Airworthiness Directive

AD No.: 2026-0086

Issued: 30 April 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

ALLSTAR PZL GLIDER Sp. z o.o.

Type/Model designation(s):

SZD-54-2 "Perkoz" sailplanes

Effective Date:	07 May 2026
TCDS Number(s):	EASA.A.574
Foreign AD:	Not applicable.
Supersedure:	None

ATA 27 – Flight Controls – Airbrake Control Torsion Tube – Inspection

Manufacturer(s):

Allstar PZL Glider Sp. z o.o. (Allstar PZL) and Wytwórnia Konstrukcji Kompozytowych "PAPIOREK" Sp. z o.o.

Applicability:

SZD-54-2 "Perkoz" sailplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Allstar PZL Service Bulletin (SB) BE-004/54-2/2026.

Reason:

Occurrences were reported of cracks at the joint (welded connection seam) between the control lever and the torsion tube of the airbrake system, mounted in the fuselage of SZD-54-2 "Perkoz" sailplanes. The root cause for those cracks is still under investigation, and the influence of neither, the material, workmanship nor material fatigue, can be ruled out in this phase of the investigation.

This condition, if not detected and corrected, could lead to reduced functionality or complete loss of the airbrake function when needed, possibly resulting in reduced control or loss of control of the sailplane in flight or during landing.

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To address this potential unsafe condition, Allstar PZL published the SB, as defined in this AD, to provide instructions for repetitive inspections of the welded joint between the control lever and the torsion tube.

For the reason described above, this AD requires repetitive general visual inspections (GVI) and detailed inspections (DET) of the joint of the affected airbrake system components, and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered to be an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) Before next flight after the effective date of this AD and, thereafter, at intervals not to exceed 200 flights, accomplish a GVI in accordance with the instructions of the SB (see the Notes 1 and 2 of this AD).

Note 1: A non-cumulative tolerance of 10 flights may be applied to the 200 flights interval specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual.

Note 2: The GVI required by paragraph (1) of this AD may be accomplished by a suitably authorised pilot, under the provisions of Commission Regulation (EU) No 1321/2014, Annex I paragraph M.A.606(h)1, Annex II paragraph 145.A.30(j)3, and/or CAO.A.040(c)(1), as applicable; or by a pilot-owner, under the provisions of Annex I paragraph M.A.803 or Annex Vb paragraph ML.A.803, as applicable, of the same regulation.

(2) Within 300 flight hours (FH) or 12 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 300 FH or 12 months, whichever occurs first, accomplish a DET and, as applicable, a special detailed inspection (SDI), in accordance with the instructions of the SB.

(3) If, during any GVI or DET as required by the paragraph (1) and (2) of this AD, any crack is suspected, before next flight, accomplish an SDI in accordance with the instructions of the SB.

Corrective Action(s):

(4) If, during any inspection as required by paragraph (1) to (3) of this AD, as applicable, any discrepancies as specified in the SB are found, before next flight, contact Allstar PZL for approved instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

Terminating Action:

(5) None.

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Ref. Publications:

Allstar PZL SB BE-004/54-2/2026, original issue dated 26 February 2026.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 28 May 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Allstar PZL Glider Sp. z o.o., ul. Cieszyńska 325, 43-300 Bielsko-Biała, Poland
Fax: +48 883 008 933, or E-mail: techsupport@szdallstar.com.

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