



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-025

Issued: 14 February 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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-54-2 "Perkoz" sailplanes

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

TCDS Number(s): EASA.A.574

Foreign AD: Not applicable

Supersedure: None

ATA 51 – Standard Practices / Structures – Wing, Fuselage and Horizontal Stabilizer Fitting Bushings – Inspection / Replacement / Securing Modification

Manufacturer(s):

Allstar PZL Glider Sp. z o.o.

Applicability:

SZD-54-2 "Perkoz" sailplanes, serial numbers 542.A.11.002, 542.A.14.003, 542.A.14.004, 542.A.14.005, 542.A.14.006, 542.A.15.007, 542.A.15.008, 542.A.15.009, 542.A.15.010, 542.A.15.011, 542.A.16.012, 542.A.16.013, 542.A.16.014 and 542.A.16.015.

Definitions:

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

The SB: Allstar PZL Glider Service Bulletin (SB) No. BE-001/54-2/2018 dated 18 December 2018.

Reason:

On a few SZD-54-2 sailplanes, it was found that the exchangeable bushings on the wing fittings and horizontal stabilizer front fittings are able to move out from their nests. This is due to axial forces in these joints, which may appear during in-flight operation and while derigging the sailplane.



This condition, if not detected and corrected, could lead to wing, fuselage or horizontal stabilizer front fitting disconnection, possibly resulting in loss of control of the sailplane.

To address this unsafe condition, Allstar PZL Glider issued the SB, which provides instructions for inspection and replacement of the bushings.

For the reason described above, this AD requires a one-time inspection of the bushings in the wing, fuselage and horizontal stabilizer fittings and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 30 days after the effective date of this AD accomplish an inspection of the bushings in main assemblies connections in accordance with the instructions of paragraph 3 of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any bushing is found loose or moved, before next flight, replace that bushing with a new one and secure in accordance with the instructions of paragraphs 3.1, 3.2, 3.3 and 4 of the SB.

Securing Modification:

- (3) If, during the inspection as required by paragraph (1) of this AD, a bushing is found not loose and not moved, within 100 FH after the effective date of this AD replace that bushing with new one (except those described in paragraph 3.4 of the SB) and secure in accordance with the instructions of paragraphs 3.4, 3.5 and 4 of the SB.

Ref. Publications:

Allstar PZL Glider SB No. BE-001/54-2/2018 dated 18 December 2018.

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

Remarks:

1. This Proposed AD will be closed for consultation on 14 March 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).



4. 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.

