


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2009-0210</b></p> <p><b>Date: 07 October 2009</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>Allstar PZL Glider Sp. z o.o.</p>		<p><b>Type/Model designation(s) :</b></p> <p>SZD-59 "ACRO" sailplanes</p>
<p>TCDS Number : CAA Poland BG-198/1</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This directive supersedes AD 2009-0140-E dated 25 June 2009 and corrected on 21 July 2009.</p>		
<b>ATA 53</b>		
<b>Fuselage Front Frame – Inspections / Repair / Modification</b>		
<p>Manufacturers: Allstar PZL Glider Sp. z o.o. and Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa "PZL - Bielsko".</p>		
<p>Applicability: Model SZD-59 "ACRO" sailplanes, all serial numbers.</p>		
<p>Reason:</p> <p>Several SZD-59 sailplanes have been found with cracks near the welded joints of the fuselage frame tubes at the wing front fixing point.</p> <p>If left uncorrected, this condition could lead to the rupture of one or two of the wing-to-fuselage attachments and result in detachment of the wing and loss of control of the sailplane.</p> <p>For that reason and as an interim measure Airworthiness Directive (AD) 2009-0140-E was published to require repetitive inspections of the fuselage frames at the wing fixing points - front and rear - to detect any incipient cracks.</p> <p>This directive retains the inspection requirements of the front fixing points of AD 2009-0140-E, which is superseded, and mandates a reinforcement modification of the fuselage front frame as a final corrective action.</p>		
<p>Effective Date: 21 October 2009</p>		

<p>Required Action(s) and Compliance Time(s):</p>	<p>(1) Before further flight after the effective date of this AD, inspect the fuselage front frame at the wing front fixing points for cracks as instructed in the Allstar PZL Glider Service Bulletin (SB) No. BE-010/SZD-59/2009 "ACRO", revision 1.</p> <p>(1.1) If any crack is found, before further flight, do the repair in accordance with the instructions of paragraph 3. of Allstar PZL Glider Service Bulletin No. BE-011/SZD-59/2009 "ACRO" original issue.</p> <p>(1.2) If no crack is found, and until accomplishment of paragraph (2) of this AD, repeat at every daily-check the inspections for cracks of the fuselage front frame at the wing front fixing points as instructed in the Allstar PZL Glider SB No. BE-010/SZD-59/2009 "ACRO", revision 1.</p> <p>Modification of the fuselage front frame, done before the effective date of this AD, in accordance with the Allstar PZL Glider SB No. BE-011/SZD-59/2009 "ACRO", original issue, satisfies the requirements of paragraph (1) of this AD.</p> <p><u>LIMITED PILOT-OWNER MAINTENANCE</u></p> <p>When/Where Part-M applies, the inspection requirements of paragraph (1) of this AD can be done under the scope of the limited pilot-owner maintenance authorisation.</p> <p>(2) At the next sailplane's overhaul or within 500 Flight Hours, whichever occurs first after the effective date of this AD, unless previously accomplished, do the reinforcement of the fuselage frame as instructed in paragraph 3. of Allstar PZL Glider Service Bulletin No. BE-011/SZD-59/2009 "ACRO" original issue.</p>
<p>Ref. Publications:</p>	<p>Allstar PZL Glider Sp. z o.o. Service Bulletin No. BE-010/SZD-59/2009 "ACRO", revision 1.</p> <p>Allstar PZL Glider Sp. z o.o. Service Bulletin No. BE-011/SZD-59/2009 "ACRO", original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: <p style="text-align: center;">Allstar PZL Glider Sp. z o.o. ul. Cieszyńska 325 43-300 Bielsko-Biała / POLAND Phone: +48 (0)33 8125021 Fax: +48 (0)33 8123739 E-mail: <a href="mailto:office@szd.com.pl">office@szd.com.pl</a></p> </li> </ol>