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Approval no : EASA AP 108

SERVICE BULLETIN
No BE-010/SZD-59/2009 „ACRO”

DESIGNATION-TYPE/MODEL: SZD-59 „ACRO”

SERIE/NUMBER: All SZD-59 „ACRO” gliders.

CONCERNS: Inspection of the fuselage frame joints.

COMPLIANCE: On receiving this bulletin

ELABORATED BY
responsible for Type Design

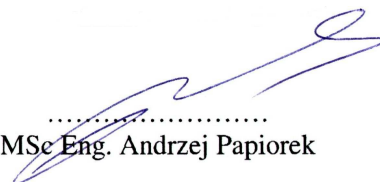
date..16.06.2009.....

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MSc Eng. Marian Kroczek

APPROVED BY
President of Allstar PZL Glider Sp. z o.o.

date..16.06.2009....

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MSc Eng. Andrzej Papiorek

TRANSLATED BY

date ...16.06.2009...

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Eng. Jan Zaleski

1. GROUNDS OF THE BULLETIN ISSUANCE.

In 4 SZD-59 gliders a cracks of the fuselage frame tube has been detected, at the front wing fixing point, near welded joint.

2. LIST OF FACTORY NUMBERS COVERED BY THIS BULLETIN..

The bulletin concerns all SZD-59 "ACRO" gliders.

3. DESCRIPTION OF THE INSPECTION.

By the cockpit's cutout the front frame tube at welded joints, next to the front wing fixing pivots (see Fig.1, A)is to be inspected by visual methods. All circumference of the tube is to be inspected. By the sighthole between wings, rear frame tube is to be inspected, at the welded joints (see Fig.1, B). All circumference of the tube is to be inspected. For rear tube inspection, tools like a digital camera, endoscope or similar can be necessary. In a case of a crack is found, the glider is to be found non-airworthy until a repair is done, and the operator of a glider is requested to report the case to the manufacturer. Please enclose following information: serial number of the glider, total flight time and total amount of landings.

4. ENCLOSURES.

None.

5. FINAL CONCLUSIONS.

5.1. The inspection of the front tube is to be repeated before every day of flying. The inspection of the rear tube is to be repeated after each 5 flying days.

5.2. The repair method will be given by a separate bulletin.

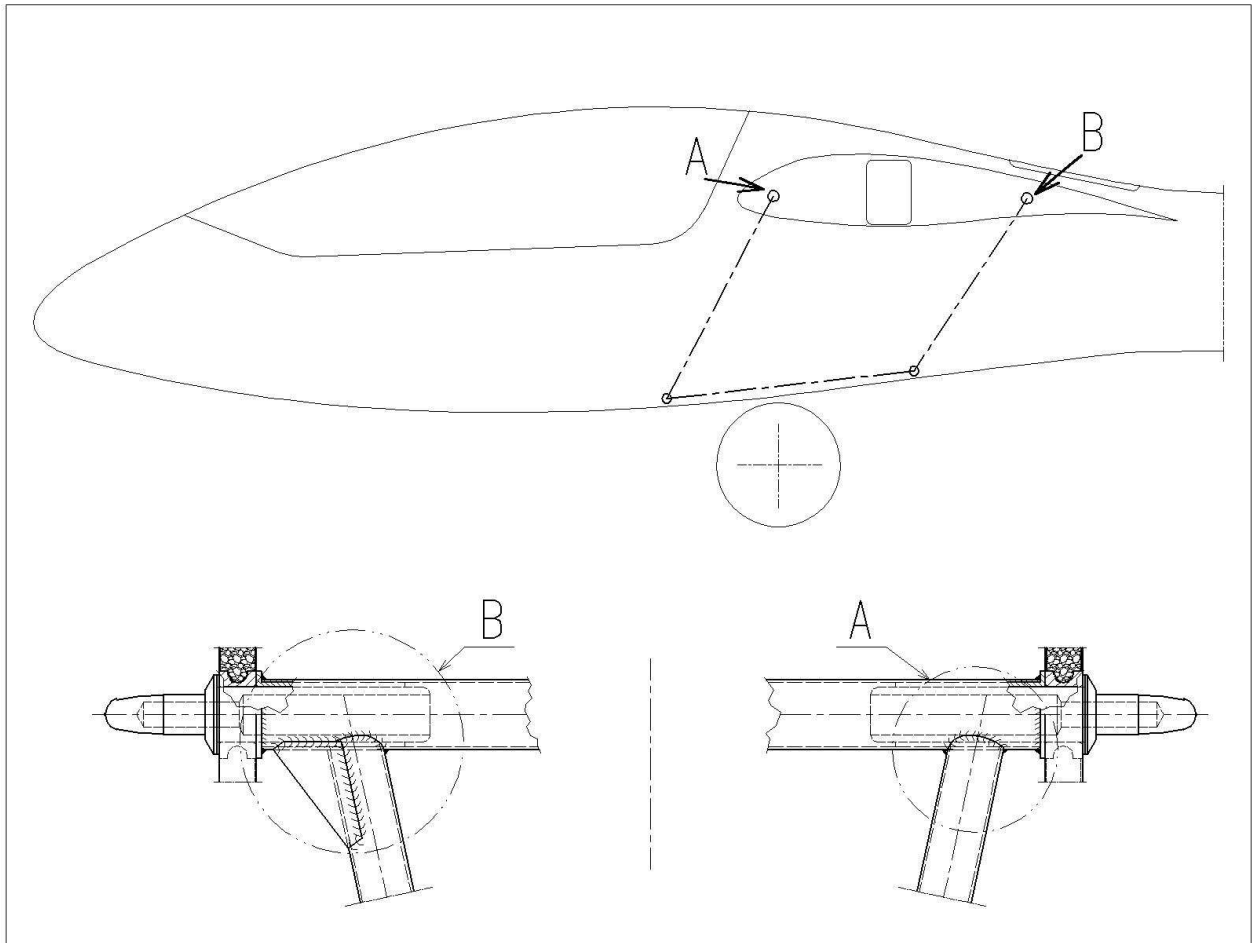


Fig.1. Cracks location.

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