


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-182</p> <p>Date: 12 December 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>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 closing date indicated.</p>	
Design Approval Holder's Name: ALLSTAR PZL GLIDER Sp. z o.o.	Type/Model designation(s): SZD-50-3 "Puchacz" sailplanes
TCDS Number:	EASA.A.312
Foreign AD:	Not applicable
Supersedure:	This AD supersedes Civil Aviation Office (CAO) of Poland AD SP-0052-2003-A, dated 22 July 2003.
ATA 27	Flight Controls – Airbrake Control Torque Tube – Inspection / Replacement
Manufacturer(s):	Allstar PZL Glider Sp. z o.o. (Allstar PZL) Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa „PZL-Bielsko”.
Applicability:	SZD-50-3 "Puchacz" sailplanes, all serial numbers.
Reason:	<p>Several occurrences of airbrake torque tube failure were reported on SZD-50-3 "Puchacz" sailplanes. In all cases, as a result of disruption of the welded joint between torque tube and the lever, the broken torque tube detached from the lever located in the fuselage. The result of subsequent investigations identified fatigue damage, as a consequence of periodical striking load exceeding the established maximum value, to be a possible failure cause. Additionally, corrosion damage was identified at internal surface of the opened tube.</p> <p>This condition, if not detected and corrected, would inhibit the function of the airbrake, possibly resulting in reduced control of the sailplane.</p> <p>Prompted by these findings, Allstar PZL issued Service Bulletin (SB) No. BE-052/SZD-50-3/2003 to provide inspection instructions. CAO of Poland issued AD SP-0052-2003-A to require a one-time inspection of the airbrake torque tube in the area of welded joint in accordance with that SB.</p> <p>Since that AD was issued, Allstar PZL issued SB No. BE-062/SZD-50-3/2013 to introduce repetitive inspections and accomplishment instructions for reinforced torque tube inspections.</p> <p>For the reasons described above, this AD supersedes CAO of Poland AD SP-0052-2003-A and requires repetitive inspections of the airbrake torque tube</p>

	and, depending on findings, replacement with a serviceable part.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 30 days after the effective date of this AD and, thereafter, at intervals not to exceed the values as defined in Allstar PZL SB No. BE-062/SZD-50-3/2013, as applicable, depending on torque tube configuration, inspect the airbrake torque tube in accordance with the instructions of Allstar PZL SB No. BE-062/SZD-50-3/2013. (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as detailed in Allstar PZL SB No. BE-062/SZD-50-3/2013, before next flight, replace the airbrake torque tube with a serviceable airbrake torque tube in accordance with the instructions of Allstar PZL SB No. BE-062/SZD-50-3/2013. (3) Replacement of an airbrake torque tube, as required by paragraph (2) of this AD, does not constitute terminating action for repetitive inspections as required by paragraph (1) of this AD. (4) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> (4.1) Revising as follows the approved Aircraft Maintenance Programme (AMP), on the basis of which, the operator or the owner ensures the continuing airworthiness of each operated sailplane: Incorporate the applicable repetitive inspections and follow-on corrective actions, as specified in Allstar PZL SB No. BE-062/SZD-50-3/2013, and (4.2) Complying with the approved AMP described in paragraph (4.1) of this AD.
Ref. Publications:	<p>Allstar PZL SB No. BE-062/SZD-50-3/2013 dated 16 September 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 09 January 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. 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 / Poland Telephone / Fax: +48 33 812 50 26, E-mail: techsupport@szd.com.pl.