1

DESIGNATION-TYPE/MODEL:	SWIFT S-1
SERIA / NUMBER:	All gliders of SWIFT S-1 model
CONCERNS:	Control column and stop in elevator control circuit
COMPLIANCE TIME:	Action 1: prior to the next flight, and at every following inspection "at the beginning of the flying season" Action 2: prior to the next flight Action 3: not later than 31 March, 2005 Action 4: not later than 31 March, 2005

ELABORATED BY:	AGREED
Responsible for Type Design	with Civil Aviation Office, Southern Division Krakow
Tadeusz Zbos, MSc. Eng.	Mieczyslaw Jarnot, MSc. Eng.
[—], 23.01.2005 (signature, date)	*[—], 31.01.2005* (signature, date) *Bielsko-Biala*

Translated by

Tadeusz Zbos

1. GROUNDS FOR ISSUANCE OF THIS BULLETIN

At the glider inspection, on one Swift S-1, the cracked welding joints have been found at the attachment points of control column Part No. A/2-1.00.200, left to the control stick, in the elevator control system.

On the same aircraft, it has been observed also that, direct at the control stick only one adjustable stop has been installed in the elevator control for the „nose up" (pull) position. For the „nose down" (push) position, the stop was at the outer (left) end of the control column on a GFRP-bulkhead. This can result in an unacceptable torsional load to the control column.

2. LIST OF FACTORY NOS COVERED WITH THIS BULLETIN

This Bulletin concerns all SWIFT S-1 model gliders.

3. PROCEDURE

The control column must be visually inspected against cracks and damage in welded joints, on all Swift S-1 gliders. Moreover, the stop at the control stick mount on control column must be retrofitted for the „nose down" (push) position - if not installed already.

In detail:

Action 1. Visually inspect the control column for cracks and the presence of stops (two bolts M6) at the control stick mounting, both for the „nose down" (push) - ,and „nose up" (pull) position, according to Working Instruction, Enclosure No 1.

Action 2. If evidence of damage has been detected at the attachment points in Action 1 above, the control column must be replaced with a new one, delivered by the aircraft manufacturer. The elevator deflections must be checked afterwards and adjusted (if exceeding the limits) in accordance with the glider Technical Service Manual.

Action 3. If no stop for the „nose down" (push) position has been found in Action 1, at the control stick mount on control column, this stop must be retrofitted according to Working Instruction, Enclosure No 1.

Action 4. Replace the pages of Technical Service Manual, listed under „Enclosures", with corresponding pages marked „Rev. 13/2005".

4. MASS (WEIGHT) AND BALANCE

No/ negligible influence

5. ENCLOSURES

Working Instruction, Enclosure No 1 to this Bulletin

Technical Service Manual, pages 20, 21, 24, 37, 38

6. *FINAL CONCLUSIONS*

1. The Action 1 and 4 can be carried out by appropriately authorized person, and must be documented in the aircraft log book.

2. The Action 2 and 3 must be carried out either by the glider manufacturer or by an aircraft service station accepted by the responsible airworthiness Authority. These Actions must be inspected, and entered in the log book.

3. The parts necessary for introduction of this Bulletin are listed in Enclosure No 1.

- THE END -