



MANDATORY BULLETIN

Number: UFM-13 – 1/2009

Date of issue 24.3.2009

Applicable for UFM-13 from s.n. 1 to s.n 123 and UFM-11 from s.n. 1 to 18

Concerning to the accident of UFM 13 s.n. 108/13 which happened on March, 21st, 2009 URBAN AIR s.r.o. orders to all UFM 13 and UFM 11 Lambada owners to carry out safety precautions:

- decrease airspeed limitations published in the flight manual according the chapter A of this mandatory bulletin
- to do the single check of elevator hungs on the stabilizer according the procedure described in the chapter B of this mandatory buletin

This bulletin is applicable for all UFM 13 aircrafts (ser. nr. 1 – 123) in disregard of type (flaperon version and LSA version with ailerons) and UFM 11 aircrafts (s.n. 1 – 18) and must be carried out immediatelly after its obtaining – before next flight.

Chapter. A. Airspeed limitation:

UFM-13 version UL with flaperon.

Airspeed		IAS [km/h]	Remarks
V _{NE}	Never exceed speed	135	Do not exceed this speed in any operation.
V _{NO}	Maximum structural cruising speed	135	Do not exceed this speed except in smooth air, and then only with caution.
V _A	Manoeuvring speed	135	Do not make full or abrupt control movement above this speed, because under certain conditions the aircraft may be overstressed by full control movement.
V _{FE}	Maximum Flap. Extension speed	110	Do not exceed this speed with flaps extended

Marking	Range or value [IAS km/h]	Significance
White arc	70 - 110	Positive Flap Operating Range
Green arc	80 – 135	Normal Operating Range
Yellow arc	–	Manoeuvres must be conducted with caution and only in smooth air.
Red line	135	Maximum speed for all operations.

URBAN AIR s.r.o. -			
Empty weight	306 kg	Never exceed speed	Vne 135 km/h
Max take-off weight	472,5 kg	Max. speed with flaps	Vfe 110 km/h
Min crew weight	65 kg	Stalling speed	Vso 70 km/h
Max baggage weight	4 kg	Fuel tank volume	2 x 50 L

UFM-13 version USA (LSA) with ailerons

Airspeed		IAS [kts]	Remarks
V _{NE}	Never exceed speed	81	Do not exceed this speed in any operation.
V _{NO}	Maximum structural cruising speed	81	Do not exceed this speed except in smooth air, and then only with caution.
V _A	Manoeuvring speed	81	Do not make full or abrupt control movement above this speed, because under certain conditions the aircraft may be overstressed by full control movement.
V _{SO}	Stall speed	40	Stall speed

Marking	Range or value [IAS kts]	Significance
Green arc	40 – 81	Normal Operating Range
Yellow arc	–	Manoeuvres must be conducted with caution and only in smooth air.
Red line	81	Maximum speed for all operations.

URBAN AIR s.r.o. -			
Empty weight	713 lb	Never exceed speed	Vne 81 kts
Max. take-off weight	1320 lb	Stalling speed	Vso 40 kts
Min crew weight	143 lb	Fuel tank volume	2 x 13,2 gal
Max. baggage weight	- see flight manual		

UFM -11

Airspeed		IAS [km/h]	Remarks
V _{NE}	Never exceed speed	145	Do not exceed this speed in any operation.
V _{NO}	Maximum structural cruising speed	145	Do not exceed this speed except in smooth air, and then only with caution.
V _A	Manoeuvring speed	145	Do not make full or abrupt control movement above this speed, because under certain conditions the aircraft may be overstressed by full control movement.
V _{FE}	Maximum Flap. Extension speed	110	Do not exceed this speed with flaps extended

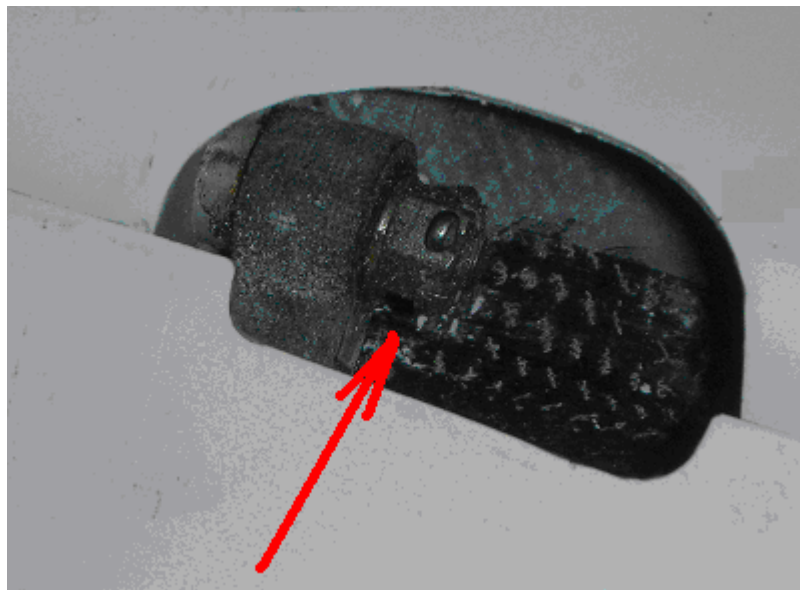
Marking	Range or value [IAS km/h]	Significance
White arc	70 - 110	Positive Flap Operating Range
Green arc	80 – 145	Normal Operating Range
Yellow arc	–	Manoeuvres must be conducted with caution and only in smooth air.
Red line	145	Maximum speed for all operations.

URBAN AIR s.r.o. -			
Empty weight	kg	Never exceed speed	Vne 145 km/h
Max. take-off weight	kg	Max. speed with flaps	Vfe km/h
Min crew weight	kg	Stalling speed	Vso km/h
Max. baggage weight	kg	Fuel tank volume	2 x 50 L

- A.1. Make temporary change in the flight manual by inserting copies of tables and stickers from this bulletin instead of the original ones.
- A.2. Change colour airspeed indicator markings according to data of this mandatory bulletin.
- A.3. Change the value of Vne on the sticker in the cockpit (stick on a sticker with new Vne) according to this mandatory bulletin.

Chapter B. Single check of elevator hungs on the stabilizer

- B.1. Check if there are any clearances in the elevator support by taking the elevator by the bow edge and push slightly upwards – downwards and then forwards - backwards. Check if there are any clearances in the elevator support. Take the elevator by each hung and push slightly upwards – downwards and then forwards – backwards and check if there are any clearances. Fix the position of elevator with a second person and then check if there are abnormal clearances in elevator control system by moving the control stick forwards and backwards.
- B.2. Dismount the elevator according to the description in Flight manual – aircraft assembly and disassembly.
- B.3. Place the elevator at a suitable place, remove the main middle hinge castle nut security pin, loosen and unscrew the nut and put it at a predefined place.



- B.4. Push out carefully the control surface hinges from the stabilizer hungs. Slightly push the control surface in axial direction to the hung axis and at the same time swing the control surface in its deflections. When the middle hinge gets out of the hung then remove the control surface backwards.
- B.5. Check the condition of elevator hungs. Take the hung by hand at the place of turning axis and push slightly (cca 5-10 N) upwards – backwards and check if the hung is hard and if there are no traces of damage or delamination. Check gradually all 5 hungs.



B.6. Clean and grease elevator hungs on the stabilizer and hung plugs on the control surface. Set the elevator to the hungs, set the washer, screw and tighten castle nut on the hinge of middle hung and match the nut cut with the hole for hinge safety pin. When the nut is tightened, then check free movements of the control surface in its deflection set. Movement must be free, without floundering. Secure the castle nut with a new safety pin.

B.7. Mount the elevator according to the description in flight manual.

B.8. Check the proper assembly and control operation.

Make a record to the the aircraft documentation about fulfilment of this bulletin.

If you find abnormal clearances or damage of the hungs, immediately inform producer.

Appendix: - no appendix

For any other information please contact:

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