M.I.C.M. - C.N.I.A.R.
INTREPRINDEREA DE CONSTRUCTII AERONAUTICE
2200 B R A S O V

MANDATORY SERVICE BULLETIN

IS - 29D/EO-11

APPROVED BY: DEPARTMENT OF CIVIL AVIATION
with no. 10931 / 05.10.1985

PRODUCT: IS-29D GLIDER

OBJECT: Safe and service life increase

COMPLIANCE: Endurance studies of the manufacturing plant and servicing experience

Date: 09.08.1985

1. PLANNING INFORMATION

A. Applicability

This bulletin is applied to all the IS-29D gliders.

B. Reason

Increase of gliders safe life

C. Description

The present bulletin modifies the total safe and service life, as follows:

a) For gliders IS-29D, S/N 1 to 20:
- total safe life: 1700 flight hours or 9000 landings
- total service life: 10 years
- safe life until the first overhaul and between overhauls: 500 flight hours or 2000 landings
- service life until the first overhaul and between overhauls: 5 years

b) For gliders IS-29D, S/N 21 to 56:
- total safe life: 3750 flight hours or 15,000 landings
- total service life: 20 years
- safe life until the first overhaul and between overhauls: 750 flight hours or 3000 landings
- service life until the first overhaul and between overhauls: 6 years

D. Compliance

Endurance studies of the manufacturing plant and IS-29D glider servicing experience.

E. Accomplishment

This bulletin shall be applied by:
- the user, to gliders under servicing
- the manufacturing plant, to gliders under storage or manufacturing

F. Material - Cost and Availability

None

G. Tooling

None

H. Weight and Balance

Not affected

I. References

Study of the manufacturing plant concerning the servicing behaviour and endurance tests of the gliders.

J. Documents Affected

The Flight and Maintenance Manual IS-29D is amended by the pages enclosed to this bulletin.

2. USING INSTRUCTIONS

A. Work Preparation

None

B. Application

The modified pages are replaced in the Flight and Maintenance Manual.

C. Servicing Instructions

The following shall be couplied with during servicing:
- total safe and service life
- safe and service life between overhauls.

3. MATERIAL INFORMATION

A. Material List

None

B. Tooling List

None

C. Supply Indications

None

4. IDENTIFICATION

The bulletin application shall be recorded in the glider logbook.

5. APPENDICES

Amendment no. 17 to the IS-29D Flight and Maintenance Manual.

Date: 09.08.1985

INDEX OF ENTERED CHANGES

Those paragraphs of the text where changes have been made are to be marked by a vertical line and the corresponding number of alteration alongside.

Item No.	Pages containing alterations	Nature of alteration	Date	Signature
1.	2.4.A.	Canopy launching		
2.	1.3.A. 1.5.A. 1.6.A.	Leveling sheet modification		
3.	4.1.A.	Wing spar locking		
4.	2.4.B.	Flap control locking		
5.	1.7.A.	Balance limits		
6.	1.6.B.	Aileron deflection		
7.	2.3.A.	Landing gear control		
8.	-			
9.	-			
10.	1.5.B.	Elevator deflection		
11.	2.4.C.	Flap control locking		
12.	2.3 B	Tab control cable tension		
13.	1.4 B 2.9 A	Air pressure in shock absorber		
14.	1.4 B	Weight and leveling sheet		
15.	1.9 A 2.5 A	Big instrument panel		
16.	3.4 A	T.B.O. improvement		
17.	3.4 B	Safe life increase.		

Table of Periodical Checks & Work

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For gliders S/N 1 to 20 :

- The safe life until the first overhaul and between overhauls is 500 flight hours (2000 landings) or 5 years.
- Total safe life - 1700 flight hours (9000 landings) or 10 years.

For the gliders S/N 21 to 56 :

- The safe life until the first overhaul and between overhauls is 750 flight hours (3000 landings) or 6 years.
- Total safe life - 3750 flight hours (15,000 landings) or 20 years.

3.4.1. Maintenance work to be carried out every 100 flying hours and at least once a year.

3.4.1.1. Inspection

3.4.1.1.1. Fuselage

The rivets must not be loose; the cabin canopy lock and the ventilation must show no damage. The fuselage must not show any deformation. All control brackets have to be examined and must not show any deformation or cracks.

3.4.1.1.2. Wings

The wing surfaces must show no dents; the rivets - especially along the fuselage skin - must not be loose. The ailerons, brakes and camber flaps must move easily but not exceed the permitted play (1.3.2.). All pins have to be checked.