

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 22-033

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**Commenter 1: Company name – N/A – Alan Garside – 07/04/2022**

### **Comment # 1**

Having operated and worked on this type of sailplane since 1987 the inspection in Allstar PZL Glider SB BE-014/51-1/2022 dated on 14 February 2022 seems overly aggressive for a first action after a hard landing or ground loop.

First a decision has to be made as to how hard the landing was or how severe the ground loop was. This can be assessed by the amount of damage to the fuselage structure, wheel and wheel box structure, wing roots, aileron hinges, tail plane and control linkages. This is common engineering practice for all sailplanes. A first inspection with a very strong light should easily reveal the start of any crack which would then warrant further investigation in accordance with the SB. This action is also carried out at each annual inspection.

Although the accident in question suggests that the crack was there from a previous accident this can not be proved. The actual flight was undertaken without a G meter installed and suggests a series of loops. As an aerobatic pilot and instructor I know the potential problem when executing a series of loops where the G force can increase with each loop if not controlled by using a G meter.

A first action as in the SB is overly aggressive and I would suggest the PAD should be amended with a first action as described above and only if there is a suspicion of a crack or cracks then the action as detailed in the SB should be carried out.

### **EASA response:**

**Comment agreed. The TC Holder revised the SB BE-014/51-1/2022 accordingly. EASA PAD 22-033 has been revised with reference to the SB Revision 1 dated 26 April 2022.**

