

Airworthiness Directive Schedule

Gliders

WSK

24 June 2010

The date above indicates the amendment date of this schedule.

New or amended ADs are shown with an asterisk *

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DCA/WSK/1 Rudder Control System - Modification

Applicability: Model WSK PZL KR-03A S/N 01-01 through 03-25
Requirement: Modify per WSK PZL Bulletin BE-27/KR-03A/93.
Compliance: By 31 March 1994
Effective Date: 24 December 1993

DCA/WSK/2 Canopy Frame - Inspection

Applicability: Model WSK PZL PW-5 "SMYK", S/N;
17.02.002 through 17.02.005,
17.03.001 through 17.03.024 (except 17.03.010),
17.04.001 through 17.04.025 (except 17.04.007),
17.05.001 through 17.05.016 (except 17.05.004, 17.05.009 and 17.05.014)
Requirement: To prevent mis-mating of the canopy frame and fuselage bumper, inspect per WSK PZL Swidnik SB 6/PW-5/97. If the canopy frame does not overlap the bumper per SB 6/PW-5/97 rectify per the SB before further flight.
Compliance: Within next 50 hours TIS or by 31 January 1998, whichever is the sooner.
Effective Date: 19 December 1997

DCA/WSK/3 Flight Time - Recording

Applicability: All model WSK PZL KR-03A
Requirement: Fatigue test results require revision of previously recorded flight time and the recording of future flight time per WSK PZL Bulletin BE-35/KR-03A/99. The service life of the glider is 5000 flight hours, as determined by the BE-35/KR-03A/99. (Polish AD 0048-1999-A refers)
Compliance: By 22 November 1999
Effective Date: 22 October 1999

DCA/WSK/4 Rear Fuselage - Inspection

Applicability: Model WSK PZL PW-5 "Smyk", S/N 17.12.XXX.
Requirement: To prevent possible structural failure of the rear fuselage, inspect per PZL Swidnik Bulletin BO-17-01-14, issued 2 March 2001.
Compliance: By 31 October 2001
Effective Date: 30 Aug 2001

DCA/WSK/5 Rear Fuselage Bonded Joint - Inspection

Applicability: All model WSK PZL PW-5 "Smyk"
Requirement: To detect failure of the bonded joint between the fuselage shell and the wall P/N 17.11.160.00.00, inspect per PZL SB BO-17-02-16. (Polish AD SP-0003-2002-A refers)
Compliance: By 30 April 2002
Effective Date: 28 February 2002

- DCA/WSK/6 Horizontal Stabiliser – Fitting Replacement and Placard**
- Applicability:** Model PZL-Krosno KR-03A "Peregrine" (Puchatek), S/N 03-01 through 03-24 and 04-01 through 04-20.
- Requirement:** To prevent cracking in the horizontal stabiliser attachment fittings, which could result in the horizontal stabiliser separating from the aircraft, accomplish the following:-
1. Inspect the horizontal stabiliser attachment fittings per Barry Aviation "KROSNO KR-03A Glider" SB 1-02, to ensure that the correct fittings are installed. If the attachment fittings are P/Ns other than NS-03/08/93-01L/P, before further flight replace the fittings per WSK "PZL-KROSNO" SB BE-29/KR-03A/93 with P/N NS-03/08/93-01L/P attachment fittings.
 2. Apply a "NO LIFT" placard to the vertical stabiliser using paint or a permanent placard. The words "NO LIFT" must be applied to both sides of the vertical stabiliser near the top and leading edge. Use letters that are at least 0.5 inch high and are in a contrasting colour.
(FAA AD 2002-16-17 refers)
- Compliance:** 1. Inspect within 10 hours TIS.
2. Apply placard within 10 hours TIS.
- Effective Date:** 29 August 2002
- * DCA/WSK/7 Cancelled – DCA/SZD/120 refers**
- Effective Date:** 24 June 2010
- DCA/WSK/8 Control Rod Ends - Inspection**
- Applicability:** Model WSK PZL PW-6U S/N 78.02.07 through 78.02.10 and 78.03.01 through 78.03.03.
- Requirement:** To prevent failure of the aileron and airbrake quick disconnect rod ends, inspect per PZL-Swidnik Mandatory Bulletin No. BO-78-03-06.
(AD SP-0085-2003-A refers)
- Compliance:** Within 5 hours TIS.
- Effective Date:** 25 March 2004
- DCA/WSK/9 Control Rod Ends - Inspection**
- Applicability:** Model WSK PZL PW-5 S/N 17.12.022 through 17.12.024
- Requirement:** To prevent failure of the aileron and airbrake quick disconnect rod ends, inspect per PZL-Swidnik Mandatory Bulletin No. BO-17-03-18.
(AD SP-0086-2003-A refers)
- Compliance:** Within 5 hours TIS.
- Effective Date:** 25 March 2004
- DCA/WSK/10 Cancelled – Purpose Fulfilled**
- Effective Date:** 26 April 2007

*** DCA/WSK/11 Horizontal Stabiliser Rear Attach Fitting – Inspection and Repair**

Applicability: Model PW-6U aircraft, S/N 78.04.01 onwards manufactured by Zakład Szybowcowy “JeŚów” Henryk Mynarski (ZSJ), and

Model PW-6U aircraft, S/N 78.03.08 through to 78.03.10 manufactured by Wytwórnia Sprzętu Komunikacyjnego “PZL - Świdnik” S.A. (WSK), and

Model PW-6U aircraft, S/N 78.00.00 through to 78.03.07 manufactured by WSK and fitted with an automatic elevator control connection embodied per Service Bulletin BS-78-02-04.

Requirement: To prevent failure of the horizontal stabiliser rear attachment fitting due to possible cracks in the attach fitting lug which could result in loss of the horizontal stabiliser and loss of aircraft control, accomplish the following:

Inspect the rear attachment fitting of the horizontal stabiliser per the instructions in Zakład Szybowcowy “JeŚów” Henryk Mynarski Mandatory Bulletin (MB) BO-78-10-10 original issue, dated 07 June 2010 or later EASA approved revisions.

If any cracks and/or damage is found, accomplish a manufacturer approved repair before further flight.

Note: The aircraft manufacturer has issued revision No. 03 applicable to the Aircraft Maintenance Manual which introduces the inspection requirements specified in this AD.

(EASA AD 2010-0108-E refers)

Compliance: Before further flight, and thereafter after every hard landing and at intervals not to exceed 50 hours TIS.

Effective Date: 11 June 2010