

**SERVICE INFORMATION LETTER**

Doc. No: AV-SIL-001-2026

SZD-56-2 "Diana-2"
SZD-56-3 "Diana-2 FES"**SERVICE INFORMATION LETTER****Avionic Sp.J. B.Kawik-K.Kawik**

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DOCUMENT NO: AV-SIL-001-2026**ISSUE NO:** 1, dated 26.02.2026**SUBJECT:** Notification on unsafe conditions**REGARDING:** SZD-56-2 „Diana-2” and SZD-56-3 „Diana-2 FES”, all Serial Numbers**COMPLIANCE:** Upon receipt of information**NOTE!**

This Service Information Letter (SIL) is an official technical document issued by the manufacturer. Compliance with SIL recommendations within the specified time frame is important for maintaining the airworthiness of sailplane. Please read this document carefully to avoid misunderstandings or errors.

Prepared by:	Approved by:
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Date: 26.02.2026	Date: 26.02.2026
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Revision no	Date	Description of revision	Approved by

**INFORMATION**

This Service Information Letter (SIL) is intended to inform operators about the potentially unsafe condition on all SZD-56-2 / SZD-56-3 sailplanes built to date.

In preparation for determining the service life of the SZD-56-2 and SZD-56-3 sailplane models by fatigue testing, static tests were conducted to verify the ultimate strength of the wing and its structural mounting used now in identical version for both above-mentioned models.

In the test carried out on a test stand, at elevated temperature, under loads that were part of the combined load envelope for both models (wing bending downward & forward), the wing failed at a load below the required ultimate value (but above the limit load).

Failure of wing structure encountered below the required ultimate load level is considered a potentially unsafe condition.

Verification of the wing load carrying capacity for loading scheme(s) other than the verified one is ongoing, which should enable soon a full assessment of the structure strength, and for definition of corrective action.

Depending on the results of this verification, various corrective action options may be appropriate – the manufacturer will notify users accordingly.

Until comprehensive corrective actions are defined and implemented, sailplane operator should, avoid operations where high G-loads may occur. This is most likely to occur during a strong gust at high speed (rough air flying) or in aggressive manoeuvre.

Therefore, to reduce the risk of structural overload and in-flight failure, operators of concerned SZD-56-2 and SZD-56-3 sailplanes are advised to avoid such flight conditions, as far as practicable.