

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2011-0089</b>	
	<b>Date: 17 May 2011</b>	
<p>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.</p>		
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.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].</p>		
<b>Type Approval Holder's Name :</b>		<b>Type/Model designation(s) :</b>
Zakład Szybowcowy "Jeżów" Henryk Mynarski		SZD-30 "Pirat" sailplanes
TCDS Number: Polish No. BG-32/2 and No. BG-117/1.		
Foreign AD: Not applicable		
Supersedure: None		
<b>ATA 27</b>	<b>Flight Controls – Airbrakes - Operational Limitations</b>	
<b>ATA 51</b>	<b>Structures – Wooden Structure and Glue Bonding Joints – Inspection / Repair / Operational Limitations</b>	
Manufacturer(s): ZSLS Bielsko-Biała (later renamed into PDPSz PZL-Bielsko) and its branches in Wrocław and Jeżów; Wytwórnia Sprzętu Komunikacyjnego (WSK) Świdnik.		
Applicability: SZD-30 "Pirat" sailplanes, serial numbers W-290, W-314 up to W-328 inclusive, W-389 up to W-418 inclusive, B-294 up to B-596 inclusive and S01.01 up to S09.30 inclusive. SZD-30C "Pirat" sailplanes, serial numbers P-790 up to P-836 inclusive.		
Reason: Several accidents with SZD-30 "Pirat" sailplanes have occurred in the past years, resulting in a number of fatalities.  Investigation of these accidents has shown that these were due to degradation of wooden structure glued bonding joints during years of service, and/or to difficulties encountered to operate the airbrakes.  This condition, if not detected and corrected, could lead to the following consequences:		
<ul style="list-style-type: none"> <li>- Deterioration of the structural integrity of the sailplane, and/or</li> <li>- Sailplane part detachment(s) during flight which could result in damage to the sailplane and injury to persons on the ground and/or,</li> </ul>		

	<ul style="list-style-type: none"> <li>- Increased high airbrake operating forces which could make it difficult to keep control of the sailplane.</li> </ul> <p>To address the wooden structure bounding joint degradation, the Polish Civil Aviation Authority (GILC) issued a Bulletin IKCSP Nr 1/97 to impose certain operating limitations. The last revision of this Bulletin is Revision No. 2 dated 8 January 2002.</p> <p>Since application of the Bulletin IKCSP Nr 1/97 was limited to sailplanes registered in Poland, this Bulletin is not recognised as State of Design AD in accordance with (EC) 1702/2003 Article 2, paragraph 3. (a) (iii). Therefore, this AD which uses the Bulletin content is now issued by EASA to require for the affected SZD-30 "Pirat" and SZD-30C "Pirat" sailplanes:</p> <ul style="list-style-type: none"> <li>- the amendment the Airplane Flight Manual (AFM) to limit the flight envelope, the installation of a related placard in the cockpit and the modification of the Air Speed Indicator (ASI) markings,</li> <li>- the implementation of new or more restrictive maintenance requirements (including an inspection of the friction forces on the airbrake control system), and</li> <li>- the prohibition of the airbrake operations above certain air speed limits.</li> </ul> <p>The corrective actions addressing the airbrake handle unsafe condition are interim measures. EASA are currently working on this airworthiness concern with the Type Certificate Holder. When, as a result of the on-going investigation, a solution is later identified, further mandatory action is likely to follow.</p>
Effective Date:	31 May 2011.
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 30 days after the effective date of this AD, accomplish the following actions:</p> <p>(1.1) Amend the "operational limitations" section of the AFM in accordance with the correction requirements of Enclosure No. 1 or 2 of the Zakład Szybowcowy "Jeżów" Henryk Mynarski Bulletin BE-035/30/2010, as applicable to aircraft type, and inform the pilots accordingly.</p> <p>(1.2) Replace the limitation placard located on the right side of the pilot cockpit in accordance with the placard pattern in Enclosure No. 3 of the Zakład Szybowcowy "Jeżów" Henryk Mynarski Bulletin BE-035/30/2010.</p> <p>(1.3) Add/modify the coloured lines on the ASI at reduced <math>V_{NE}</math> of 195 km/h and <math>V_{RA}</math> of 135 km/h in accordance with CS (or JAR) 22.1545(a-b) requirements.</p> <p>(1.4) Amend the periodic maintenance schedule section of the Maintenance Manual in accordance with the instructions of Enclosure No. 4 of the Zakład Szybowcowy "Jeżów" Henryk Mynarski Bulletin BE-035/30/2010 and comply with the amended repetitive maintenance requirements and associated calendar or Flight Hours (FH) accumulation intervals.</p> <p><u>Note:</u> The calendar or FH accumulation intervals are defined in the second column of the table included in the Enclosure No. 4 of the Zakład Szybowcowy "Jeżów" Henryk Mynarski Bulletin BE-035/30/2010.</p>

	<p>(1.5) Perform a visual inspection and tap test of all glued bonding structural joints for good preservation status of the external and internal wooden structure (fuselage, wings, the horizontal and vertical tail unit) of the sailplane through the dedicated sailplane accesses.</p> <p>(2) If during the inspections required by paragraphs (1.4) and (1.5) of this AD, any glued bonding joint and/or part of the wooden structure is found improperly bonded or in a bad preservation status, before next flight, contact Zakład Szybowcowy “Jeżów” Henryk Mynarski for approved repair instructions and, within the time period specified in those instructions, accomplish the repair accordingly.</p> <p>(3) Compliance with the periodic maintenance requirements of paragraph (1.4) of this AD can be demonstrated by:</p> <p>(3.1) Revising as follows, the Aircraft Maintenance Programme on the basis of which the Operator or the Owner ensures the continuing airworthiness of each operated sailplane:</p> <p style="padding-left: 40px;">Incorporate the inspection instructions and associated compliance times of Enclosure No. 4 of the Zakład Szybowcowy “Jeżów” Henryk Mynarski Bulletin BE-035/30/2010</p> <p style="padding-left: 40px;">and,</p> <p>(3.2) Complying with the approved Aircraft Maintenance Program described in paragraph (3.1) of this AD.</p>
Ref. Publications:	<p>Zakład Szybowcowy “Jeżów” Henryk Mynarski Bulletin BE-035/30/2010 original issue dated 11 January 2011.</p> <p>PDPSz “PZL-Bielsko” Flight Manual, all issues.</p> <p>PDPSz “PZL-Bielsko” Maintenance Manual, all issues.</p>
Remarks :	<p>(1) If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>(2) This AD was posted on 12 April as PAD 11-039 for consultation until 10 May 2011. No comments were received during the consultation period.</p> <p>(3) Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>(4) For any question concerning the technical content of the requirements in this AD, please contact:  Zakład Szybowcowy “Jeżów” Henryk Mynarski  ul. Długa 93  58-521 Jeżów Sudecki / POLAND  Phone/Fax: +48 75 713 21 59; Email: <a href="mailto:szd_jezow@szdjezow.com.pl">szd_jezow@szdjezow.com.pl</a>.</p>