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

on:
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(signature, date)
Andrzej Papiorek, MSc. Eng.

APPROVED BY
EASA

AD No: 2006-0317
16 October 2006

MANDATORY BULLETIN
No BE-057/SZD-50-3/2006 „PUCHACZ”

DESIGNATION-TYPE/MODEL: SZD-50-3 “PUCHACZ”

SERIA / NUMBER: All gliders of SZD-50-3 “PUCHACZ” model

CONCERNS: Introduction of an extra pull rod segment in the rudder control system

COMPLIANCE: On receiving this Bulletin

ELABORATED BY:
Responsible for Type Design
Marian Kroczek, MSc. Eng.

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AGREED WITH
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Translated by

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Tadeusz Zboś

1. SUBSTANCE OF THIS BULLETIN

Herewith, an extra segment of pull rod ((1) – Fig (1), of approx 140mm length “I”, is being introduced between the rear pedals (2) and turnbuckle (3) of pull rod connected to a rudder.

2. GROUNDS FOR ISSUANCE OF THIS BULLETIN

This modification is aimed at elimination of the lateral load component applied at turnbuckle terminal by {pilot} foot. In several instances this has brought to fatigue failure and break of the terminal at the site of transition into eyelet.

3. LIST OF FACTORY NOS COVERED WITH THIS BULLETIN

This Bulletin concerns all gliders of SZD-50-3 “PUCHACZ” model.

4. DESCRIPTION OF MODIFICATION

- 4.1 , On the gliders, where the eyelet terminal of the turnbuckle is connected directly to the pedals, the terminals are to be disconnected from the left-, and right pedal and scrapped. The eyelet type terminals are to be replaced with fork type with the same thread (right/left hand).
- 4.2 Between the pedals (2) and turnbuckle (3), install a short pull rod (1) of aircraft type steel cable with 3 mm diameter core and approx 140mm length “I”. The length is to be adjusted so that the shield of the wheel brake pull rod (4), on a left side board, remains between the turnbuckle lateral screws (5) over the whole travel of turnbuckle (fore-aft).
- 4.3 Shorten the pull rods (6) connecting a rudder with rudder by a value obtained by adding the length of extra pull rod with a difference between the eyelet- and fork terminal lengths.
- 4.4 The M4 nuts, securing the connection between the pull rod and pedal are to be of a castellated, thin type with 1 mm diameter cotter pin.

5. PARTS NECESSARY FOR THE MODIFICATION

The parts necessary for modification are available at Allstar PZL Glider, or substitutive aircraft parts may be used – capable to withstand a load of 6100N at minimum.

6. FINAL CONCLUSIONS

- 6.1 Entry on the compliance with this Bulletin is to be done at appropriate position in a Glider Log Book.
- 6.2 For gliders, on which the extra pull rod segment described under item 4.2 has already been introduced, this fact is to be recorded in a Glider Log Book. Item 4.4 of this Bulletin applies.

6.3 The revisions to Technical Service Manual, resulting of compliance with this Bulletin, will be contained in the next bulletin, concerning the revisions resulting of the model service life extension to 12000 flying hours.

6.4 The operator is introducing this Bulletin at his own cost.

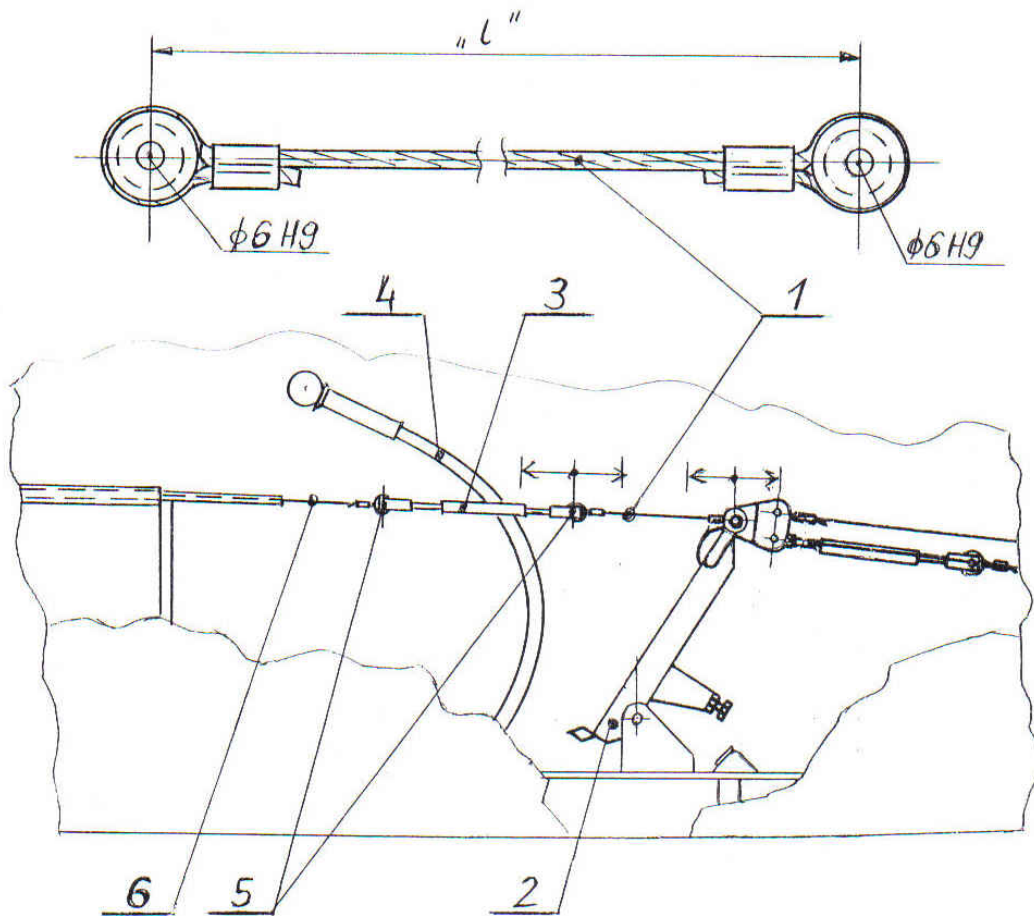


Fig. 1

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