SUBJECT: CHECK OF THE BONDING AND CONDITION OF THE FUSELAGE FRAMES

VALIDITY: SN CENTRAIR 101 all types, all serial numbers

PURPOSE: To ensure the integrity of the fuselage frames, particularly following incidents such as landing with wheels up, ground loops, or hard landings, etc.

Rev. 1: Following evidence that the inspections called up by this Service Bulletin have not always been conducted correctly (problem encountered with the bonding of internal reinforcements and with the integrity of the winch hook frame), this revision 1 reinforces the structural inspections.

Rev. 1

APPLICATION: Within 15 days of the date of issue of revision 1 of this Service Bulletin

Following the initial application of this Service Bulletin, the inspections defined in the "Description" paragraph below must be repeated systematically in the following cases:

- Landing with the wheels up or during which the gear was retracted
- Ground loop during take-off or landing
- Definite hard landing, or following which visible damage is observed on the underside of the fuselage (deep cracks or flaking of the gel-coat for example).

DESCRIPTION:

Rev. 1

In order to avoid any incident due to debonding or failure of fuselage reinforcement frames, it is mandatory to undertake the inspections described hereafter in order to check:

- The condition of the bonding
- The condition of the frames and reinforcements

The inspections called up are visual, and are achievable after removing the seat, on all the frames as well as on the internal reinforcements (condition of the frames and appearance of the bonding).

Translation of 'BULLETIN DE SERVICE'. In case of any difficulty, reference should be made to the French original issue

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Revision 1 dated 05/08/2013

Classification

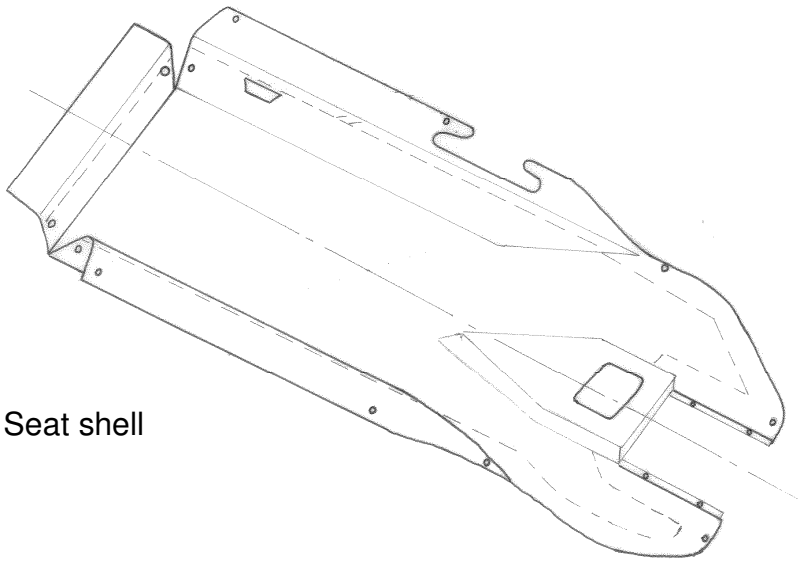
- [■] Mandatory
- [ ] Recommended
- [ ] For information

Rev. 1

In the event of a wheels-up landing, the items most exposed are the internal reinforcements and the internal frames in the cockpit in addition to the external skin of the fuselage.
It is therefore essential to pay particular attention to those items. Look in particular for debonding of the internal reinforcements to the fuselage skin and check the condition of the bonding beads of the frames and the condition of the frames themselves (free of cracks, no crushing of the plywood in the vicinity of the attachment screws etc.)
These inspections do not diminish the need for an overall examination of the glider in the event of an incident such as described above.

For gliders which use the winch hook, particular attention must be paid to the forward frame supporting the winching hook, which is highly loaded, and for which the forward hook fitting must be removed to enable proper analysis of its condition (cf. photo on page 4).

The frames and internal reinforcements are accessible after removal of the seat, which is attached by screws around its periphery:



Seat shell

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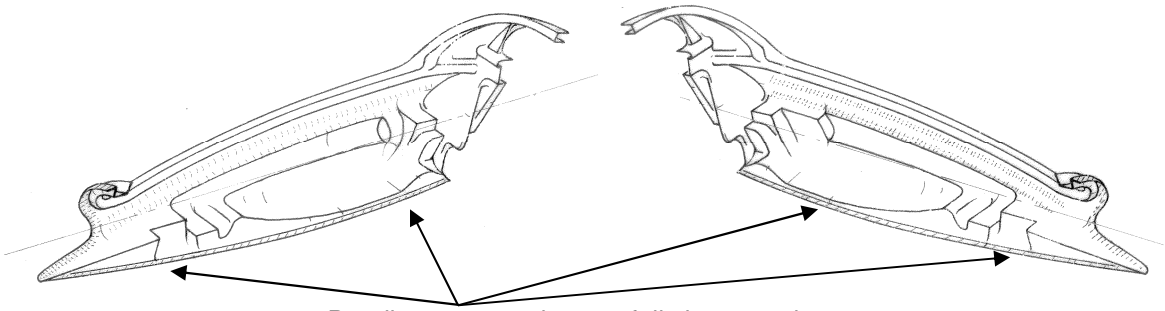
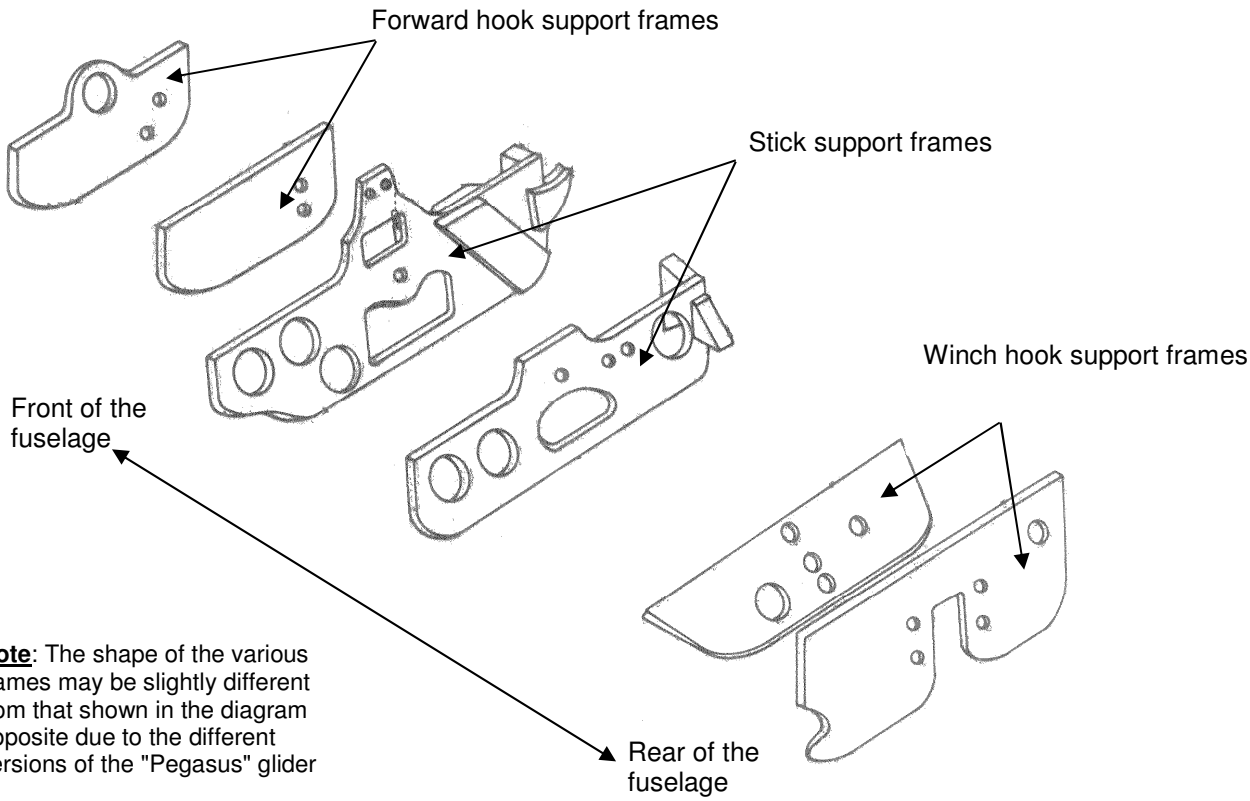
The reinforcements correspond to the items in the sketch below. They are bonded around their periphery to the skin forming the shell of the fuselage.



Right side reinforcement **Left side reinforcement**

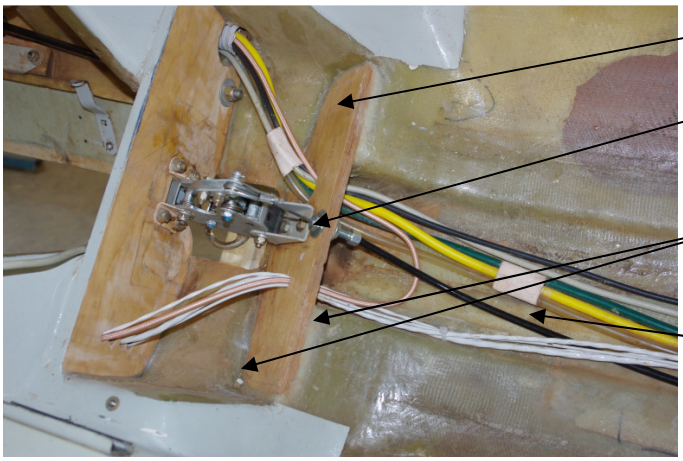
Detail of the 6 frames to be inspected in the cockpit in addition to the main landing gear support frame



Note: The shape of the various frames may be slightly different from that shown in the diagram opposite due to the different versions of the "Pegasus" glider

Rev. 1

For gliders using the winch hook, careful attention must be paid to the zone of the forward hook support frame as shown in the photograph below looking in particular for any cracks on the centre-line of the frame in the zone corresponding to the hook fitting (inspection after removal of the winch hook attachment fitting on the forward frame)



Forward winch hook frame

Hook forward fitting

Bonding of the forward hook frame to the internal reinforcement

Internal reinforcements, bonding zones to the fuselage skin (if necessary, move any pneumatic hoses and electric cables to provide unrestricted access to the bonding zones).

If any damage or anomaly is found, forward a report of your findings to SN CENTRAIR and perform the mandatory and approved repairs before the next flight.