

---

Sektion 2. Utlandstillverkad flygmateriel

---

**TITEL:** Ändring av tid mellan översyn och maximal flygtid.

**GÄLLER:** PZL-104 "Wilga 35" upp till och med serie VI det vill säga t o m S/N 74217.

**ÅTGÄRD:** Utför åtgärder enligt bifogad kopia av Mandatory Service Bulletin No. 1197172.

**TID FÖR ÅTGÄRD:** Inom tider angivna i bifogad Service Bulletin.

**UNDERLAG:** Mandatory Service Bulletin No. 1197172 daterad 15 juli, 1997 eller senare utgåva.

**REFERENS:** Mandatory Service Bulletin No. 1197172

**BESLUTSDATUM:** 18 oktober 2001

**LFS** 2001:140

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.  
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Faxnummer	Telegram Civilair	Telex
601 79 NORRKÖPING	Vikobplan 11	011-19 20 00	011-19 25 75	Norrköping	62450

**PAŃSTWOWE ZAKŁADY LOTNICZE**  
**„WARSZAWA-OKĘCIE”**  
**Spółka Akcyjna**



Aleja Krakowska 110/114,

00-971 Warszawa

Tel. (centrala) 846-00-31, 846-50-61; Telex: 81 7735; Fax: 846-61-92, 846-27-01

---

**SERVICE BULLETIN No. 1197172**  
**MANDATORY**

Concerns: Time Between Overhaul and Service Life Limits for PZL-104 Wilga 35 airplane

2340

2598

2839

President of the Board  
General Manager of PZL  
„Warszawa-Okęcie” S.A.

/-/ (R. Leja, MSc)

Approved by the General  
Inspectorate of Civil Aviation  
as mandatory on 15.07.1997

/-/ (Z. Mazan, MSc. Eng)

**A. This bulletin defines the following Time Between Overhauls and Service Life Limits for the airframe of the PZL-104 Wilga 35 airplane:**

**I. Airplanes up to series VII included, i.e. up to airplane serial number 74217**

1. Time to first overhaul [TFO] and time between overhauls [TBO] of 1400 flight hours
2. Service life limit – of up to 2800 flight hours.
3. Service life limit – of up to 4200 flight hours, if after exhausting of 2800 flight hours following elements of structure are replaced with new ones:
  - 3.1. Lower main ferrules of the wing CE 231 010 LP,
  - 3.2. Spar truss of the fuselage CE 111 500.

After completing the replacement of the above elements adequate record is to be done in the airplane log-book, in the Chapter "Redesign of the structure". The record has to include the number of this bulletin and the date of replacing the elements.

4. The statements of par. 1, 2 and 3 are confirmed by the Certificate of Inspection and are actualized by the Certificate of Airworthiness, issued by the inspectors of civil aviation.

With the issue of this bulletin, the Mandatory Service Bulletin 1194168 becomes void.

**II. Airplanes of series VIII , i.e. from serial number 85218 up to series XXI bearing serial number 21900904 to 21910928 and 21930949 to 21930951.**

1. Time to first overhaul [TFO] and time between overhauls [TBO] of 1350 flight hours
2. Service life limit – of up to 2700 flight hours.
3. Service life limit – of up to 4000 flight hours, if after exhausting of 2700 flight hours the following elements of the structure are replaced with new ones:
  - 3.1. Lower main ferrules of the wing CE 231 010 LP,
  - 3.2. Spar truss of the fuselage CE 111 500.

After completing the replacement of the above elements adequate record is to be done in the airplane log-book, in the Chapter "Redesign of the structure". The record has to include the number of this bulletin and the date of replacing the elements.

4. The statements of par. 1, 2 and 3 are confirmed by the Certificate of Inspection and are actualized by the Certificate of Airworthiness, issued by the inspectors of civil aviation.

With the issue of this bulletin, the Mandatory Service Bulletin 1190165 becomes void.

**III. Airplanes of series XXI bearing serial numbers 21950955, 21960957, 21960958, 21960962, 21960963 and all airplanes beginning with series XXII, i.e. bearing serial numbers 22...**

1. Time to first overhaul [TFO] and time between overhauls [TBO] of 1350 flight hours
2. Service life limit – of up to 2700 flight hours.

- 3 -

- 3 Service life limit – of up to 4000 flight hours, if after exhausting of 2700 flight hours the lower main ferrules of the wing CE 231 010 LP are replaced with new ones.

After completing the replacement of the above elements adequate record is to be done in the airplane log-book, in the Chapter "Redesign of the structure". The record has to include the number of this bulletin and the date of replacing the elements.

- 4 The statements of par. 1, 2 and 3 are confirmed by the Certificate of Inspection and are actualized by the Certificate of Airworthiness, issued by the inspectors of civil aviation.

With the issue of this bulletin, the Mandatory Service Bulletin 11961718 becomes void.

## **B. Extension of time between overhaul and service live limit defined in part A.**

### **I. Extension of time between overhaul.**

1. Airplanes which the first time have been overhauled by a number of flight hours sell than those given in par. A-I.1, A-II.1 or A-III.1, i.e. by a number less than 1400 or 1350 respectively, may be subject of extension of the TBO so, that the second overhaul coincides with the first service life limit i.e. by 2800 or 2700 flight hours respectively, given in par. A-I.2, A-II.2 or A-III.2.

- II. Requirements: The above extension of TBO is subject to fulfillment of recommendations given in part C.

## **C. Requirements for extension of TFO and TBO**

### **I. To notify the local civil aviation authority.**

### **II. Accomplishment:**

1. Perform airplane inspection in accordance with:

- Airplane Maintenance Manual – in full range
- Repair Manual
- Catalogue of Bolted Joints
- Airplane Technical Description

2. Additionally are to by checker by non destructive test:

- 2.1. The ferrules and elements in the joints :

1. Fuselage
- engine mount
  - wings
  - main landing gear
  - tail wheel
  - stabilizer
  - fin

2. Stabilizer with fin

- 2.2. Assemblies of

1. Engine mount
2. Main landing gear and struts
3. Tail wheel

- 4 -

**III. Personal accomplishing the job:**

1. The technical personal of the operator or a specialized repair shop – if authorized by the local civil aviation authority

**IV. After accomplishing the above job, respective entering in the Airplane Log-book, in chapter "Accomplishing of bulletins" is to be done.****D. Example of extension of TBO**

for an airplane of series VI, which:

1. Before the first overhaul has accomplished - 1000 flight hours
2. After the first overhaul has accomplished - 1400 flight hours
3. Has accomplished a total number of - 2400 flight hours

**I. TIME BETWEEN OVERHAULS – extension as in par. B-I.1:**

- After accomplishing 1400 flight hours, the airplane is to be overhauled the second time, as per par. A-I.1
- But because according to par. A-I.2 the first service life limit is 2800, and the airplane has accomplished 2400 flight hours only, there are still  $2800 - 2400 = 400$  flight hours to be exhausted, and so the TBO may be increased up to 1800 flight hours.

**II. REQUIREMENTS: The above extension of TBO is subject to fulfillment of recommendations given in part C.**

English language version approved under  
delegation of authority CAIB No. 54C.

*Jan A. Jasinski* 08.09.97  
Jan A. Jasinski, B.S.(Eng.)