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**SERVICE BULLETIN**  
**BE-063/SZD-50-3/2014 „PUCHACZ”**  
Allstar PZL Glider considers compliance mandatory

**DATE** December 14, 2014


**SUBJECT:** Inspection of rudder cable fitting blocks

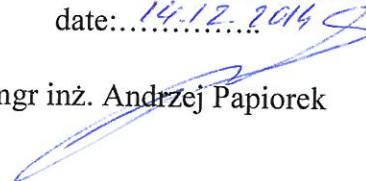
**MODELS / SERIAL NUMBERS AFFECTED:** All SZD-50-3 „Puchacz”, SZD-50-1M (X-127) and SZD-50-2 (X-129)

**COMPLIANCE TIME:** After receiving of this SB.

**NOTE**

Incomplete review of all the information in this document can cause errors. Please read the entire Service Bulletin to make sure you have a complete understanding of the requirements.

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## 1. PURPOSE

Allstar has received the fields report as during the flight, while retracting from the spin, after applying of front left rudder pedal, the fitting block of the rudder cable to the floor went out.

The reason could be improper gluing of the block including the fitting screw to the fuselage shell or partial cracking of gluing of fuselage's shell to the stiff block.

This SB describes the actions to be taken to reduce occurrence of the fault as above in future.

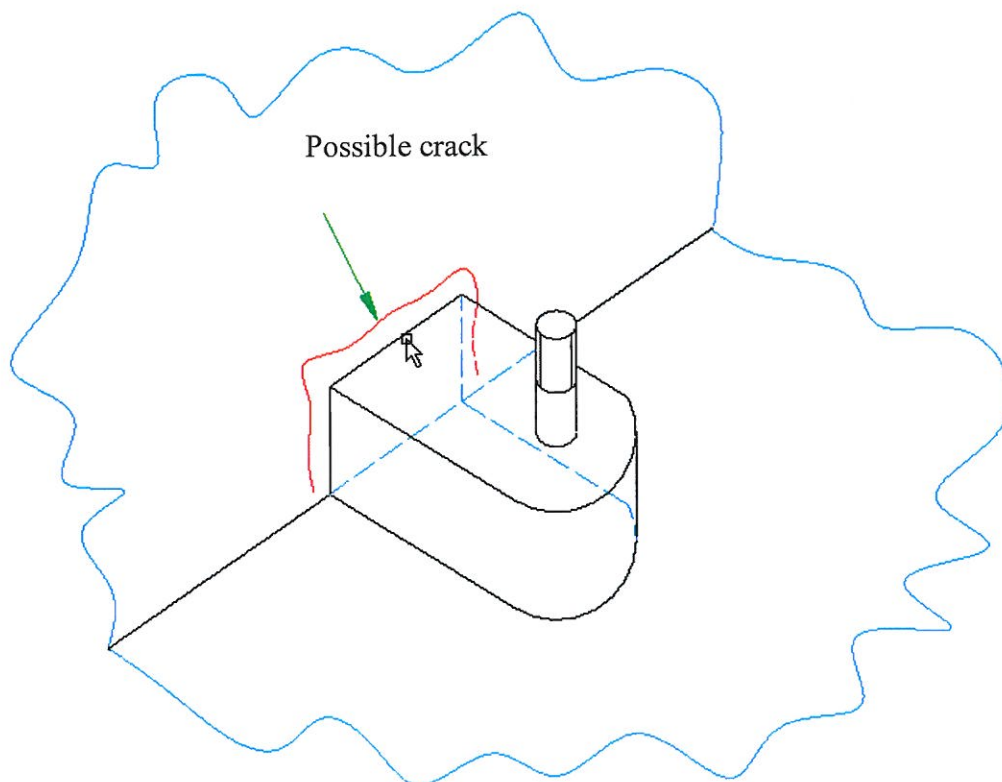
## 2. GLIDERS AFFECTED

All SZD-50-3 „Puchacz” as well as SZD-50-1M (S/N X-127) & SZD-50-2 (S/N) X-129, in case of not fulfilling the actions as described in item 3 as below.

## 3. INSTRUCTIONS

### 3.1. Inspections

Immediately after receiving of this SB inspect the painting area around the block, in the place of fitting of the rudder cables and gluing to the fuselage's shell, close to the pedals: left and right (see Fig. 1). If found the crack, this is the sign of separating process of the block from fuselage's shell.



**Figure 1. Crack location**

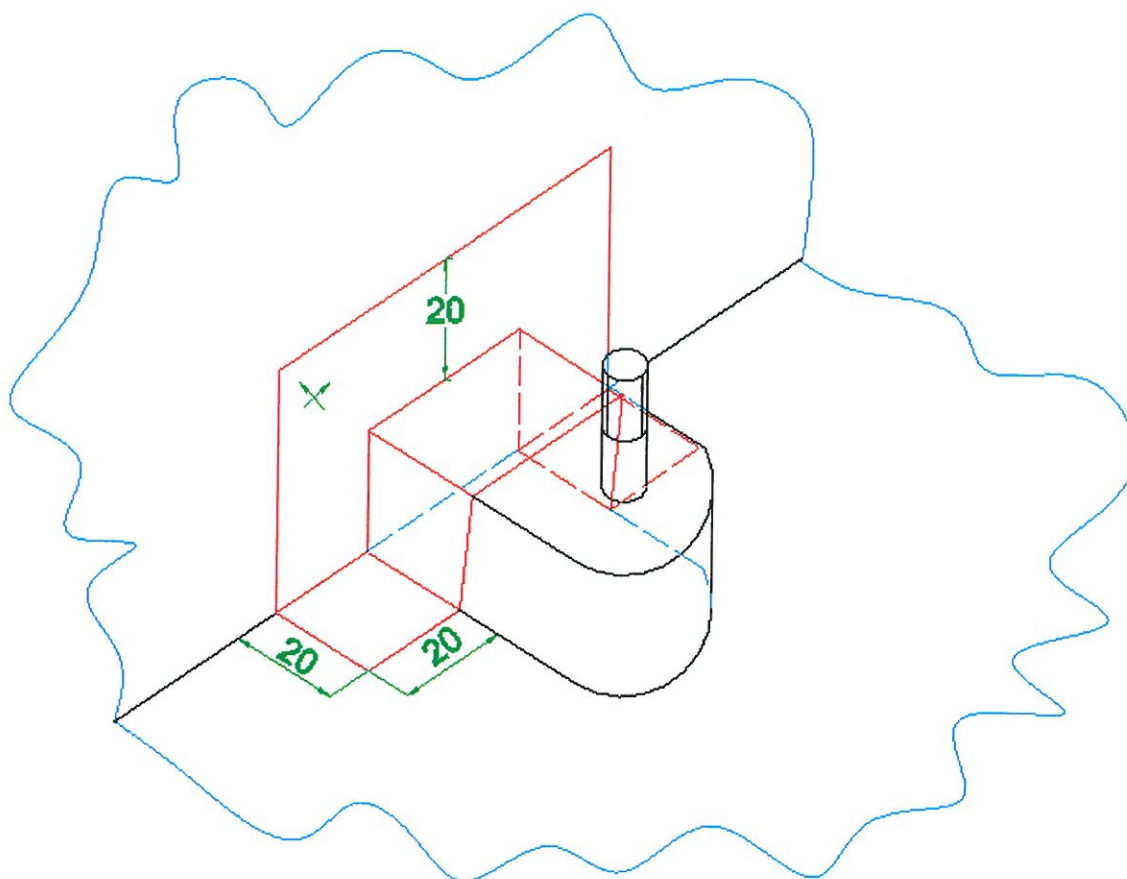
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In case of crack's found in any places (left or right fitting), before the next flight, correct the fitting of both blocks to the shell. Follow acc. to the description in item 3.2 of the SB.  
In cracks do not appear, the glider may be exploited until the repair acc. to item 3.2 is to be performed.

### 3.2. Reinforcement of fitting

In the period of time up to 12 months from receiving of this SB, for ex. during the nearest annual inspection, the repair as below should be carried out, independently if the crack is found or not (as per attached Fig. 1).

Both blocks should be laminated into the fuselage's shell with angle fabric of 20 mm width, based on two layers of 92110 INTERGLAS chamfer fabric (see Fig. 2) and following the instructions enclosed in Repair Manual.



**Figure 2. Procedure of repair**

## 4. FINAL CONCLUSIONS

The costs of introducing of this SB is on User's side.

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