



## Emergency Airworthiness Directive

**AD No.:** 2018-0237-E

**Issued:** 02 November 2018

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

ALLSTAR PZL GLIDER Sp. z o.o.

**Type/Model designation(s):**

SZD-54-2 „Perkoz” sailplanes

**Effective Date:** 06 November 2018

**TCDS Number(s):** EASA.A.574

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 27 – Flight Controls – Elevator Control System – Inspection

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**Manufacturer(s):**

Allstar PZL Glider Sp. z o. o. and  
Wytwórnia Konstrukcji Kompozytowych “PAPIOREK” Sp. z o.o.

**Applicability:**

SZD-54-2 „Perkoz” sailplanes, all serial numbers up to 542.A.18.021W inclusive.

**Definitions:**

For the purpose of this AD, the following definitions apply:

**The SIL:** Allstar PZL Glider Service Information Letter (SIL) No. SIL-003/SZD/2018.

**Reason:**

An occurrence was reported on a single SZD-54-2 „Perkoz” sailplane where, during take-off, the front pilot lost his control of elevator. The sailplane landed safely, controlled by the second pilot on rear seat. The inspection after landing showed one unscrewed nut and complete disconnection of the pushrod from the flying controls at the front seat. The occurrence is still under investigation of appropriate aircraft accident investigation body.

This condition, if not detected and corrected, could lead to further cases of disconnection of the elevator control system, possibly resulting in loss of control of the sailplane.



To address this unsafe condition, Allstar PZL Glider issued the SIL, providing inspection instructions.

For the reason described above, this AD requires a one-time inspection of the elevator control system and, depending on findings, accomplishment of applicable corrective action(s) to establish conformity with the type design.

This AD is considered to be an interim action and further AD action may follow.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Before next flight, accomplish an inspection of the elevator control system in accordance with the instructions of items 1 and 2 of the SIL.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective action(s) in accordance with approved Allstar PZL Glider instructions, or contact Allstar PZL Glider for repair instructions and accomplish those instructions accordingly.

#### **Reporting:**

- (3) Within 30 days after the inspection as required by paragraph (1) of this AD report all findings (including none) to Allstar PZL Glider.

#### **Ref. Publications:**

Allstar PZL Glider SIL-003/SZD/2018 dated 03 October 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).



5. For any question concerning the technical content of the requirements in this AD, please contact: Allstar PZL Glider Sp. z o.o., ul. Cieszyńska 325, 43-300 Bielsko-Biała, Fax: +48 33 812 37 39, E-mail: [techsupport@szd.com.pl](mailto:techsupport@szd.com.pl).

