Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-038

Issued: 15 March 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:
ALLSTAR PZL GLIDER Sp. z o.o.

Type/Model designation(s):
SZD-55-1 sailplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): Poland BG-163/1

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Elevator Control System / Vertical Tail – Inspection

---

Manufacturer(s):
Allstar PZL Glider Sp.z o. o., formerly PDPSz "PZL Bielsko"

Applicability:
SZD-55-1 sailplanes, all serial numbers.

Reason:
Following a fatal accident with an SZD-55-1 sailplane, it was found that, during rigging, the elevator lever had not been connected with the guide of the control system. The investigation results also revealed that the opening on top of the vertical tail, through which the elevator control lever is inserted, had been enlarged. The correct dimension of the opening ensures safe rigging and is explicitly defined in the design (see Drawing 1, Appendix 1 of this AD) of the horizontal tail (1), where the connection is such that if the elevator lever (7) is not correctly located inside the guide (8), the tail cannot be secured with bolt (5).

This condition, if not detected and corrected, could lead to further cases of miss-rigging of the elevator control system, possibly resulting in loss of control of the sailplane.

For the reason described above, this AD requires a one-time inspection of the elevator control system and vertical tail and, depending on findings, accomplishment of applicable corrective action(s) to establish conformity with the type design.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within 60 days, or during the next annual inspection, whichever occurs first after the effective date of this AD, visually inspect the size of the opening on top of the vertical tail (see Drawing 2, Appendix 1 of this AD).

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, contact Allstar PZL Glider for approved repair instructions and accomplish those instructions accordingly.

Ref. Publications:

Air Accidents Investigation Branch from United Kingdom (AAIB) Bulletin 3/2018.

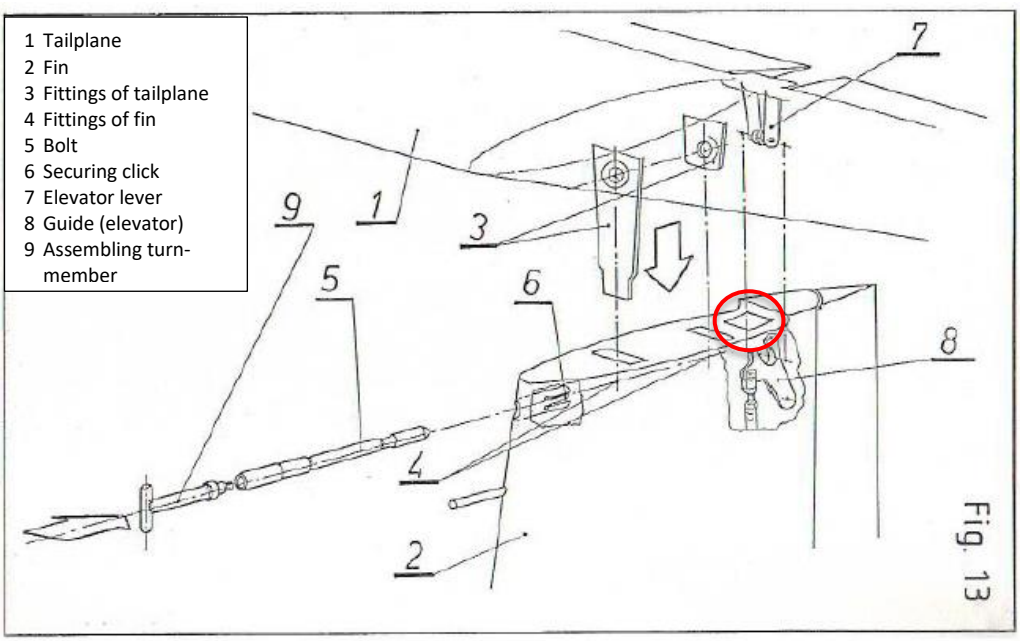
Remarks:

1. This Proposed AD will be closed for consultation on 05 April 2018.

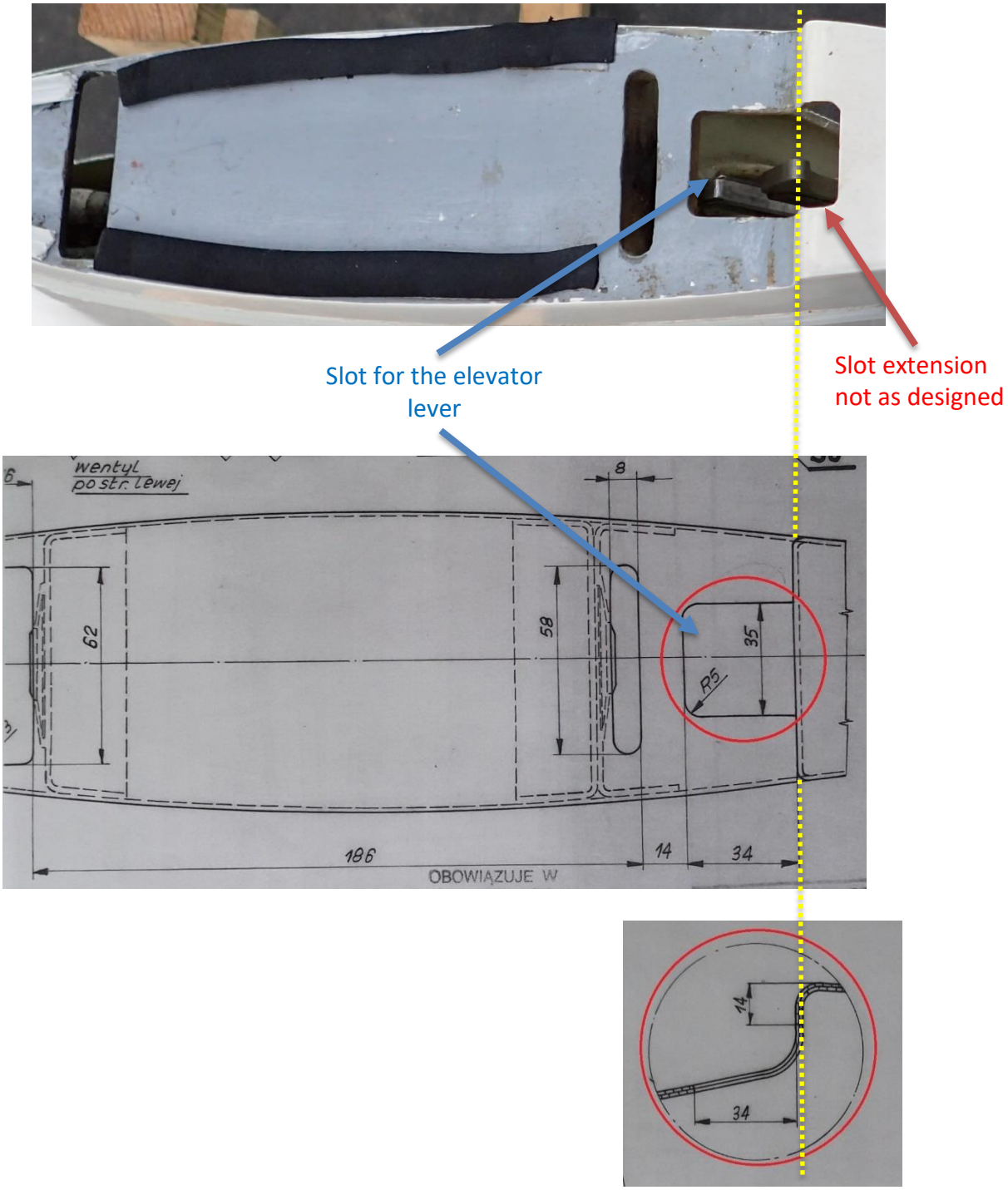
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. For any question concerning the technical content of the requirements in this PAD please contact: Allstar PZL Glider Sp. z o.o., ul. Cieszyńska 325, 43-300 Bielsko-Biała, Fax: +48 33 812 37 39, E-mail: techsupport@szd.com.pl.

Appendix 1 – Drawings and photographs



Drawing 1



Drawing 2

[Drawings courtesy of Allstar PZL Gliders Sp. z o.o.]

Image 1
Disconnected elevator control

Image 2
Disconnected elevator control

Image 3
Disconnected elevator control

Image 4
Enlarged opening

[All photographs courtesy Air Accidents Investigation Branch (AAIB) of the United Kingdom.]