



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-033R1

Issued: 11 May 2022

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-51-1 "Junior" sailplanes

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

TCDS Number(s): EASA.A.309

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Spar Root – Inspection / Repair

Manufacturer(s):

Allstar PZL Glider Sp. z o.o., formerly PDPSz "PZL-Bielsko"

Applicability:

SZD-51-1 "Junior" sailplanes, all serial numbers.

Definitions:

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

The SB: Allstar PZL Glider Service Bulletin (SB) BE-014/51-1/2022 Revision 1.

Hard landing: Landing with abnormal overload of landing gear, with possible damage to wheel, landing gear or surrounding structure. It may occur when a glider hits the ground with a greater vertical speed than in a normal landing, or lands on rough ground.

Ground loop: A rapid rotation of a glider in the horizontal plane (yawing) on the ground, when a glider wingtip catches the ground, high grass or any other obstacle.



The TSM: Allstar PZL Glider Technical Service Manual (TSM), as applicable:

- Technical Description, Technical Service Manual, Schedule of Maintenance Works for glider SZD-51-1 “Junior”, Issue I dated December 1984; or
- Technical Service Manual of Glider SZD-51-1 “Junior”, Issue I / JAR-22 dated April 1995; or
- Technical Service Manual of Glider SZD-51-1 “Junior”, Issue II dated May 2016.

Reason:

An occurrence has been reported where, on a sailplane during a loop, the ending of the wing spar root has cracked. Further investigation revealed that the crack propagation started before the incident. The sailplane operation history showed that, after performing a hard landing, a repair was accomplished in the area of wing root rib. During that landing, a damage to the ending of the wing spar root occurred, however it was not detected at that time.

This condition, if not detected and corrected, could lead to further crack propagation in the wing spar, possibly resulting in loss of the structural integrity of the sailplane.

To address this potential unsafe condition, Allstar PZL Glider issued the SB, as defined in this AD, which provides instructions for inspections of wing spar roots.

For the reasons described above, this AD requires accomplishment of wing spar roots inspections, and amendment of the TSM, as defined in this AD.

This PAD is revised to refer to Revision 1 of the Allstar PZL Glider SB BE-014/51-1/2022.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before next flight after each hard landing or ground loop, inspect the sailplane wing spar roots in accordance with the instructions of section 4.1. of the SB.

Corrective Action(s):

- (2) If, during any 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.

Terminating Action(s):

- (3) None.

Credit:

- (4) Inspections, accomplished on a sailplane before the effective date of this AD in accordance with the instructions of section 4.1. of Allstar PZL Glider SB BE-014/51-1/2022 at original issue, are acceptable to comply with the requirements of paragraph (1) of this AD for that sailplane.



TSM Amendment:

- (5) Within 30 days after the effective date of this AD, amend the TSM in accordance with the instructions of section 4.2. of the SB.

Ref. Publications:

Allstar PZL Glider SB BE-014/51-1/2022 original issue dated 14 February 2022, or Revision 1 dated 26 April 2022.

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 25 May 2022.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
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, Poland, Phone: +48 883 008 933, E-mail: office@szdallstar.com.

