



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Krosno KR-03A Puchatek, serial numbers 03-01 to 03-24 and 04-01 to 04-20.

SUBJECT: Visual inspection of tailplane (horizontal stabilizer) attachment fitting.

BACKGROUND: The new US type certificate holder for the Puchatek has advised that the PZL Krosno factory installed discontinued tailplane fittings in error on several aircraft. The discontinued fittings have a flange thickness of 1.5 mm; the thickness of the later fittings is 3 mm.

DOCUMENTATION: The following documentation forms part of this AD;
US Federal Aviation Administration (FAA) Airworthiness Directive No 2002-16-17 dated 6 August 2002;
Barry Aviation "KROSNO KR-03A Glider" Service Bulletin No 1-02 dated 10 June 2002;
FAA Special Airworthiness Information Bulletin No CE-00-39 dated 25 October 2000;
WSK PZL KROSNO Service Bulletin No BE-29/KR-03A/93 dated 16 November 1993;

ACTION REQUIRED: Carry out visual inspection of tailplane fittings in accordance with attached documentation. If correct fittings are installed, no further action is required. If incorrect fittings are installed, replacement of the fittings is required before further flight. If replacement fittings are required, see page 2 of Barry Aviation Service Bulletin for contact and ordering information.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: Inspection required within 10 flight hours of receipt of this AD. Installation of new fittings only to be carried out by inspectors holding "Major Repair Metal" authorisation.

COMPLIANCE: The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.

SIGNED:

SENIOR TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.airweb.faa.gov/rgl"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2002-16-17 Barry Aviation, LLC: Amendment 39-12856; Docket No. 2002-CE-30-AD.

(a) *What sailplanes are affected by this AD?* This AD applies to Model PZL-Krosno KR-03A "Peregrine" (Puchatek) sailplanes, serial numbers 03-01 through 03-24 and 04-01 through 04-20, that are certificated in any category.

Note 1: PZL-Krosno previously held the type certificate for these sailplanes.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the sailplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent cracking in the horizontal stabilizer attachment fittings, which could result in the horizontal stabilizer separating from the sailplane with consequent loss of control of the sailplane.

(d) *What must I do to address this problem?* To address this problem, you must accomplish the following actions:

| Actions | Compliance | Procedures |
|---|--|---|
| (1) Inspect the horizontal stabilizer attachment fittings to ensure that the correct fittings are installed: (i) If part number (P/N) NS-03/08/93-01L/P attachment fittings (or FAA-approved equivalent part numbers) are installed, no further action is required by this paragraph. (ii) If the attachment fittings are P/Ns other than NS-03/08/93-01L/P (or FAA-approved equivalent part numbers), replace the fittings with the P/N NS-03/08/93-01L/P attachment fittings (or FAA-approved equivalent part numbers). | Inspect within 10 hours time-in-service (TIS) after August 30, 2002 (the effective date of this AD). Replace prior to further flight after the inspection. | Inspect in accordance with Barry Aviation "KROSNO KR-03A Glider" Service Bulletin No. 1-02, dated June 10, 2002. Replace in accordance with WSK "PZL-KROSNO" Service Bulletin No. BE-29/KR-03A/93, dated November 16, 1993. |
| (2) Incorporate a "NO LIFT" placard to the vertical stabilizer. | Within 10 hours TIS after August 30, 2002 (the effective date of this AD). | Use paint or a permanent placard and add the words "NO LIFT" to both sides of the vertical stabilizer near the top and leading edge. Use letters that are at least .5 inch and a color that contrasts with the color of the airplane, e.g., use red on a blue airplane. |

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Atlanta Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 2: This AD applies to each sailplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact William O. Herderich, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6082; facsimile: (770) 703-6097; e-mail: william.o.herderich@faa.gov.

(g) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with WSK "PZL-KROSNO" Service Bulletin No. BE-29/KR-03A/93, dated November 16, 1993; and Barry Aviation "KROSNO KR-03A Glider" Service Bulletin No. 1-02, dated June 10, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Barry Aviation, LLC, 11600 Aviation Boulevard, suite 16, West Palm Beach, Florida 33412. You may view this information at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) When does this amendment become effective? This amendment becomes effective on August 30, 2002.

Issued in Kansas City, Missouri, on August 6, 2002.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-20400 Filed 8-15-02; 8:45 am]
BILLING CODE 4910-13-P

**The United States of America
Department of Transportation
Federal Aviation Administration
Type Certificate Number G56EU was issued on April 3, 2002, to:**

**Barry Aviation LLC
11600 Aviation Boulevard, Suite 16
West Palm Beach, Florida, U.S.A. 33412**

Barry Aviation LLC, CONSIDERS COMPLIANCE MANDATORY

DATE: June 10, 2002

SUBJECT: Visual Inspection of Horizontal Stabilizer Attachment Fittings

MODELS AFFECTED: KROSNO KR-03A Puchatek Gliders, Manufactured by WSK "PZL-KROSNO".

SERIAL NUMBERS AFFECTED: KR-03A GLIDERS, serial numbers 03-01 thru 03-24, and 04-01 thru 04-20.

COMPLIANCE TIME: Immediate visual inspection of the Horizontal Stabilizer attachment fittings is required before the next flight.

APPROVAL: The technical content of this Service Bulletin has been approved by the F.A.A.

Purpose: It has been discovered that WSK "PZL-KROSNO" erroneously installed discontinued Horizontal Stabilizer Attachment Fittings on several aircraft. There have been three instances where incorrect fittings have been installed. WSK "PZL KROSNO" the manufacturer has indicated that Attachment Fittings No. AB.14.004.00.11/21 should not have been installed on these aircraft.

All WSK "PZL KROSNO" sailplanes should have the improved, NS-03/08/93-01L/P fittings installed.

These parts have been previously addressed by WSK "PZL-KROSNO" bulletin, November 16, 1993.
(See Attached copy of WSK "PZL-KROSNO" - Service Bulletin BE-29/KR-03A/93 KR-03A "PUCHATEK")

INSTRUCTIONS: Gain Access: (Refer to the Krosno KR-03A Repair and Maintenance Manual as required.)

A visual inspection of the Horizontal Attachment Fittings is required to determine if your sailplane has the correct Attachment Fittings No. NS-03/08/93-L/P. These parts have a 3 mm thickness in specific areas versus the older 1.5 mm part. (See attached drawings to identify correct fittings.)

For all affected sailplanes refer to the KROSNO Service Bulletin BE-29/KR-03A/93

1. If the correct fittings are installed no further action is required at this time. Make an appropriate entry in sailplane's permanent record indicating compliance with this Service Bulletin and return sailplane to service. Notify Barry Aviation LLC, of your findings, with the serial number and time in service for sailplane and current owner/operator contact information. This will permit us to update our records and provide timely communication and product support. For your convenience, you can provide this information over our web site www.barryavation.com.

2. If an incorrect fitting has been installed, replacement of the stabilizer attachment fittings is required before the next flight. Follow the KROSNO Service Bulletin BE-29/KR-03A/93. Notify Barry Aviation LLC, of your findings, with the serial number and time in service for sailplane and current owner/operator contact information. This will permit us to update our records and provide timely communication and product support. For your convenience, you can provide this information over our web site www.barryavation.com. Please specify your preference for shipping with specific instructions for replacement parts. Make an appropriate entry in sailplane's permanent record and return to service.

WARNING: Due to the critical nature of this repair, this modification should only be performed by appropriately certificated technicians with experience in this type of airframe repair.

CAUTION: Great care should be taken when removing rivets from sailplane.
Do not create oversize rivet holes.

ADDITIONAL REFERENCE: FAA Special Airworthiness Information Bulletin No. CE-00-39 dated October 25, 2000, and FAA Advisory Circular AC 43.13-1B Acceptable Methods, Techniques, and Practices – Aircraft Inspections and Repair. The FAA posts Special Bulletins and Advisory Circulars on the internet at “av-info.faa.gov”.

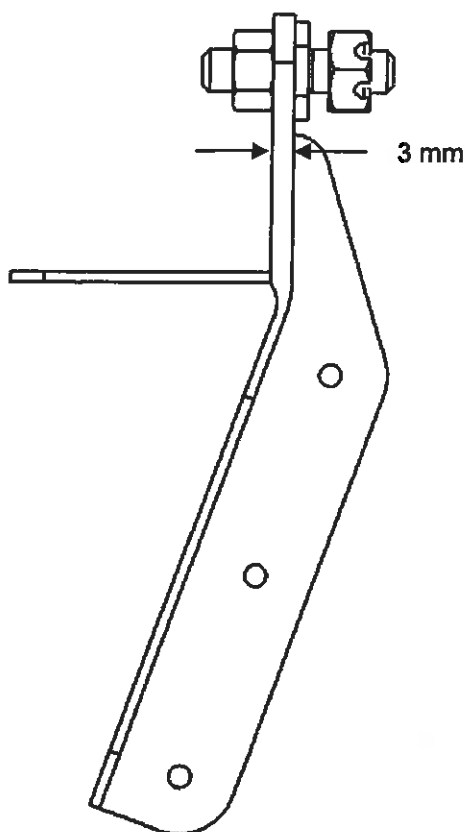
AVAILABILITY OF PARTS: Replacement parts are currently being produced by WSK “PZL-KROSNO” in Poland. These parts will be available as a kit, including installation instructions, with the necessary rivets for replacement. Special pricing will remain in effect for a period of time not to exceed 180 days from the date of this Service Bulletin. If your sailplane requires these replacement parts please notify Barry Aviation LLC immediately.

Note: If you are no longer in possession of this sailplane, please forward this information to the present owner/operator and notify the Barry Aviation LLC of address/ownership corrections. Changes should include sailplane model, serial number, current owner’s name and address.

Corrections/Changes should be directed to:

Barry Aviation LLC
ATTN: Customer Services
11600 Aviation Boulevard, Suite 16
West Palm Beach, Florida 33412

(561)-624-3000 Phone
(561)-624-3995 Fax
Email: peregrine@barryaviation.com
www.barryaviation.com



Part No. NS-03/08/93-01 L/P

This is the component that **should be** installed on the Krosno KR-03A sailplane. It can be identified by measuring the material thickness in Fig. 1 and verifying a measurement of 3 mm.

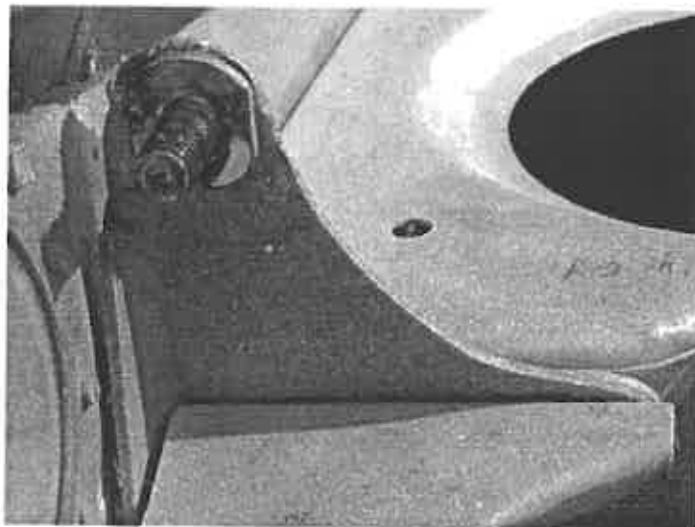
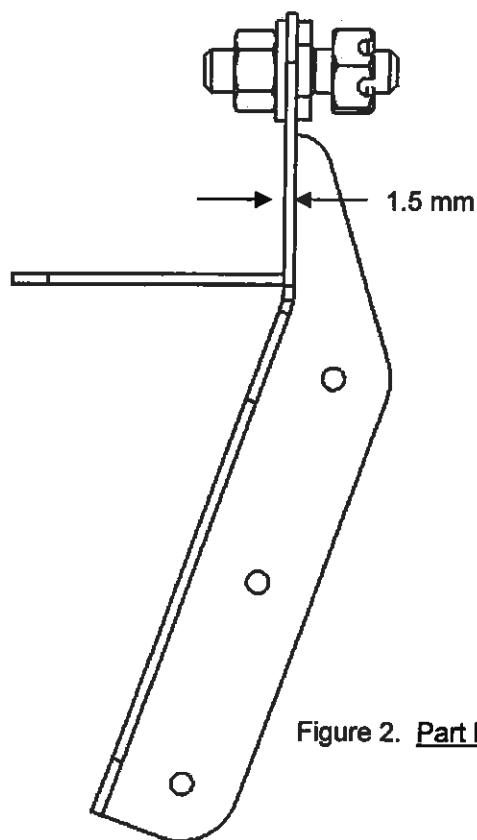


Figure 1. **Part No. NS-03/08/93-01 L/P**



Part No. AB.14.004.00.11/21

This is the component that **may be** installed on the Krosno KR-03A sailplane. It can be identified by measuring the material thickness in Fig. 2 and verifying a measurement of 1.5 mm. If this component is installed on the Krosno KR-03A, follow the instructions contained in **WSK "PZL-KROSNO" Service Bulletin BE-29/KR-03A/93.**

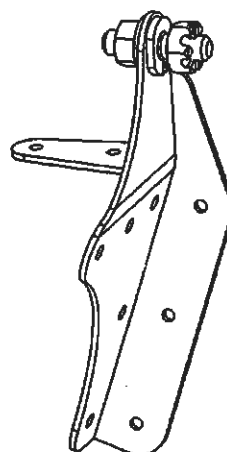


Figure 2. **Part No. AB.14.004.00.11/21**

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|---|---|
| WSK "PZL-KROSNO" | Service Bulletin No. BE-29/KR-03A/93 KR-03A "PUCHATEK" |
| <div data-bbox="183 1120 399 2004"> APPROVED BY: AGREED WITH: Technical Manager General Inspectorate Of Civil Aviation /-----/ /-----/ 11/16/93 </div> <div data-bbox="399 1120 558 2004"> BULLETIN No. BE-29/KR-03A/93 Category: Mandatory </div> <div data-bbox="558 1120 877 2004"> Refers to: Replacement of stabilizer attachment fittings with KR-03A sailplanes. Chief Designer CAIB District IX /-----/ /-----/ 10/08/93 10/13/93 </div> | |
| <div data-bbox="183 100 399 1108"> 1. <u>Background of publication of the Bulletin.</u> The fractures of stabilizer attachment fittings of KR-03A sailplanes of 02 series (s/n 02-08 and 02-10) were revealed. The fractures were caused by invalid fitting installation (fittings were resting on the shelf) and this caused that the replacement of the fittings is necessary to ensure safety of sailplane operation. Based on: GRAR nr 08/93 (GRAR - Claims analysis workgroup). </div> <div data-bbox="399 100 877 1108"> 2. <u>Eligible sailplane serial numbers:</u> From 02-01 to 02-15. The works according to this bulletin were done by WSK "PZL-Krosno" service team, in full on the sailplane s/n 02-10 before the bulletin was published. </div> <div data-bbox="877 100 1037 1108"> 3. <u>Index of appendixes:</u> No appendixes. </div> <div data-bbox="1037 100 1364 1108"> 4. <u>Description of works to be done.</u> 4.1 Disassemble the rudder (cat.no. A6) and stabilizer assembly (C1-1). </div> | |

| Krosno | | | | | | | |
|--|---|--|--|--------------------------------------|--------------------|------------------------------|--|
| 1 | | 2 | | | | | |
| WSK "PZL- KROSNO" | Service Bulletin No. BE-29/KR-03A/93 KR-03A "PUCHATEK" | 4.9 Check if deflections of an elevator and the rudder are correct. Adjust the control systems if necessary. Disassembling, assembling, adjusting and leveling are to be conducted according to KR-03A sailplane Technical Service Manual. | | | | | |
| 4.2 De-rivet one of the stabilizer attachment fittings (AB.14.004.00.11/21 (located at the fin) 4.3 Preliminary install, basing on holes remaining after already disassembled fitting, new stabilizer attachment fitting NS-03/08/93-01L/P, connecting it to the structure with fasteners or bolts. 4.4 Assemble the stabilizer to check if new fitting is positioned correctly. Correct the position of new fitting, if necessary, to obtain proper connection of stabilizer and fin. The position of stabilizer is to be controlled by measuring the distance between leveling points 2L-8L and 2P-8P. To ensure that position of the stabilized is not changed, the distances between leveling points should be the same before and after replacing the fittings. 4.5 Disassemble the stabilizer assembly and rivet on new fitting to the structure, using oversized rivets and keeping formerly found position of the fitting. 4.6 Replace the other fitting in the same way. 4.7 Assemble the stabilizer and the rudder. 4.8 Repair the paintjob. | | 5. <u>Index of parts and material necessary to implement the bulletin.</u> | | | | | |
| | | No. | Name | Drawing no. Or standard | Catalog no. | No. per sail- plane | Re-marks |
| | | 1 | Main fitting | NS-03/08/93-01 L/P | --- | 1 + 1 | |
| | | 2 | Nut | 3374A-6 | A4-14 | 6 | For assembling the rudder and elevator control system |
| | | 3 | Nut | 3374A-6 | D5-19 | 1 | For connecting the rudder control system |
| | | 4 | Cotter pin S-Zn- 1,6x20 or safety pin | PN-76/M-82001 AB.00.000.04.00 | A1-12 A5-11 | 2 2 | For stabilizer assembling |

| | | | |
|-------------------------|---|---|---|
| | | | |
| | | 3 | 4 |
| WSK "PZL- KROSNO" | Service Bulletin No. BE-29/KR-03A/93 KR-03A "PUCHATEK" | | 8. <u>Bulletin implementation deadline.</u> Implement before entering sailplanes to service. |

| | | | | |
|---|-------|-------------|-----|-------|
| 5 | Rivet | 3549A-3,5-8 | --- | 3 + 3 |
| 6 | Rivet | 3503A-4-9 | --- | 2 + 2 |
| 7 | Rivet | 3503A-4-10 | --- | 3 + 3 |
| 8 | Rivet | 3517A-3,5-6 | --- | 2 + 2 |

Attention:

It is permissible to replace self-locking nut 3374A-6 and 3377A-6 with nut 3336A-6 (cat. No. D1-28) and cotter pin S-Zn-1 x 18, acc. to PN-76/82001). In this case, a hole of 1.6 mm diameter for the cotter pin should be drilled in the pivot.

6. Index of tools and auxiliary materials necessary to implement the bulletin.

1. Set of mechanic's tools.
2. Drill bits dia. 2.5, 3.1, 3.6, 4.1.
3. Drill.
4. Fasteners.
5. Pneumatic hammer, riveting tools.
6. Epoxy primer 7429-659-130 (BN-78/6113-32) with polyamide hardener 8222-897-000 (BN-81/6115-41).
7. Carbamide enamel 4696-60-10-300.
8. Brushes.

7. Implementation of the bulletin.

The bulletin is to be implemented by WSK "PZL-Krosno" service team or authorized repair shop.

Necessary labor is estimated to 8 man-hours for two men.

9. Final statements.

After fulfilling all necessary actions, proper records should be entered into Sailplane Log Book. The manuals do not need to be amended. Sailplane weight is not alternated. Disassembled fittings should be cancelled.

- THE END -

Prepared by: /-----/ 10/08/1993

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SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service

Washington, DC

**U.S. Department
of Transportation
Federal Aviation
Administration**

No. CE-00-39

October 25, 2000

We post SAIBs on the internet at "av-info.faa.gov"

This is information only. Recommendations are not mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, an owner or operator, of PZL Krosno KR-03a gliders of possible cracks in the fittings that attach the horizontal stabilizer to the vertical fin.

Background

This SAIB is a result of two reports of cracked fittings. The first report indicates that a severed fitting was found during disassembly after an off-airport landing. While the landing incident and subsequent retrieve may have aggravated damage to the fitting (the forward fuselage was damaged), pictures of the failed fitting show rust on the fracture surface, indicating that the crack may have pre-existed the landing incident.

A second unsubstantiated report concerns a cracked but intact fitting found in Canada. The damage to this fitting was found during repairs to the glider for hangar damage.

In both cases, the damage occurred in the upper flange of the fitting, on the lug just below the bolt attach hole. This is one of the bolts that attach the horizontal stabilizer. The lower flanges are permanently attached to the top and sides of the vertical stabilizer.

The owner of the first aircraft indicates that the fitting was redesigned in 1993, doubling its thickness. One of these revised parts has been received but cannot be installed due to improper manufacturing (the horizontal flange is located too high). This owner is currently awaiting information from the manufacturer on how to disposition this problem.

Recommendation

After reviewing the data surrounding the incidents stated above, we recommend that you, an owner or operator, perform immediate inspections of the subject fittings. This inspection involves removing the horizontal stabilizer and performing visual and dye penetrant inspection of the upper flange of these fittings (see Advisory Circular 43.13-1B for inspection techniques). Part numbers of the fittings are not known at this time. If you detect any evidence of cracking, you should replace the fittings before further flight, and notify the FAA at the address listed below. You should inspect these areas on a recurring basis during annual and/or 100 hour inspections.

Note: Based on current information we, the FAA, only recommend these actions. We will continue this investigation and analyze any added information. We may require additional actions, such as the issuance of an Airworthiness Directive based on this analysis.

2 CE-00-39

We also recommend that you lift the tail using the handholds on the aft fuselage, and **not** lift up on the horizontal stabilizer. This is to reduce loads experienced by the fittings. You should place warning placards on the horizontal stabilizer stating "Do not lift".

Further discussion indicates that you should be careful when attaching the horizontal stabilizer. You should line up the attaching pins or bolts properly prior to tightening the bolts. Misalignment of the

pins/bolts could cause binding and potential bending of the attach fittings.

For further information, contact

William O. Herderich, Aerospace Engineer, FAA, Central Region, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, GA 30349; phone (770)-703-6082; fax (770) 703-6097; email: william.o.herderich@faa.gov