

ALLSTAR PZL GLIDER Sp. z o.o.
ul. Cieszyńska 325
43-300 Bielsko-Biała
GICA-CAIB Approval No P-023

ACCEPTED BY

President of Allstar PZL Glider Sp. z o.o.

on:

[---], .

(signature, date)

Andrzej Papiorek, MSc. Eng.

APPROVED BY

Chief Inspector of CAIB

on:

/---/,

(signature, date)

Zygmunt Mazan, MSc. Eng.

MANDATORY BULLETIN
No BE-054/SZD-50-3/2003 „PUCHACZ”

DESIGNATION-TYPE/MODEL:

SZD-50-3 “PUCHACZ”

SERIA / NUMBER:

All gliders of SZD-50-3 “PUCHACZ” model

CONCERNS:

Inspection of turnbuckle in the rudder control system

COMPLIANCE:

On receiving this Bulletin

ELABORATED BY:

AGREED WITH:

Responsible for type design
CAA Southern Division, Kraków
Marian Kroczek, MSc. Eng.

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(signature, date)

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(signature, date)

Bielsko-Biała

Translated by

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Tadeusz Zboś

Allstar PZL Glider Ltd	SERVICE BULLETIN No BE-054/SZD-50-3/2003 "PUCHACZ"	Page: 2 of: 2
1. GROUNDS FOR ISSUANCE OF THIS BULLETIN		
<p>In flight on one glider, when operating the rudder, the end of a turnbuckle connecting the rudder cable with the right hand pedal at rear seat has been broken.</p> <p>The reason of the break was fatigue of the material used in the concerned end, one caused by an additional side load on the end, originated by the systematic, incorrect pressure of pilot foot. This has been evidenced by the wear of a protective sheath on turnbuckle link, in the contact area.</p>		
2. LIST OF FACTORY NOS COVERED WITH THIS BULLETIN		
This Bulletin concerns all gliders of SZD-50-3 "PUCHACZ" model.		
3. INSPECTION DESCRIPTION		
<ol style="list-style-type: none"> 1. On gliders, where the turnbuckle end is connected directly to the pedal, disconnect these from the left-, and right hand pedals and unscrew from turnbuckles. Visually check, with aid of a reading glass with "3" magnifying power if, on the end, on a transition area from the cylindrical portion to an eye, as well as to a thread, no crack has been initiated. 2. The inspection is not required on gliders, where an operator has provided the additional short cables between the rear seat pedal and turnbuckle, on his own. 		
4. POST-INSPECTION ACTION		
<ol style="list-style-type: none"> 1. In case of finding an evidence of cracks on the end, the turnbuckle is to be replaced with a new one, purchased at Allstar PZL Glider, or with a similar aircraft turnbuckle, with steel end, for ultimate load of 6100 N, at minimum. 2. The turnbuckles, on which an evidence of wear on the protective sheath of a turnbuckle link appear, thus testifying a side pressure from {pilot} foot, must be replaced with new ones as well, also in lack of a crack evidence. 		
5. ENCLOSURES		
There are no enclosures to this Bulletin.		
6. FINAL CONCLUSIONS		
<ol style="list-style-type: none"> 1. Entry on the compliance with this Bulletin to be done at appropriate position in a Glider Log Book. 2. In a close future, Allstar PZL Glider will elaborate a Bulletin with the design modification eliminating hazard of the turnbuckle end break. 		
- THE END -		