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Warszawa, dn. 17/05/2005
Warsaw, day/month/year

DYREKTYWA ZDATNOŚCI - AIRWORTHINESS DIRECTIVE
Nr SP-0004-2005-A

1. Przedmiot:

Product (wyrób / model, wyposażenie, numery - product name / model, appliances, numbers)

PZL-104 airplanes of all versions: PZL-104 Wilga 32, PZL-104 Wilga 35/35A, PZL-104 Wilga 80, PZL-104M Wilga 2000, PZL-104MN Wilga 2000, PZL-104MF Wilga 2000.

2. Numer Świadectwa Typu/Orzeczenia:

Type Certificate/Approval Number (Nazwa Nadzoru - Name of Authority)

Approval IL No IL/TL/66 for PZL-104 Wilga 32;

Type Certificate IKCSP No BB-55 for PZL-104 Wilga 35/35A;

Type Certificate CZLC No BB-130 for PZL-104 Wilga 80, PZL-104M Wilga 2000, PZL-104MN Wilga 2000, PZL-104MF Wilga 2000.

3. Dotyczy:

Subject (opis usterki, rysunek części - description of the problem, identification of part)

Inspection of the rotational control rod in the elevator control system.

4. Przyczyna wydania:

Reason for the issuance of this AD (dla wyrobów importowanych przywołać AD Nadzoru Lotniczego kraju producenta -for imported products „as in AD” point 6.)

An occurrence has been identified where the adjustment forked end of the rotational control rod in the elevator control system has become loose, which resulted in decoupling and blockage of the control system and, as a consequence, an accident of a PZL104 Wilga 35 airplane.

5. Działania korygujące:

Corrective action (dla wyrobów importowanych wpisać „jak w AD” pkt 6.- for imported products, „as in AD” point 6.)

Prior to the first flight after receipt of this directive, an inspection of the rotational control rod, part number WM261610, is to be carried out in order to determine whether the adjustment forked end is correctly secured with a safety nut.

When it is found that:

- the adjustment forked end is appropriately secured (the safety nut tightened):
 - a record of the inspection must be made in the Airframe Log Book;
- the adjustment forked end is not appropriately secured (the safety nut loose, not tightened):
 - the adjustment forked end must be secured (by way of pal-nut tightening);
 - a check of the adjustment of the control system and elevator deflection angles must be performed and, when necessary, appropriate adjustments must be made;
 - a record of the inspection must be made in the Airframe Log Book;
 - the finding of the rotational control rod not being correctly secured must be reported to the airplane manufacturer.

Note: For airplanes with a dual control system rotational control rods must be checked on both controls.

6. Nazwa Władz Lotniczych wydających AD: -----

Name of Aviation Authority that issued AD (dot zagranicznych AD, podać Nr i datę wydania - for foreign „AD”
give Number and date of issue

7. Dokumentacja związana: -----

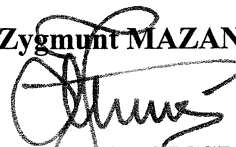
Ref. publications (Biuletyn Obowiązkowy - Mandatory Bulletin)

Niniejsza Dyrektywa Obowiązuje z dniem:

Effectivity date of this AD: (day/month/year)

After receipt

Zygmunt MAZAN



Naczelnik IKCSP

Chief Airworthiness Inspector