

All-Star PZL (Poland)

CONTACT

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Please note that they are awful at answering emails. Keep trying and if no luck, complain to EASA.

Factory Spare Parts

Airworthiness Directives

[EASA](#) [Manufacturer AD's](#) (Please note they are dreadful at updating their own website and not all the ADs are here, make sure to use EASA website as well.)

Puchacz (SZD 50/1 & 3)

[SZD 50-3 TCDS](#)

[SZD 50-3 Data Sheet](#)

[SZD 50-3 Flight Manual](#)

Status	Subject	Detail	Reference Information	TNS
M	Controls jammed below front seat	(By foreign objects) guard introduced	SB-10/50/3/83	10/83
M	Wheel hub bolts	Replace in steel	SB-32/50/03/86	12/86
	Life extension to 6000 hours	Inspections from 1000 hours onwards	SB-34/50/03/87	04/88
M	Main wing pin	Security	SB-33/50/03/87	10/88
M	Tailplane pin	Replace	SB-40/50/03/90	06/90
M	Pulley in trim circuit	Secure T-50 pulley	SB-38/50/03/90	06/90
M	Rudder cable system	Mod to eliminate possible jam	SB-42/50-3/92	10/92
	Control cable recommended lives	Hemp core - 1000 hrs/ 6 yr. Steel core - 1500 hrs/ 12 yr. Correction – steel cables that can be slipped for inspection can remain in service "On condition"	SB 007/94	10/94
				1-2012
M	Air brake paddle Wing	Axis bolts unsecured Inspection of wing front bracket console	SB-047/50 SP-0059-2000-A BE-048/SZD-50-3/2000	03/94 08/00
I	Wing Canopy	Improved front bracket console available Inspection of fwd canopy locking lever	BGA 005/08/2000 Iss 1	06/03 08/00
M	Wing	Action to take if cracks found in front bracket console	SP-0094-2000A, BE-049/SZD-50-3/2000	12/00
M	Flying controls	Inspection of airbrake gears. Improved design gear available Fitment deletes annual inspection requirement	BGA 016/04/2001 iss2	06/03
M	Airbrakes	Airbrake control inspection	AD SP-0052-2003-A, SB BE-052/SZD-50-3/2003	10/03
		BGA inspection satisfies AD and SB	BGA 024/10/2001 iss1	
M	1000 hr. inspections	Reminder that inspections are required at 1000 hr intervals	SB-34/50/03/87	02/03
M	Life Extension	Life extended to 6750 hours by completing 1000 hr insp.	SB BE051/SZD-50-3/2003	04/03

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Status	Subject	Detail	Reference Information	TNS
R	Canopy catch	Recommended modification to fit return spring to rear canopy lever	BGA 2003/11	06/03
I	Life Extension	To 12,000 hours Factory only inspection until more data collected	SB BE-053	02/04
M	Rudder control	Inspection of turnbuckle	SB BE-054	04/04
M	Controls	Inspection of control stick and mounting	AD 2004-0003	12/04
R	Controls	Failure of elevator rod end in cockpit area	GFA AD 623	06/05
R	Controls	Control stick inspection at annual or after accident	BGA 046/12/2005 iss1	12/05
M	Controls	Inspection of rudder attachment	AD 2006-0243E, SB BE-058/SZD50-3/2006	4-2006
A	Controls	BGA Letter to operators re AD 2006-0243-E	AD 2006-0243-E	5-2006
M	Controls	Modification of rudder circuit	AD 2006-0317, SB BE-057/SZD 50-3/2006	5-2006
M	Controls	Bolt of the airbrake intermediate control lever – insp/repl.	AD 2007-0275-E, SB BE-059/SZD50-3/2007	5-2007
I	Controls	GFA Report Lower rudder support failure	GFA Alert 2009-1	3-2009
M	Airbrake control	Inspection of air brake cross tube	AD 2014-0015, SB BE-062/SZD-50-3/2013	1-2014
M	Rudder controls	Flight Controls – Rudder Control Cable Fitting – Inspection	AD No.: 2015-0046	1-2015

Puchacz In Service Reports (Advisory)

Status	Subject	Detail	Reference Information	TNS
	Rudder hinge (top) failure	Annual inspection		06/88
	Rudder cable	Fouls radio junction box		12/91
	Rear canopy lanyard	Fouls rear stick		12/91
	Rear tow release	Jammed by perished rubber sleeve		04/92
	Asymmetric air brakes	Gearbox failure		12/92
	Rudder cable fatigue failure	At rudder pedal - modify system		06/93
	Canopy jettison pins - migrate	Lock into place		02/93 & 10/92
	Flying controls	Incorrectly rigged on delivery		01/93
	Trim drive cables (solid wire)	Failures		10/93
	Undercarriage Bungee	Deterioration - inspect		12/93
	Rear rudder pedals cable detached	Stiff-nuts come off - fit split pins & castellated nuts		12/93
	Air brakes	Paddle attachments worn- circlips missing		08/94
	Control rod ends	Swaging cracked		08/94
	Air brakes	Failure at cross tube in fuselage		04/95
	Ailerons	Jammed after heavy landing nose wheel frame broken - inspect		10/96
	Airbrake operating lever	Weld failures - inspect		12/96
	Lower rudder hinge	Plywood support failed - check every DI		08/99

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Status	Subject	Detail	Reference Information	TNS
	Airbrakes	L/H wing air brake gear mounting structure poorly bonded		10/04
	Landing gear	Corrosion on nose wheel fittings		2-2007
	Airbrake	Failure of airbrake cross tube- annual inspection recommended	AD – TNS 1-2014	5-2007
	Landing gear	Excessive corrosion of nose wheel mounting brackets		1-2010
	Rudder control	Rudder cable quadrant support found broken		4-2010
	Rudder	Broken lower hinge "cup" caused rudder to detach on landing		6-2011
	Airbrake and trimmer	Spherical bearing detached from telescopic rod		1-2012
	Rudder	Rear pedal split pins broken/missing. Check cable link fitment		2-2012
	Air Brake	Cross tube operating arm cracked		2-2012
	Control stick	Mounting blocks cracked		2-2012
	Air brake	Control rod end collapsed due to overloading		4-2012
	Trim control	Elevator trim operating wire corroded in outer sheath		4-2013
	Air brake	Telescopic rod stops worn allowing jam or disconnect		3-2014

Junior (SZD 51/1)

[SZD 50-1 TCDS](#)

[SZD 50-1 Data Sheet](#)

[SZD 50-1 Flight Manual](#)

Status	Subject	Detail	Reference Information	TNS
M	Modifications	Modifications required for BGA certification		10/86
M	Aileron mass balance	Introduced to prevent flutter	SB 002/85	12/86
M	Air brake lever push rod fails	Fit strengthened rod	SB 003/85	12/86
M	Rudder mass balance weight	Fouls screw head - modify system	SB 004/88	12/88
M	Lower rudder hinge	Replace at 1000 hours or if damaged	SB 006/90	06/90
M	Tailplane fixing sleeve	Replacement	SB 009/93	04/94
	Control cable recommended lives	Hemp core - 1000 hrs/ 6 yr. Steel core - 1500 hrs/ 12 yr	SB 007/94	10/94
	Airbrake bevel gears cracked	Correction – steel cables that can be slipped for inspection can remain in service "On condition"		1-2012
		Inspect after ground loops		08/97
M	Life extension	From 1000 hours to 3000 hours after inspections and interim 1000 inspections required	SB 005/89	06/98
	Air brake	Airbrake lever failure below handle		04/00
M	Flying controls	Rudder pedal adjustment inspection	BGA 014/03/2001 iss1	04/01
M	Flying controls	Inspection of air brake gears. Improved design gear available. Fitment deletes annual inspection requirement	BGA 015/04/2001 iss2	06/03
R	Canopy	latch inspection and modification	BGA 020/10/2001 iss1	10/01
M	Elevator trim	Trim control knob inspection	BGA 023/10/2001 iss1	10/01
M	Service life	Extension to 6000 hours	SB BE-007/92	12/02
M	Structures	Tail plane hinge structure inspection	BGA 051/05/2011 issue 1	3-2011

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Junior in service reports (Advisory)

Status	Subject	Detail	Reference Information	TNS
	Lower rudder hinge mounting	Cracks in fin structure		06/98
	Elevator drive locking sleeve	Always check fully engagement after rigging		08/91
	Aileron mass balance	Corroded bolts - replace with stainless steel		04/91
	Canopy jettison pin	Migrates - secure with soft copper wire		06/93
	Elevator trim spring	Several failures		10/93
	Swaged control rod ends	Cracked		08/94
	Tailplane	Location arm mis located on fin receptacle		12/05

SZD - 55/1 (Revised 1-2006 with SB list from Allstar)

Status	Subject	Detail	Reference Information	TNS
M	FM supplements	Notes on operation, sealing wing gaps, pilots seat locking	BE-155-1/89	
M	Limitations	FM and TSM revision	BE-2/55-1/89	
M	Water ballast	FM and TSM revision	BE-3/55-1/89	
M	C of G hook	FM revision winch launch	BE-4/55-1/90	
M	FM revision	Compliance statement	BE-5/55-1/90	
M	Controls	Revision of rudder deflections	BI-6-55-1/92	10/92
		Control cable recommended lives: hemp core - 1000 hrs/ 6 yr. steel core - 1500 hrs/ 12 yr.	BE-7/55-1/94	10/94
M	Revision of flight manual	Correction – steel cables that can be slipped for inspection can remain in service "On condition"	SB 007/94	1-2012
M	Revision of flight manual	ASI with stall warning	BE-8/55-1/95	10/95
I	Instruments	PR-400s ASI and SP-3 stall warning	BE-9/55-1/95	
M	Service life	Extension to 3000 hours	BE/R-10/55-1/96	
M	Service life	Extension to 4500 hours	BR/R-11/55-1/2003	
M	Flying controls	Inspection of NYLON air brake gears. Improved design gear available Fitment deletes annual inspection requirement. <i>(Identified by ball type self connecting wing controls)</i>	BGA 017/04/2001 iss3	06/03

SZD-59 ACRO (Note: No in-service reports advised)

[SZD-59 TCDS](#)

[SZD-59 Flight Manual](#)

Status	Subject	Detail	Reference Information	TNS
M	Structures	Fuselage frame welded joints at wing root inspection	AD 2009-0140-E, SB BE-010/SZD-59/2009 ACRO	3-2009
M	Structures	Fuselage front frame – inspection/repair/modification AD 2009-0140-E superseded	AD 2009-0210, SB BE-01/SZD-59/2009r1	4-2009