

BULLETIN No. BE-002/SZD-III, A-56/97
TOW RELEASE SZD-III - A-56
VERSIONS P and R

Subject: Specification of the time between overhauls (operating period), storage and transport period and post-overhaul period, as well as description of periodical inspections of tow releases type SZD-III, A-56, versions P and R.

Type of putting into effect: Mandatory after receiving of the Bulletin.

Prepared in PDPS “PZL-BIELSKO”

Prepared by:

Bolesław Sroka
(Signature)

Chief Engineer
Bogumił Bereś, MSc. eng.
(Signature)

PDPS “PZL-BIELSKO”
Jerzy Oleszkiewicz, MSc
(Signature)

Accepted by:
Chief Inspector of Civil Aircraft
Inspection Board
(Stamp and signature)

Date: 19.10.97

1. REASON

The Bulletin is introduced due to ambiguities existing in the Aircraft Equipment Airworthiness Approval Certificate and because of lack of information (the Operating Instruction has not been distributed) concerning periodical inspections of the tow releases type SZD-III, A-56, versions P and R.

2 LIST OF TOW RELEASES CONCERNED

All tow releases type SZD-III, A-56, versions P and R.

3 DESCRIPTION OF CHANGE

The following data given in the Aircraft Equipment Airworthiness Approval Certificate and concerning periodical inspections of the tow releases SZD-III, A-56, versions P and R, are hereby specified with all details.

a) Time between overhauls (TBO)

The time between overhauls is 1000 hours of flight (operation) or, equivalently, 6 years in service (with obligatory periodical inspections carried out in accordance with item c).

After this period the tow release should be removed from an aircraft and sent to the producer in order to perform the overhaul.

In case the tow release is removed from one aircraft and installed on another one, the operation time of the tow release must be recorded in the tow release Aircraft Equipment Airworthiness Approval Certificate and the fact of the reinstallation recorded also in the aircraft log by a licensed mechanic.

b) Storage and transport period

After 24 months of transport and storage an inspection should be carried out, including:

- visual and audible check for functioning of the tow release (clearances);
- reconservation (the fluidol agent is recommended for the whole structure and technical petroleum jelly for movable parts);

- entering a record about the above inspection into the Aircraft Equipment Airworthiness Approval Certificate of the tow release.

The above inspection should be carried out every 24 months of storage. A storage period longer than 24 months should be included in the operation time to overhaul.

In case of malfunctions, the tow release should be sent together with the Aircraft Equipment Airworthiness Approval Certificate to the producer.

c) Periodical inspections without removing from an aircraft

- The tow release should be inspected without removing from an aircraft every 3 months. When the tow release is polluted, or when places of movable part connections require relubrication, the tow release should be removed from the aircraft, washed in kerosene or petrol and next lubricated (preferably with fluidol and with technical petroleum jelly for movable parts).

Performing a periodical inspection pay special attention to the following items:

1. The condition of the working surface of the hook – the surface should be free of defects and indentations.
2. The condition of jaws – the tow release jaws should be free of defects, indentations and rounded edges.
3. Correct functioning without friction of the whole mechanism. The tow release must be opened and closed easily and completely.
4. The R type tow release should emit specific click when actuated.
In the “P” type tow releases the lever should also produce the “click” effect when released after being pulled back completely.
5. Special attention should be paid to tow releases installed on planes as these tow releases are more exposed to impurities.

- The following items should be checked before every take-off:
 1. Correct functioning of the tow release – in accordance with item 3 above.

2. The condition of a double tow ring, a towing cable (rope), and a weak link. The double tow ring must be consistent with the obligatory standards approved by the Aviation Authority and the weak link must be consistent with the Aircraft Flight Manual.

3. The releasing device (a control cable or, possibly, other rigid system) should have a certain axial play (e.g. a slight slack of the cable) when the tow release is closed, ensuring the possibility of correct “lock” of the hook system. An idle movement length of the tow release handle in the cockpit should be a minimum of 10 mm.

- If any defect mentioned in items 1 – 4 is found, the tow release should be removed from the aircraft and sent to the producer or an authorized organization in order to perform an inspection. Any repairs performed by a user are inadmissible.
- Periodical inspections should be recorded in the tow release Aircraft Equipment Airworthiness Approval Certificate.

d) The tow release should be removed from an aircraft and subjected to a detailed inspection in the following cases:

- 1) A stated self-release or other malfunctions of the tow release are inspected by the producer or an authorized repair organization.
- 2) Damages of an airframe, when any defect of the tow release is involved, should be inspected by the producer or an authorized maintenance organization.
- 3) When the time between overhauls of the tow release is expired, proceed according to item a.

The performed inspections should be recorded in the tow release Aircraft Equipment Airworthiness Approval Certificate.

4. LIST OF APPENDICES TO THE BULLETIN

There are not any appendices to the bulletin.

5. FINAL PROVISIONS

The bulletin should be put into effect by a user.

THE END