


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0046</p> <p>Date: 16 March 2015</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: ALLSTAR PZL GLIDER Sp. z o.o.</p>	<p>Type/Model designation(s): SZD-50-3 "Puchacz" sailplanes</p>	
<p>TCDS Number: EASA.A.312</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
ATA 27	Flight Controls – Rudder Control Cable Fitting – Inspection / Reinforcement	
<p>Manufacturer(s):</p>	<p>Allstar PZL Glider Sp. z o.o. (Allstar PZL) Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa „PZL-Bielsko”.</p>	
<p>Applicability:</p>	<p>SZD-50-3 "Puchacz" sailplanes, all serial numbers</p>	
<p>Reason:</p>	<p>An occurrence was reported involving a SZD-50-3 "Puchacz" sailplane, where a rudder cable fitting block, located in the forward part of the fuselage, detached after application of a high load on the steering pedal during spin recovery operation. Subsequent investigations determined that the failure was either caused by a manufacturing deficiency or originated by a crack.</p> <p>This condition, if not detected and corrected, could lead to further cases of rudder cable fitting block detachment, resulting in reduced control of the sailplane.</p> <p>To address this unsafe condition, Allstar PZL issued Service Bulletin (SB) No. BE-063/SZD-50-3/2014, to provide inspection and reinforcement instructions.</p> <p>For the reasons described above, this AD requires accomplishment of a one-time inspection of both (right hand (RH) and left hand (LH)) rudder cable fitting blocks to verify proper attachment to the fuselage shell and, depending on finding(s), a repair. This AD also requires reinforcement of the affected structural area.</p>	
<p>Effective Date:</p>	<p>30 March 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<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, inspect the area around both (RH and LH) rudder cable fitting blocks in accordance with the instructions of Allstar PZL SB No. BE-063/SZD-50-3/2014. (2) If, during the inspection as required by paragraph (1) of this AD, any crack or fitting block detachment is detected, before next flight, repair and reinforce the attachment of both (RH and LH) rudder cable fitting blocks in accordance with the instructions of Allstar PZL SB No. BE-063/SZD-50-3/2014. (3) Unless accomplished as required by paragraph (2) of this AD, within 12 months after the effective date of this AD, reinforce the attachment of both (RH and LH) rudder cable fitting blocks in accordance with the instructions of Allstar PZL SB No. BE-063/SZD-50-3/2014. (4) Sailplanes modified, before the effective date of this AD, in accordance with former German Democratic Republic Änderungsanweisung No. SZD-50-3/3 are compliant with the requirements of this AD.
<p>Ref. Publications:</p>	<p>Allstar PZL SB No. BE-063/SZD-50-3/2014 dated 14 December 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Änderungsanweisung No. SZD-50-3/3 dated 18 May 1988.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 20 January 2015 as PAD 15-003 for consultation until 17 February 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, 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.