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SERVICE INFORMATION LETTER

DATE: October 3rd, 2018 **SIL-003/SZD/2018**

SUBJECT: Connections at elevator's drive in SZD-54-2 „Perkoz” sailplanes.

MODELS AFFECTED: All S/N of SZD-54-2 „Perkoz” up to S/N 542.A.18.021W (included).

TIME OF COMPLIANCE: Before the next flight.

NOTE

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

BASEGROUND OF THE SIL:

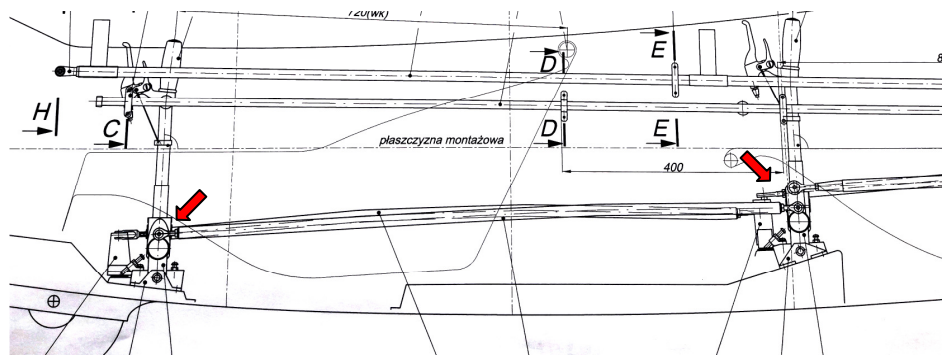
This SIL includes the important “flight-safety” information for Users of SZD-54-2 “Perkoz” sailplanes, for which Allstar PZL Glider Sp. z o.o. remains the Type Certificate Holder.

It has been reported by the user, as one of the sailplane under intensive exploitation, got into disconnection of elevator's drive, at front seat, in flight. The a/c landed safely. After removing of front control's stick cover, the complete disconnection of the pushrod from the flying controls had been found. The incident is under investigation of appropriate AAIB.

Waiting for investigation's results, we strongly suggest to implement the actions listed below, to eliminate failure described in future.

Before the next flight, for all serial numbers up to the S/N 542.A.18.021W, the following actions are recommended:

1. Check visually of all the connections on the elevator's drive inside the cabin:
 - remove the front control's stick cover;
 - remove the seat pan from the rear seat;
 - check the connections of both flying controls with appropriate push-rods, as show on Pic. 1 (red arrows):



Pic. 1 Control's drives inside the cabin

Issued			Revised			Page No.	Rev.
DAY	MO	YEAR	DAY	MO	YEAR	1 z 2	A
03	10	2018	03	10	2018		

Put your attention on:

- type and conditions of applied nuts (the type of nuts approved to use are: **H-M6** acc. to BN 73/1117-01 or **M6** acc. to DIN 980V, ISO 7042, NF E25410 or BS 4929-1). The nuts should not be used twice, in case of prior-disconnection of drive;
- the number of protruding threads should be min. 1,5 threads or – in case of thread depth is measured – not less than 1,5 mm.

In case of found discrepancies to the above conditions, correct as necessary.

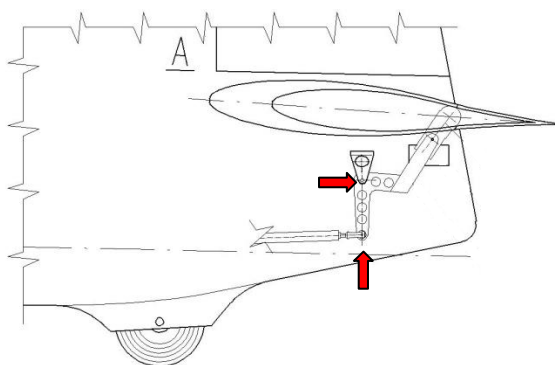
In case of further questions or doubts, please contact techsupport@szd.com.pl

After screwing the connections, the marking by paint is recommended.

The nuts are available on stock at Allstar PZL Glider.

2. Check visually the conditions of connections in elevator's drive in the rear part of the fuselage, as show on Pic. 2 (red arrows). Please note: an access is limited, use a mirror, boroscope or flashlight:

- de-rig/remove the horizontal stabilizer from the sailplane;
- check an evaluate the conditions of fixing of angular lever of elevator as well as the connection of elevator with mentioned angular lever, as per item 1 of this SIL.



Pic. 2 Connection of elevator's drive in the rear part of fuselage

In case of discrepancies found, please contact techsupport@szd.com.pl to receive individual instructions.

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Issued			Revised			Page No.	Rev.
DAY	MO	YEAR	DAY	MO	YEAR	2 z 2	A
03	10	2018	03	10	2018		