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## SERVICE BULLETIN No BO-114/2011 SWIFT S-1


DESIGNATION-TYPE/MODEL: SWIFT S-1

SERIA / NUMBER: All SWIFT S-1 model gliders

CONCERNS: Technical Service Manual

COMPLIANCE TIME: On receiving this Bulletin

The technical content of this document is approved  
under the authority of DOA ref. EASA.21J.117

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Bielsko-Biała, 16.06.2011

## **1. GROUNDS FOR ISSUANCE OF THIS BULLETIN**

During an aerobatic flight, on one SWIFT S-1 glider, the fuselage installed (Right Hand RH side, at fuselage root rib) console (Dwg No A/2-1.01.750) in the elevator control circuit has been broken out from its mount.

Regardless of the restrained – as a consequence of damage - lateral controllability, pilot managed to bring the glider to safe landing.

The verification of concerned glider resulted in findings as follows:

-the RH wing panel de-rigged from glider, when shifted outboard to the location allowing to disconnect control circuits, rotates around the spar (single-beam, narrow spar root) and its rear portion falls down – stopped only after hitting with the wing root rib against the aileron push-rod (still connected with fuselage mounted lever). As a consequence, strong chaffing between push-rod and root-rib, as well as breaking the console of aileron lever out from its mount may appear.

To prevent this, the RH wing panel – while de-rigged – must be held-up firmly by one person at the trailing edge, at wing root.

The cause of damage has been identified as an human factor effect: neither the design solutions nor the Manual prescribed servicing procedures prevented the incorrect service practices and damage resulting thereof. This Bulletin amends information on wing de-rigging with the Warning, recommending the means to eliminate the cause of next damages of the type described.

## **2. LIST OF FACTORY NOS COVERED WITH THIS BULLETIN**

This Bulletin concerns all SWIFT S-1 model gliders.

## **3. PROCEDURE**

In the glider Technical Service Manual (TSM), replace the actual page containing item 2.1.1. Wings Assembly with revised version, amended with the suitable Warning – enclosure No 1 to this Bulletin.

## **4. MASS (WEIGHT) AND BALANCE**

Not applicable.

## **5. ENCLOSURES**

Depending on the language version of Technical Service Manual:

Instrukcja Obsługi Technicznej SWIFT S-1, wyd. II, grudzień 1992	str. 10,
Technical Service Manual SWIFT S-1, iss. II, December 1992	pg. 10,
Wartungshandbuch, SWIFT S-1, Ausg. III, April 2003	Seite 11

## **6. FINAL CONCLUSIONS**

The occurrence described has been faced first time over the ~20 year operation of more than 20 SWIFT S-1 gliders (low frequency/ probability) – nevertheless, to prevent re-occurrence of this incident, it has been decided to amend the TSM with suitable Warning

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