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PRZEDSIĘBIORSTWO DOSWIADCZALNO-PRODUKCYJNE SZYBOWNICTWA
PZL-BIELSKO IN bankructcy ACCEPTED BY APPROVED BY Syndic of "PZL-
Bieslko" Chief Inspector of CAIB on: May 30, 2000 on June 6, 2000
Andrzej Sikora, M.Sc. Zygmunt Mazan, M.Sc. Eng.

MANDATORY BULLETIN

No BE-048/SZD-50-3/2000 "PUCHACZ"

DESIGNATION-TYPE/MODEL: SZD-50-3 "PUCHACZ"

SERIA/NUMBER: All gliders of SZD-50-3 "PUCHACZ" type

CONCERNS: Inspection of fuselage front bracket console

COMPLIANCE TIME: On receiving this bulletin

ELABORATED BY: AGREED WITH:

Responsible for type design CAIB Divisiion No X

Bogumil Beres, M.Sc. Eng Senior Eng. of CAIB
29.05.2000 Jerzy Medrzak, MSc. Eng
(signature, date) 29.05.2000
(signature, date)

Bielsko-Biata
Translated by
Tadeusz Zbot

"PZL-BIELSKO" No BE-048/SZD-50-3/2000 "BUCHACZ" of: 3

1. GROUNDS FOR ISSUANCE OF THIS BULLETIN

Bulletin issued due to first information on cracks detected in the Front bracket console, mounted on front bulkhead fuselage

2. LIST OF FACTORY NOS COVERED WITH THIS BULLETIN

All gliders of SZD-50-3 "PUCHACZ" type

3. INSPECTION PROCEDURE

Inspection to be held at sites indicated in the following sketch, Both on front and back side of fuselage front bulkhead.

Front bulkhead view

(insert scan here)

1. Preparatory action at sites specified in sketch.

-Wash-out paint from the surface, and de-grease the latter with acetone.

-Remove impurity from console surface with wire brush.

-Pre-check the specified sites with the aid of magnifying glass of 5x

magnification, at least.

2. In case of doubts, employ the non-destructive magnetic-flourescent, pene-trant-fluorescent or penetrant-colour method accepted by Airworthiness Authority.

"PZL-BIELSKO" No BE-048/SZD-50-3/2000 "BUCHACZ" of: 3

4. FINAL CONCLUSIONS

In case of finding on a console cracks above 3 mm, this plane should be withdrawn from operation, and producer is to be supplied by fax

(No +48 33 812 37 39) with the following information:

- glider Factory No.
- year of production
- total flying time
- total amount of hour flown in aerobatics
- location and size of detected crack.

After collecting the necessary information, a Bulletin will be issued - one specifying the repair procedure.

5. ENCLOSURES

There are no enclosures to the Bulletin.

- THE END -

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