

AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: SZD-50-3 Puchacz

SUBJECT: Possible jamming of the rudder control system and modification of the trim tab connection.

DOCUMENTATION: PZL Bielsko Technical Bulletins BE-42/50-3/92 and BR-43/50-3/92 which form part of this AD.

ACTION REQUIRED:

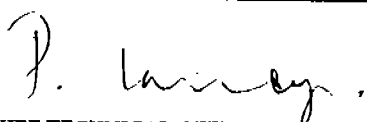
1. Before next flight and at each annual inspection the tension of the rudder closing cable must be checked in accordance with section 2.2.6 of the Puchacz Technical Service Manual.
2. At the next annual inspection but before 31 July, 1993 the radio connector must be relocated in accordance with section 5.2 and figure 1 of Technical Bulletin BE-42/50-3/92.
3. At the next annual inspection but before 31 July, 1993 the trim system washer at the tailplane must be exchanged in accordance with Technical Bulletin BR-43/50-3/92.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: The requirements of this AD may be performed by persons rated "Inspection for issue of a Maintenance Release" any type.

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to the Australian Civil aviation Regulations under the delegated authority of the Civil Aviation Authority (CEO42/90).

SIGNED:



CHIEF TECHNICAL OFFICER AIRWORTHINESS

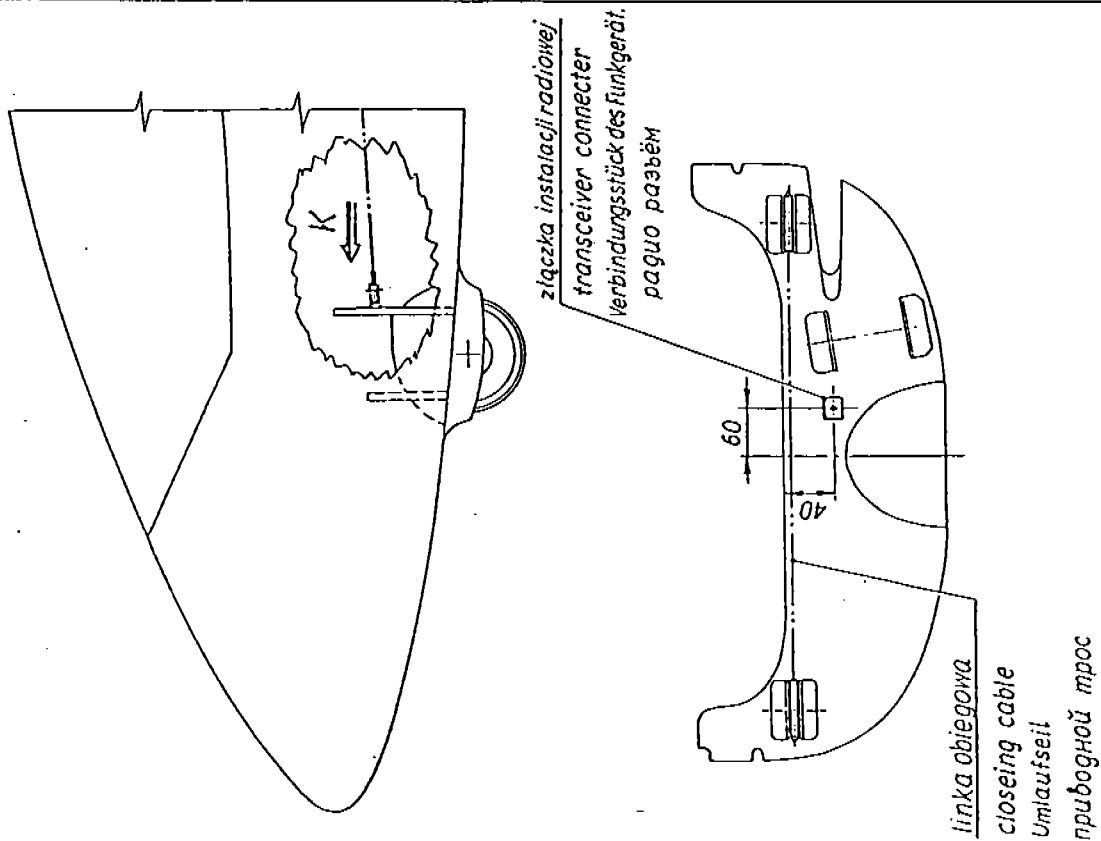
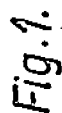
For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

PDPS ZL-BIELSKO"	BULLETIN No BE-42/50-3/92 "PUCHACZ"	Page: 2 of: 3
1. GROUNDS FOR INTRODUCING THIS BULLETIN. ===== This Bulletin has been introduced to avoid the case of jamming of the closing cable of rudder control system onto the transceiver connector fixed on the frame set near the front seat. 2. LIST OF GLIDERS COVERED WITH THIS BULLETIN. ===== All SZD-50-3 "PUCHACZ" type gliders up to the Fact. No B-2052 incl. 3. DESCRIPTION OF INTRODUCED CHANGES. ===== 3.1. It is recommended to check periodically the tension of closing cable in the rudder control system (the decreasing of the tension may cause the above mentioned cable jamming). 3.2. It is proposed to move the transceiver connector acc. to sketch Fig. 1. 4. LIST OF ENCLOSURES. ===== No enclosures. 5. WAY OF INTRODUCING THE CHANGES DESCRIBED IN THIS BULLETIN. ===== 5.1. By way of periodic inspection (e.g. after 50 flying hours) check the closing cable tension. In case the cable slackens adjust it acc. to item 2.2.6 of Technical Service Manual. 5.2. Move the transceiver connector on the frame set near the front seat acc. to the dimensions given on the sketch Fig. 1. 6. FINAL STATEMENTS. ===== The introduction of the recommendations of this Bulletin should be recorded in the Glider Log Book, Chapter: Service Works.		

- T H E E N D -

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BULLETIN No BE-42/50-3/92 "PUCHACZ" Ref: Elimination of the possibility that the closing cable of rudder control system can jam onto the transceiver connector fixed on the frame set near the front seat. Way of introducing: When this Bulletin is obtained. Elaborated in: PDPS-TKE. Director of "PZL-BIELSKO" Dipl. Ing. Jerzy SMUTKIEWICZ This is the translation of the original Polish text approved by the Airworthiness Authority. Translated by W. Stafiej, D.Sc.		



złączka instalacji radiowej
transceiver connector
Verbindungsstück des Funkgerät.
пригопақазбем

<u>linka obiegowa</u>	closeing cable	Umlaufseil	приводной трос
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PDPS
"PZL-81E.SKO"

BULLETIN No BR-43/50-3/92 "PUCHACZ"

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BULLETIN No BR-43/50-3/92 "PUCHACZ"

Ref.: The case of "sinking" of the trimming-tab control system torque tube into the oval opening in the fin.

Way of introducing: When checked that the "sinking" is possible, introduce by the nearest occasion.

Elaborated in PDPS-TKE.

Director of "PZLY-BIELSKO"

Dipl. Ing Jerzy Szaflikiewicz

This is the translation of the original Polish text approved by the Airworthiness Authority.

Translated by

W. Stafiej, D.Sc.

Tracy

Strona: 3
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BIULETYN Nr BR-43/50-3/92 "PUCHACZ"

PZL-BIELSKO

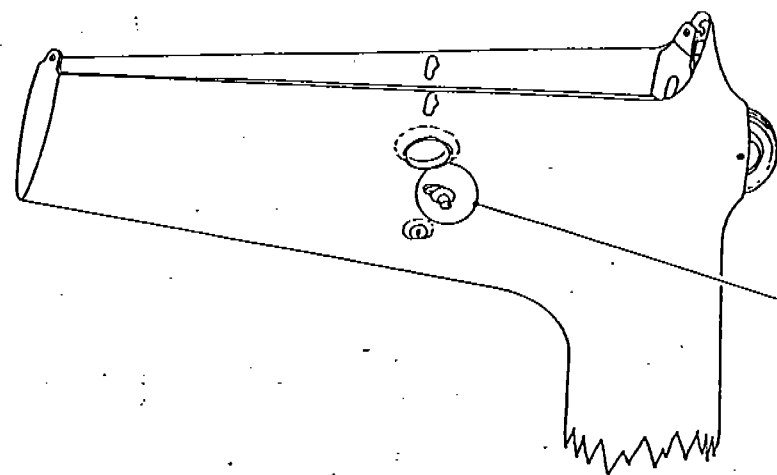


Fig. 1.

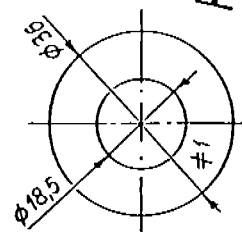


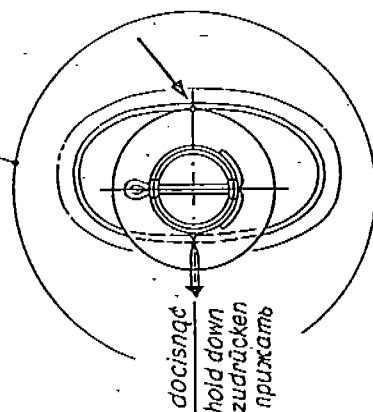
Fig. 2.

Podkładka
(503.63.39.00)

washer

Unterlegscheibe

wążda

mat. 20-N (1x36x36) - cynkować
2 szt./kol.docisnąć
hold down
zudrücken
npukambPage: 2
of: 3

BULLETIN No BR-43/50-3/92 "PUCHACZ"

PZL-BIELSKO

1. GROUNDS FOR INTRODUCING THIS BULLETIN.

To avoid the cases of "sinking" the trimming-tab control system torque tube (503.63.30.00) into the oval opening in the fin covering (what can happen when assembling the tailplane) this Bulletin introduces the change of the diameter of centering washer what eliminates the above described fault.

2. LIST OF GLIDER FACT. NOS COVERED WITH THIS BULLETIN.

The Bulletin concerns only those SZD-50-3 "PUCHACZ" gliders on which it was found that the washer securing the "central" position when the torque tube is displaced laterally "sinks" into the oval opening in the fin covering (see sketch Fig. 1).

3. DESCRIPTION OF THE CHANGES INTRODUCED WITH THIS BULLETIN.

In the necessary cases the special washers ensuring the centralization of the torque tube in respect to the fin should be replaced with the "new" ones having the outer diameter of $\phi 36$ (Drawing 503.63.39.00) - see Fig. 2.

4. LIST OF ENCLOSURES.

No enclosures.

5. WAY OF WASHER REPLACEMENT.

5.1. Having the tailplane disassembled - remove the safety pin $\phi 2,5$ securing the washer against falling down, then remove the washer. Repeat the same on the opposite side.

5.2. Replace the "new" washers ($\phi 36$) and secure with the safety pins.

6. FINAL STATEMENTS.

The introduced Bulletin's change should be recorded in the Glider Log Book, Chapter: "Service Works".

- THE END -