

# Airworthiness Directive Schedule

## Gliders

### SZD Series (Allstar PZL)

26 July 2018

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- Notes:** 1. This AD schedule is applicable to gliders manufactured under Type Certificate Numbers:

Aircraft Model:	Type Certificate Number:	Type Certificate Holder:
SZD-48-1 Jantar Standard 2	EASA A.446	Zakład Szybowcowy Jezow (ZSJ)
SZD-50-3 Puchacz	EASA A.312	Allstar PZL Glider Sp.
SZD-30 Pirat	GILC BG-32/1	
SZD-36A Cobra 15	GILC BG-071/1	
SZD-24-4A Foka-4	GILC 4/TL/64 (BG-013/1)	
SZD-9bis Bocian 1D	GILC 11/TL/60	
SZD-9bis Bocian 1E	GILC 11/TL/60	

2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these gliders. State of Design ADs can be obtained directly from the EASA web site at [http://www.caa.govt.nz/Airworthiness\\_Directives/states\\_of\\_design.html](http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html)

Type Certificate NAA reference code 'GILC' is for the Polish General Inspectorate of Civil Aviation (GILC).

3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk \*

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can also obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.....9

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**DCA/SZD/101 Rudder Top Metal Fitting - Inspection**

**Applicability:** All model SZD-9

**Requirement:** The rudder top metal fitting is to be inspected for cracks. Should the paint covering be cracked or broken, the fitting is to be removed and the paint covering stripped to permit a more detailed inspection.

Upon replacement of the fitting, care must be taken to ensure that the bolt heads are "Square" to the metal fitting and that the nuts are not overtightened.

**Compliance:** Daily

**Effective Date:** 31 August 1970

**DCA/SZD/102 Fouling of Rudder Control Turnbuckles - Modification**

**Applicability:** All model SZD-9

**Requirement:** Auckland Gliding Club Modification No. 7

**Compliance:** At C of A

**Effective Date:** 31 August 1970

**DCA/SZD/104 Horizontal Tailplane Screws - Modification**

**Applicability:** All model SZD-36A Cobra-15 prior to Fact. No.W-691 except Fact. Nos.W-689 and W-556

**Requirement:** SZD Cobra Bulletin BK-002/75 "Cobra -15"

**Compliance:** By 31 May 1976

**DCA/SZD/105A Wing to Fuselage Fittings - Inspection and Operating Limitation Placard**

**Applicability:** All model SZD-9

**Requirement:** 1. Inspection - Inspect wing to fuselage main fittings assembly for cracks per PZL SB BE-016/79 "Bocian". Defective components to be repaired or renewed before further flight.

2. In full view of pilot affix placard which reads:

"Cloud, wave and aerobatic flight prohibited".

**Compliance:** 1. Inspection - within next 50 hours TIS and thereafter at intervals not exceeding 50 hours TIS.

Gliders with 500 hours or more TIS - before further flight.

2. Placard - at 15 years total calendar time.

**Effective Date:** DCA/SZD/105 - 15 August 1979

DCA/SZD/105A - 21 August 1981

**DCA/SZD/106A Tailplane Assembly - Inspection and Modification**

**Applicability:** All model SZD-48-1  
**Requirement:** Inspect and modify tailplane assembly per SZD SB BA-011/81 `Jantar'  
**Compliance:** By 31 December 1982  
**Effective Date:** DCA/SZD/106 - 30 March 1981  
DCA/SZD/106A - 13 August 1982

**DCA/SZD/107 Wing Rear Attachment - Modification**

**Applicability:** All model SZD-9  
**Requirement:** Install replacement rear fitting per SZD SB BE-018/98IS/80 `Bocian'  
**Compliance:** By 30 November 1982  
**Effective Date:** 13 August 1982

**DCA/SZD/108 Elevator Control System - Modification**

**Applicability:** All model SZD-9 BIS IE  
**Requirement:** Install replacement control rod fork eng per SZD SB BE-12/78 `Bocian'  
**Compliance:** By 30 November 1982  
**Effective Date:** 13 August 1982

**DCA/SZD/109 Shoulder Harness Installation - Modification**

**Applicability:** Model SZD-9 BIS IE prior to fact No. P-788  
**Requirement:** Modify front seat should harness installation per SZD SB BR-10/77 `Bocian'  
**Compliance:** By 30 November 1982  
**Effective Date:** 13 August 1982

**DCA/SZD/110 Control System - Modification**

**Applicability:** All model SZD-30  
**Requirement:** Install special washers in control rod bolt assemblies per SZD SB BK-023/81 `Pirat'  
**Compliance:** By 30 November 1982  
**Effective Date:** 13 August 1982

**DCA/SZD/111 Elevator Control System - Inspection and Modification**

**Applicability:** Model SZD-9 BIS 1E S/N P-425 through P-789  
**Requirement:** To preclude possibility of elevator control rod end failure or lever detachment inspect and modify per SZD `Bocian 1E' SBs BE-025/82 and BK-023/82 respectively. Renew defective parts before further flight  
**Compliance:** By 30 September 1983  
**Effective Date:** 15 July 1983

**DCA/SZD/112 Elevator Control System - Modification**

**Applicability:** All model SZD-30  
**Requirement:** Install replacement control rod ends per SZD SB BR-025/82 'Pirat'  
**Compliance:** By 30 November 1983  
**Effective Date:** 21 October 1983

**DCA/SZD/113 Cancelled - DCA/WSK/1 now refers****DCA/SZD/114A Fuselage Front Bulkhead Brackets – Inspection**

**Applicability:** All model SZD-50-3  
**Requirement:** To prevent failure of the brackets mounted on the fuselage front bulkhead, inspect per mandatory bulletin BE-048/SZD-50-3/2000 "PUCHACZ". If cracks longer than 3 mm are found, repair per mandatory bulletin BE-049/SZD-50-3/2000 "PUCHACZ". before further flight.  
(Republic of Poland ADs SP-0059-2000-A and SP-0094-2000-A refer)  
**Compliance:** Inspect before further flight, and thereafter at intervals not to exceed 100 hours TIS.  
**Effective Date:** DCA/SZD/114 -- 13 July 2000  
DCA/SZD/114A – 21 December 2000

**DCA/SZD/115 Rudder Turnbuckle - Inspection**

**Applicability:** Model SZD-50-3 gliders, all S/N.  
**Requirement:** To detect wear that may cause failure of the rudder control, inspect per Mandatory Bulletin No. BE-054/SZD-50-3/2003 "Puchacz".  
(AD SP-0012-2004-A refers)  
**Compliance:** by 30 April 2004  
**Effective Date:** 25 March 2004

**DCA/SZD/116 Rudder Attachment – Inspection and Replacement**

**Applicability:** Model SZD-50-3 “Puchacz” gliders, all S/N.

**Requirement:** To prevent the rudder from detaching from the aircraft during flight, due to the possibility of the rudder being secured with a self-locking nut, inspect the rudder attachment per the instructions in AllStar Mandatory Bulletin (MB) No. BE-058/SZD-50-3/2006 “Puchacz”.

Replace the rudder attachment parts as required, per mandatory bulletin BE-058/SZD-50-3/2006.

(EASA AD 2006-0243-E refers)

**Note:** PZL-Bielsko Bulletin No BK-06/50-3/81 introduced a castellated nut with cotter pin, in place of the self-locking nut to secure the rudder. This change had inadvertently not been introduced to the Aircraft Technical Service Manual. Consequently, the aircraft rudder attachment must be inspected to confirm that a castellated nut with cotter pin is fitted, per MB No. BE-058/SZD-50-3/2006.

**Compliance:** Before further flight.

**Effective Date:** 25 August 2006

**DCA/SZD/117 Rudder Control System - Modification**

**Applicability:** Model SZD-50-3 “Puchacz” gliders, all S/N.

**Requirement:** To prevent the rudder pedals from detaching from the rudder control system during flight, due to the possibility of fatigue failure of the turnbuckle adjusting screws, modify the aircraft per the instructions in AllStar PZL Glider Mandatory Bulletin No. BE-057/SZD-50-3/2006 “PUCHACZ”.

(EASA AD 2006-0317 refers)

**Compliance:** By 26 January 2007.

**Effective Date:** 26 October 2006

**DCA/SZD/118 Control Stick Mounting – Inspection and Replacement**

**Applicability:** Model SZD-50-3 Puchacz gliders, all S/N except B-1990

**Requirement:** To prevent failure of the aircraft control columns, inspect both the front and rear cockpit control columns and attachments, per the instructions in Allstar PZL Glider Mandatory Bulletin (MB) No. BE-055/SZD-50-3/2004 ‘Puchacz’.

Replace defective parts per the instructions in MB No. BE-055/SZD-50-3/2004, before further flight.

(EASA AD 2004-0003 refers)

**Compliance:** Before further flight.

**Effective Date:** 29 October 2007

**DCA/SZD/119 Airbrake Intermediate Control Levers – Inspection and Replacement**

**Applicability:** Model SZD-50-3 Puchacz aircraft, S/N all through to B-2207, 503199327, 503A04001, 503A05002 and 503A05003.

**Requirement:** To prevent failure of the airbrake control system which could result in a forced landing, aircraft damage and personal injury, accomplish the following:

1. Inspect the attachment bolts of both the left and right wing airbrake intermediate control levers per the instructions in Allstar PZL Glider Service Bulletin (SB) No. BE-059/SZD-50-3/2007 "PUCHACZ".

If a loose bolt is found, replace the spring lock washers and M8x34 bolts with tab washers and M8x32 bolts on the wing airbrake intermediate control lever, per the instructions in SB No. BE-059/SZD-50-3/2007, before further flight.

2. Replace the spring lock washers and M8x34 bolts with tab washers and M8x32 bolts on both the left and right wing airbrake intermediate control levers, per the instructions in SB No. BE-059/SZD-50-3/2007.

**Note:** The accomplishment of requirement 2 is a terminating action to the requirements of this AD.

(EASA AD 2007-0275-E refers)

- Compliance:**
1. Before further flight, and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner, until requirement 2 of this AD is accomplished.
  2. Within the next 1000 hours TIS.

**Effective Date:** 29 October 2007

**DCA/SZD/120 Cancelled – EASA AD 2014-0015 refers**

**Effective Date:** 28 January 2014

**DCA/SZD/121 Wooden Structure – Inspection, Repair and Operational Limitations**

**Applicability:** Model SZD-30 "Pirat" aircraft, S/N W-290, W-314 through to W-328, W-389 through to W-418, B-294 through to B-596 and S01.01 through to S09.30.

Model SZD-30C "Pirat" aircraft, S/N P-790 all through P-836.

**Requirement:** To detect and correct structural deterioration of the airframe including high airbrake operating forces and prevent detachment of aircraft parts in flight which could result in damage to the aircraft, injury to people on the ground, and difficulty in maintaining aircraft control, accomplish the following:

1. AFM Amendment:

Amend the "operational limitations" section in the AFM per the instructions in enclosure No. 1 or 2 of Zakład Szybowcowy "Jeżów" Henryk Mynarski Bulletin BE-035/30/2010 as applicable to the aircraft type, and inform the flight crew.

2. Limitations Placard:

Replace the limitation placard located on the RH side of the cockpit with a placard per the template in enclosure No. 3 of Bulletin BE-035/30/2010.

3. Modification:

Add/modify the coloured lines on the ASI at reduced  $V_{NE}$  of 195 km/h and  $V_{RA}$  of 135 km/h per the requirements in CS (or JAR) 22.1545(a-b).

4. Maintenance Manual Amendment:

Amend the periodic maintenance schedule section of the Aircraft Maintenance Manual per the instructions in enclosure No. 4 of Bulletin BE-035/30/2010 and comply with the amended repetitive maintenance requirements provided in the second column of table in enclosure No. 4 of Bulletin BE-035/30/2010.

If any structural defects or deterioration is found, accomplish a manufacturer approved repair before further flight.

5. Visual Inspection:

Accomplish a visual inspection and tap test of all bonded (glued) structural joints for integrity and condition. This inspection must include an inspection of the external and internal wooden structure (fuselage, wings, the horizontal and vertical tail unit). Use the various inspection access points on the airframe to inspect the internal structure of the airframe.

If any structural defects or deterioration is found, accomplish a manufacturer approved repair before further flight.

**Note 1:** Requirement 4 of this AD may be accomplished by revising the Aircraft Maintenance Programme (AMP) and introducing requirement 4 in the AMP.

**Note 2:** Zakład Szybowcowy "Jeżów" Henryk Mynarski Bulletin BE-035/30/2010 original issue dated 11 January 2011, PDPSz "PZL-Bielsko" AFM, all issues and PDPSz "PZL-Bielsko" Maintenance Manual, all issues pertains to the subject of this AD.

(EASA AD 2011-0089 refers)

**Compliance:**

1. By 30 July 2011.
2. By 30 July 2011.
3. By 30 July 2011.
4. By 30 July 2011.
5. By 30 July 2011.

**Effective Date:** 30 June 2011



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**2014-0015      Airbrake Control Torque Tube – Inspection and Replacement**

**Applicability:**      SZD-50-3 “Puchacz” gliders, all S/N.

**Effective Date:**    28 January 2014

**2015-0046      Rudder Control Cable Fitting – Inspection**

**Applicability:**      SZD-50-3 “Puchacz” sailplanes, all S/N.

**Effective Date:**    30 March 2015