EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0015 **Date: 14 January 2014** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, 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 EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
ALLSTAR PZL GLIDER Sp. z o.o.	SZD-50-3 "Puchacz" sailplanes

TCDS Number:	EASA.A.312
Foreign AD:	Not applicable
Supersedure:	This AD supersedes Civil Aviation Office (CAO) of Poland AD SP-0052-2003-A, dated 22 July 2003.

ATA 27	**Flight Controls – Airbrake Control Torque Tube – Inspection / Replacement**
Manufacturer(s):	Allstar PZL Glider Sp. z o.o. (Allstar PZL) Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa „PZL-Bielsko".
Applicability:	SZD-50-3 "Puchacz" sailplanes, all serial numbers.
Reason:	Several occurrences of airbrake torque tube failure were reported on SZD-50-3 "Puchacz" sailplanes. In all cases, as a result of disruption of the welded joint between torque tube and the lever, the broken torque tube detached from the lever located in the fuselage. The result of subsequent investigations identified fatigue damage, as a consequence of periodical striking load exceeding the established maximum value, to be a possible failure cause. Additionally, corrosion damage was identified at internal surface of the opened tube. This condition, if not detected and corrected, would inhibit the function of the airbrake, possibly resulting in reduced control of the sailplane. Prompted by these findings, Allstar PZL issued Service Bulletin (SB) No. BE-052/SZD-50-3/2003 to provide inspection instructions. CAO of Poland issued AD SP-0052-2003-A to require a one-time inspection of the airbrake torque tube in the area of welded joint in accordance with that SB. Since that AD was issued, Allstar PZL issued SB No. BE-062/SZD-50-3/2013 to introduce repetitive inspections and accomplishment instructions for reinforced torque tube inspections. For the reasons described above, this AD supersedes CAO of Poland AD SP-0052-2003-A and requires repetitive inspections of the airbrake torque tube and, depending on findings, replacement with a serviceable part.

Effective Date:	28 January 2014
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days after the effective date of this AD and, thereafter, at intervals not to exceed the values as defined in Allstar PZL SB No. BE-062/SZD-50-3/2013, as applicable, depending on torque tube configuration, inspect the airbrake torque tube in accordance with the instructions of Allstar PZL SB No. BE-062/SZD-50-3/2013. (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as detailed in Allstar PZL SB No. BE-062/SZD-50-3/2013, before next flight, replace the airbrake torque tube with a serviceable airbrake torque tube in accordance with the instructions of Allstar PZL SB No. BE-062/SZD-50-3/2013. (3) Replacement of an airbrake torque tube, as required by paragraph (2) of this AD, does not constitute terminating action for repetitive inspections as required by paragraph (1) of this AD. (4) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by: (4.1) Revising as follows the approved Aircraft Maintenance Programme (AMP), on the basis of which, the operator or the owner ensures the continuing airworthiness of each operated sailplane: Incorporate the applicable repetitive inspections and follow-on corrective actions, as specified in Allstar PZL SB No. BE-062/SZD-50-3/2013, and (4.2) Complying with the approved AMP described in paragraph (4.1) of this AD.
Ref. Publications:	Allstar PZL SB No. BE-062/SZD-50-3/2013 dated 16 September 2013. The use of later approved revisions of this 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. This AD was posted on 12 December 2013 as PAD 13-182 for consultation until 09 January 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. 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 / Poland Telephone / Fax: +48 33 812 50 26, E-mail: techsupport@szd.com.pl.