ALLSTAR PZL GLIDER
ul. Cieszyńska 325
43-300 Bielsko-Biała
Poland

techsupport@szdallstar.com
+48 883 008 933
www.szdallstar.com

SERVICE BULLETIN BE-004/54-2/2026

SAILPLANE: Type SZD-54 „Perkoz", model SZD-54-2 „Perkoz"

SERIAL NUMBRES AFFECTED: All sailplanes of the SZD-54 "Perkoz" type, model SZD-54-2 "Perkoz"

SUBJECT:
1. Inspection of the airbrake driving torsional tube.
2. Procedure to follow if damage to the torsional tube is detected.

COMPLIANCE TIME: Upon receipt of this Service Bulletin.

ELABORATED BY
Responsible for Type Design

M. STAJEWSKI
.....
Mariusz Stajewski

date 31.03.2026

APPROVED BY
Accountable manager

Paszyńska
.....
Agnieszka Paszyńska

date 31-03-2026r.

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1. GROUNDS FOR INTRODUCING THE BULLETIN

Allstar PZL Glider, the holder of the Type Certificate for the SZD-54 "Perkoz" sailplane, has received information from operators of the above-mentioned gliders about the appearance of cracks at the connection of the lever with the torsional tube of the airbrake drive mounted in the fuselage (elements 02 Arm and 01 Connector in drawing 540.64.30.00).

Structural failure or disconnection of the drive components connection may prevent the operation of airbrakes, which could lead to hazardous flight situations.

The cause of the damage remains the subject of further analysis. At this stage, the influence of local material or construction factors cannot be ruled out.

2. SERIAL NUMBERS AFFECTED

All sailplanes of the SZD-54 "Perkoz" type, model SZD-54-2 "Perkoz".

3. REQUIRED ACTIONS

On sailplanes according to point 2, until the torsion tube assembly is replaced with its reinforced version, general visual inspections (**GVI**) and detailed inspections (**DET**) described in this Service Bulletin should be performed periodically.

3.1. GVI inspections

3.1.1. Remove the wings according to the procedure described in the Technical Service Manual, section 2.1, or the Flight Manual, section 4.

3.1.2. Using a mirror and a strong light source (flashlight), visually inspect the area where the lever is welded to the torsional tube (item 3 in Figure 1 and the areas susceptible to cracking, as indicated in Figure 2).

3.1.3. After inspection, reassemble the wings according to the procedure described in the Technical Service Manual, Section 2.1, or the Flight Manual, Section 4.

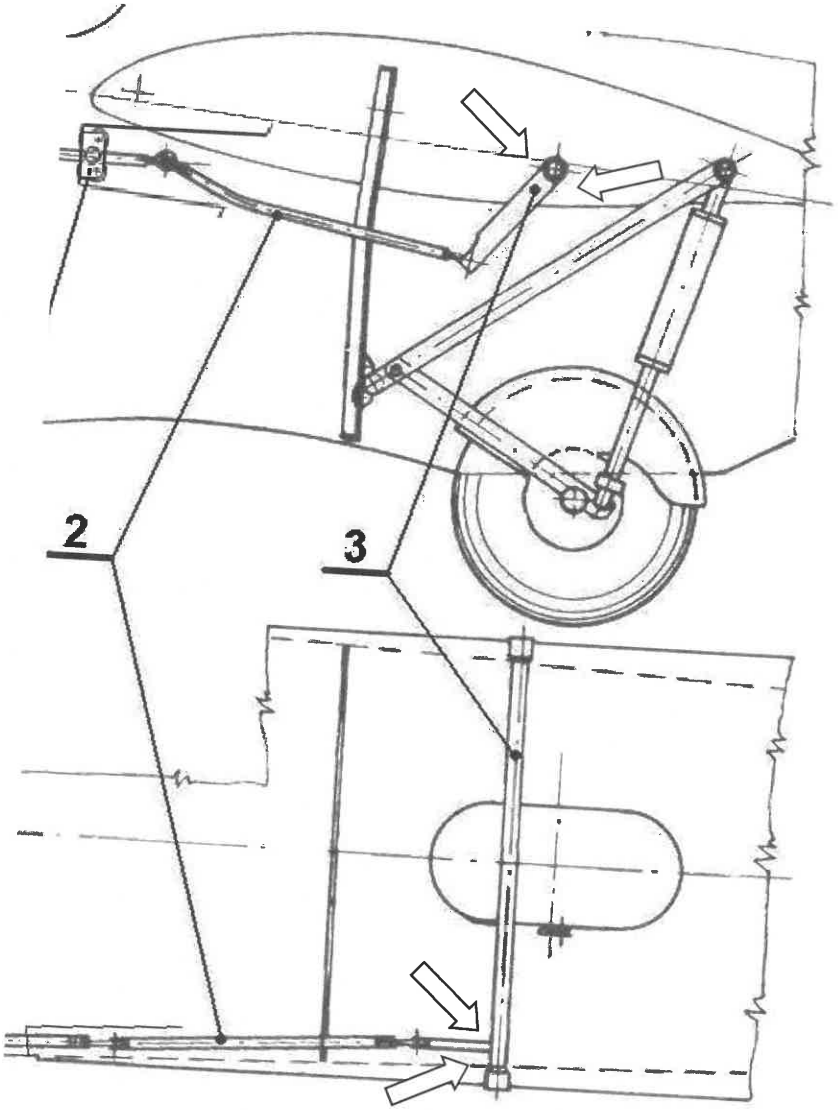

Figure 1 – location of the torsion tube (3) of the airbrake drive in the fuselage.
The arrows indicate the areas being checked, shown in more detail in Figure 2.

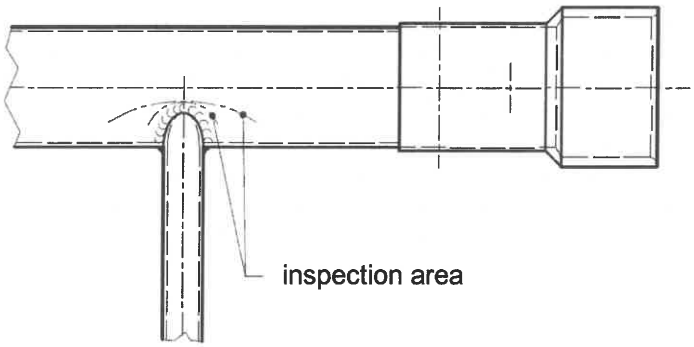

Figure 2 – connection of the lever to the torsional tube of the airbrake control with indication of areas where cracks may appear (on both sides).

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3.2. DET inspections

3.2.1. With the wings and rear baggage compartment floor removed, remove the airbrake drive torsional tube assembly.

3.2.2. Using a magnifying glass with at least 3x magnification, inspect that there are no cracks in the weld area and around the welded lever-tube joint (Figure 2).

3.2.3. If necessary, perform defectoscopy of the areas to be checked - Dye Penetrant Inspection (DPI).

3.2.4. Visually check that the tube has retained its cylindrical shape and that there are no permanent deformations.

3.3. Inspection schedule

The condition of the torque tube assembly should be checked:

3.3.1. For **GVI** inspections - after receiving the bulletin and periodically every 200 take-off operations (with a tolerance of ± 10 operations)

3.3.2. For **DET** inspections - during maintenance work at the level of 12 months or 300 flight hours (according to TSM, p. 16.10).

3.4. Inspection performance and certification

3.4.1. **GVI** inspection may be performed by a licensed aircraft mechanic, an appropriately approved organization or a pilot with a glider license who is authorized to fly the SZD-54-2 "Perkoz" sailplane.

GVI inspection must be certified in accordance with Commission Regulation (EU) 1321/2014 or in accordance with the national requirements of the country of registration.

3.4.2. **DET** inspection may be performed by a licensed aircraft mechanic or an appropriately approved organization.

DET inspection must be certified in accordance with Commission Regulation (EU) 1321/2014 or in accordance with the national requirements of the country of registration.

4. POST INSPECTION ACTIONS

4.1. If damage to the connection between the lever and the torsional tube is found, the sailplane should be withdrawn from service until the sailplane manufacturer's recommendations (currently under development) are implemented.

4.2. If the inspection reveals no damage to the lever-torsional tube connection, the sailplane can be still operated in accordance with the inspection intervals described in point 3.3.

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5. APPENDICES

5.1. None.

6. FINAL PROVISIONS

6.1. Further action to be taken, regarding sailplanes in which damage to the connection between the lever and the airbrake torsional tube has been found, will be specified in the next bulletin issued by the Type Certificate holder.

6.2. Damaged torsional tubes cannot be repaired or used as spares and must be disposed of.

– THE END –

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