



ALLSTAR PZL GLIDER
Sp. z o.o.
ul. Cieszyńska 325,
43-300 Bielsko-Biała, Poland
tel.: +48 33 812 50 21,
fax: +48 33 812 37 39
techsupport@szd.com.pl
www.szd.com.pl

SERVICE BULLETIN BE-002/54-2/2017 A

Allstar PZL Glider considers compliance mandatory.

BE-002/54-2/2017 A supersedes BE-002/54-2/2017. The changes have been marked by vertical line.

**MODELS
AFFECTED:** SZD-54-2 „Perkoz”

**SERIAL
NUMBERS
AFFECTED:** 542.A.11.002; 542.A.14.003; 542.A.14.004; 542.A.14.005; 542.A.14.006;
542.A.15.007; 542.A.15.008; 542.A.15.009; 542.A.15.010; 542.A.15.011;
542.A.16.012; 542.A.16.013; 542.A.16.014; 542.A.16.015; 542.A.17.016W;
542.A.17.017W.

SUBJECT:

1. Increasing of max. in-flight mass (615 kg in Utility Cat. & 590 kg in Aerobatic Cat.), acc. to EASA MC Approval No. 10062741;
2. Changes in min. equipment list, acc. to EASA MC Approval No. 10062739;
3. Replacement of elements in elevator control drive in the cockpit.

**COMPLIANCE
TIME:** December 31st, 2018

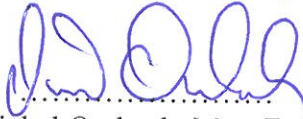
ELABORATED BY
Responsible for Type Design

date 08.06.2018


Marian Krocze, Msc. Eng.

APPROVED BY
Executive Manager

date 08.06.2018


Michał Ombach, Msc. Eng.

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1. GROUNDS FOR INTRODUCTION OF THIS BULLETIN

This SB is to be introduced because of:

- 1.1. Increasing of max. in-flight mass of the sailplane (615 kg in Utility Cat. & 590 kg in Aerobatic Cat.), as well as changing the list of minimum equipment (stall warning device resigned) – acc. to EASA Major Change' Approvals (No. 10062741 & 10062739).
- 1.2. To meet the CS-22 requirements after revised strength analysis, with regard to control sticks modification as well as replacing of some elements in elevator drive in cockpit.

2. SERIAL NUMBERS AFFECTED

542.A.11.002; 542.A.14.003; 542.A.14.004; 542.A.14.005; 542.A.14.006; 542.A.15.007;
542.A.15.008; 542.A.15.009; 542.A.15.010; 542.A.15.011; 542.A.16.012; 542.A.16.013;
542.A.16.014; 542.A.16.015; 542.A.17.016W; 542.A.17.017W.

3. REQUIRED ACTION

On sailplanes with serial numbers as specified in item 2., the following actions should be taken:

- 3.1. Flight Manual (FM) to be replaced with new one, rev. 2 dated May 2017.
For English edition, the additional designation "*corrected*" has been placed in the footer.
- 3.2. Technical Service Manual (TSM) to be replaced with new one, rev. 2 dated May 2017.
For English edition, the additional designation "*corrected*" has been placed in the footer.
- 3.3. Remove or leave at the sailplane the stall warning system. This device is not longer placed on the minimum equipment list and has been moved onto the list of additional equipment. The certification tests in flight have proved the natural warning being close to stall speed (buffeting), therefore the requirement of CS 22.207 has been met.
- 3.4. Replace the following subassemblies and parts:
 - console of front flying control replace with 542.61.38.00A/A;
 - front flying control (TSM, Fig. 2-12., item 1) replace with 542.61.60.00A/A;
 - rear flying control (TSM, Fig. 2-12., item 2) replace with 542.61.61.00A/A;
 - pushrod (TSM, Fig. 2-12., item 10) replace with 540.66.20.00, Revision No. 1;
 - pushrod (TSM, Fig. 2-12., item 9) replace with 542.66.25.00A/A;
 - the washer under the nut in place of connection of pushrod 524.66.25.00A/A with front flying control 542.61.60.00A/A, to be replaced with 542.04.03.00A (steel washer with felt). The felt should to be installed toward the bearing;

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- the bolt 6×56-Zn, BN-76/1111-05, which connects front flying control with pushrod, to be replaced with 6×58-Zn, BN-76/1111-05;
- the washer under the nut, in place of connection of pushrod 542.66.25.00A/A with rear flying control, to be replaced with regular one 6×12×1,5 mm.

To facilitate the job while working with sailplane as per item 3.4., the following actions are recommended:

- after removing of rear seat pan, unscrew from floor the vertical wall – it will facilitate disassembling of rear flying control;
- after removing of pushrods to be replaced, set the length of new pushrods based on the previous ones – it will facilitate the proper stabilization later (sticks neutral position as well as deflections of elevator);
- after installation of rear pushrod (540.66.20.00, Revision No. 1) it must – in whole range of movement of stick forward-backward – be able to move in the frame opening, min. 2 mm away from the opening's edge. Pay attention, not to press the insulation (if applied) between the pushrod and edge of opening. In case of collision of the pushrod with the frame, it is permissible to enlarge the opening and/or slightly bend the pushrod.

3.5. In both control sticks (TSM, Fig. 2–12., item 3) shorten, symmetrically from both sides the sleeve on which the sticks are mounted in flying controls. The required shortening is approx. 1,5 mm on each side. The exact length of the sleeve is to be adjusted so, to achieve its sliding fit between the balls of bearings in the flying control. Accuracy of the fit affects the resistance to motion of the stick in flying control after assembly.

3.6. Verify deflections of control surfaces (elevator and ailerons – see TSM, Section 6.).

3.7. Replace information placards in cockpit:

- „Allowed mass in baggage compartment” (TSM, item 15.1.);
- „Maximum allowed airspeed” (TSM, item 15.2.1.);
- „Allowed V_{NE} for various flight altitudes” (TSM, item 15.2.2.);
- „Manoeuvring loads and loading” (TSM, item 15.2.4.);
- „Individual loading plan” (TSM, item 15.2.5.) – needs to be elaborated by the User, based on up-to date weight and balance protocol (see FM, item 6.5.);
- any other, in case of discrepancy with the template specified in TSM rev. 2, Section 15.

4. ENCLOSURES

4.1. Technical Service Manual, issue II – April 2014, Rev. No. 2 – May 2017.

4.2. Flight Manual, issue II – issue II – April 2014, Rev. No. 2 – May 2017.

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5. RELATED INFORMATION

- 5.1. Parts / subassemblies listed in item 3.4. as well as manuals as per item. 4. need to be ordered from Allstar PZL Glider (techsupport@szd.com.pl) . This is payable service.
- 5.2. Dismounted elements can not be used any longer, need to be scrapped.
- 5.3. Information placards, as per item 3.7., will be delivered together with spare parts.
- 5.4. Accomplishing of this bulletin needs to be confirmed by issuing of appropriate certificate of release to service (CRS).
- 5.5. This issue of the Service Bulletin No. BE-002/54-2/2017 with change A supersedes the former issue dated July 28, 2017.

– END –

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