


Mandatory bulletin No. VSO 10/23a

- 1. Applicable to:** All VSO 10, VSO 10 C gliders
- 2. Reason:** The 500-hour inspection on the glider VSO 10 S/N 150070, OK-3530 (at the total of 2533 flight hours) detected cracks around the weld joint of the lower rudder hinge on the fin.
- 3. Remedial steps:**
1. Ensuring sufficient lighting is available carry out a visual inspection of the lower rudder hinge on the fin (drawing No. VSO10.112-03) checking for any cracks.
If no cracks are found the sailplane can be released and continue to fly.
If cracks are found the sailplane can only be released after the hinge has been replaced. Should the inspection prove inconclusive follow the step 3.2.
Inform the TC holder (Schempp-Hirth výroba letadel spol. s r.o., U Dvořiska 1733, 565 01 Choceň / Info@shvl.cz / fax 465 352 659 / tel. 465352651) of the inspection results.
 2. By the date limit stated in 4. below dismantle the rudder and visually inspect the lower rudder hinge on the fin (drawing No. VSO10.112-03) and check for presence of cracks using a magnifying glass of at least 5x magnification. If doubting, dismantle the rudder hinge, remove the coat of paint and carry out a capillary defectoscopy inspection. Check the rudder deviation backstop.
- 4. Remedy by:** Prior to the next flight but by 15th June 2014 at the latest.
- 5. To be actioned by:** Inspection to be carried out by the Aircraft Maintenance Licence holder as per Annex I ICAO. The operator/owner will ensure the inspection is carried out.
- 6. Costs covered by:** Operator/owner
- 7. Required equipment:**
1. Not applicable
 2. Equipment to check rudder control cable tension and equipment to check the rudder backstop deviation.
- 8. Gravity centre weight and position:** Not affected
- 9. Operations sequence:** Work to be carried out according to Amendment to Bulletin VSO10/23a – Working procedure.

Choceň 28.4.2014

Agreed by DOA: EASA.21J.278



Ing. Tomana Pavel
Manufacturer's representative