



British Gliding Association Aircraft Inspection

Mandatory

Number: 037/08/2003	Issue: 2
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Date: 14 October 2003

- Subject: Elevator Control Rod Fork End Fatigue Failure
- Applicability: PZL/SZD Bocian series ~~fitted~~. Bocian aircraft with a swaged fork end are exempted items 1 and 2 and may remain in service on completion of items 3, 4 and 5.
- Accomplishment: Before Next Flight.
- Reason: Fatigue failure of adjustable Elevator Control Rod forward fork end. Mandatory replacement.
- Instructions: (Rod No. C1-13).
1. Establish if a threaded Light Alloy (Duraluminium) or Steel rod forward end fork is fitted to elevator control rod
 2. **If an alloy threaded fork end is fitted the aircraft is grounded until it has been replaced with a steel fork end in accordance with Bulletin no BE-12/78.**
If a Steel fork end is fitted the aircraft may be considered to be in compliance with Bulletin no BE-12/78.
 3. Check that Fork end does not contact the rear elevator cable bell crank/operating arm in any position of travel
Contact is an indication of incorrect cable rigging.
 4. Carry out Duplicate inspection of any disturbed flying controls.
 5. Record compliance in Glider log book

A copy of Bulletin no BE-12/78 is attached. It is doubtful if the rod end is still free of charge, as the original manufacturer is no longer trading. Contact Stan K on 01623 648891 for spares.

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector. Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot. Alternative methods of compliance will be considered providing an equal level of safety is accomplished. Contact BGA for authorisation.

Approved By
Jim Hammerton, Chief Technical Officer

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BULLETIN no BE-12/78
SZD-9 bis 1E BOCIAN

Ref: Replacement of fork-end, of elevator
push rod

Elaborated in PDPS

Director of PDPS "PZL-Bielsko

August 29, 1978

K. Jasiński, B.Sc.

Approved by: Ministry of Communication Civil Aircraft
Inspection Board

IKCSP Major Specialist Jerzy Trzeciak, M.Sc.

1. Reason for and the way of introducing this Bulletin

During the many years use of glider the decrease of the strength of elevator push-rod end has been found. In respect to above the push-rod duraluminium end shall be replaced by the steel one in all SZD-9 bis 1E BOCIAN gliders.

2, Procedures

To replace the fork end the push-rod connecting the elevator with lever of frame 25 shall be disassembled. The push-rod is accesible through the oval and circular inspection holes located on the fuselage left side under the horizontal tailplane. After disassembling the push-rod length shall be measured than the duraluminium fork end screwed off and replaced by the steel one delivered together with this Bulletin.

The steel end shall be screwed in such a way that the original push-rod length has been obtained. After adjusting the length the nut shall be secured with the washer bent down. Assemble the push-rod in the glider. Check the correct deflections of the elevator.

3. Enclosures

To this Bulletin there are enclosed:

- Fork end Wr-St acc.to standard BN-66/3833-05
- Washer of metal St.25 acc.to standard BN-66/3833-02
- Nut M8 of metal A-11 acc.to standard BN-70/1117-22

4. List of the glider serial Nos, for which this Bulletin is

valid All SZD-9 bis 1E BOCIAN gliders.

5. Final Statements

The fork end, washer and nut are delivered by the producer together with this Bulletin, free of charge. The replacement procedures acc. to this Bulletin are to be performed by the user immediately when the Bulletin has been available.

Elaborated by
/--/
W. Kowalski

Chief Designer
/--/
B. Szuba, M.Sc.