### Type Approval Holder’s Name:
Allstar PZL Glider Sp. Z o.o.

### Type/Model designation(s):
SZD-59 “ACRO” sailplanes

### TCDS Number:
CAA Poland BG-198/1

### Foreign AD:
Not applicable

### Supersedure:
None

### ATA 53
**Fuselage Frame Welded Joints at Wing Roots – Inspections / Repair**

| Manufacturer(s): | Allstar PZL Glider Sp. z o.o.  
Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa “PZL - Bielsko”. |
<table>
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<tr>
<td>Applicability:</td>
<td>Model SZD-59 &quot;ACRO&quot; sailplanes, all serial numbers.</td>
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<tr>
<td>Reason:</td>
<td>Several SZD-59 sailplanes have been found with cracks near the welded joints of the fuselage frame tubes at the wing front fixing point. 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. Although the investigations are still on-going and as an interim measure, this new Airworthiness Directive (AD) requires repetitive inspections of the fuselage frames at the wing fixing points to detect any incipient cracks.</td>
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<td>Effective Date:</td>
<td>27 June 2009</td>
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**Required Action(s) and Compliance Time(s):**

1. Before next flight after the effective date of this AD, inspect the fuselage frames at the wing fixing points - front and rear - for cracks as instructed in the Allstar PZL Glider Service Bulletin No. BE-010/SZD-59/2009 “ACRO”, original issue.
(2) If any crack is found, contact Allstar PZL Glider for repair instructions and before further flight, repair in accordance with an approved method.

(3) If no crack is found, and until further notice, repeat the inspections of fuselage frames at the wing fixing points for cracks as instructed in the Allstar PZL Glider Service Bulletin No. BE-010/SZD-59/2009 “ACRO”, original issue:
- at every daily-check for the front fixing points
- at intervals not to exceed 5 daily-checks for the rear fixing points.

**Ref. Publications:**
The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

**Remarks:**
1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The safety assessment has resulted in a decision not to implement the full consultation process but to proceed immediately with publication and notification.
3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.

For any question concerning the technical content of the requirements in this AD, please contact:

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: office@szd.com.pl