



# LIST OF BULLETINS

## MDM-1 "FOX" GLIDER

ISSUE: 9, NOVEMBER 2019

<p>Elaborated by</p>  <p>Sebastian Wierciak</p>	<p>Approved by</p>  <p>Tadeusz Zboś</p>
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BULLETIN NO	CONCERNS	FACT. NOS COVERED	ISSUED	STATUS
BE 01/95	Part A - limiting the range of elevator trim deflection  Part B - strengthening of skeleton elements-to-shell bonding in fuselage tail portion	P-13 through P-16  201 through 207	October 1995	Part „A”- Recommended by producer  Part „B”- Recommended by producer
BE 02/95	Introducing stops on airbrake plate to avoid excessive forces in control system	P-13 through P-16  201 through 207	March 1995	Recommended by producer
BE 03/96	Enlarging the gap between the edges along the wing section contour, in the wing-fuselage connection	P-13 through P-16  201 through 207	April 1996	Recommended by producer
BE 04/96	Extension of glider service life to 3000 flying hours	all S/N	May 1996	Recommended by producer (after every 500h flying time)
05/97	Zustandebringung der Segelflugzeuge zur Übereinstimmung mit der LBA-Zulassung  (bringing the gliders to compliance with LBA certificate)	P-13 through P-16  201 through 213	March 1997	Nach Ermessen des Nutzers  (to operator's decision – German operators only )
BE-06/97	Page replacement in German version of Technical Service Manual („Wartungshandbuch”)	208, 209, 214, 216, 217	June 1997	Recommended by producer
BE-07/97	Bevel gear replaced with lever mechanism in airbrake control circuit  Page replacement in „Technical Service Manual”	all new built gliders, starting with No 220	August 1997	Implemented by producer
BE-08/97	Increase of maximum allowed glider weight	all S/N	October 1997	Recommended by producer

BULLETIN NO	CONCERNS	FACT. NOS COVERED	ISSUED	STATUS
BE-09/98	Alternative board instrument pressure system in case of TE probe installation	from 218 up, with factory installed TE probe in pneumatic system	February 1998	Recommended by producer
BE-10/98	A) change of the method of measuring elevator deflection B) correction of linear values errors of aileron deflection in Technical Service Manual	from 201 to 221	February 1998	A), B) Recommended by producer
BO-11/98	Additional inspection of aileron-drive fitting	P-14 through P-16 201 through 223	June 1998	Recommended by producer
BO-12/98	Correction of the certification basis	P-14 through P-16 201 through 223	July 1998	Recommended by producer
BO-13/99	Enlarging of removable balancing weight and revision to rear limit of allowed C.G. position of empty glider	P-14 through P-16 201 through 225	January 1999	Mandated by AD SP-0080-1999-A (Polish CAA)
BO-14/99	Change of elevator mass balancing	P-14 through P-16 201 through 225	January 1999	Mandated by AD SP-0081-1999-A (Polish CAA)
BO-15/00	Bringing in a cable clamp for the trim spring	P-14 through P-16 201 through 228	September 2000	Mandated by AD SP-0091-2000-A (Polish CAA)
BO-16/2011	Temporary restrictions to operational limitations	P-14 through P-16 201 through 239	September 2011	Mandated as provisional MOC by AD 2011-0195R1 (EASA)

BULLETIN NO	CONCERNS	FACT. NOS COVERED	ISSUED	STATUS
BO-17/2011	Inspection of aluminium tube in control stick at front seat	P-14 through P-16 201 through 239	October 2011	Mandated by AD 2011-0210-E (EASA)
BO-18/2011	Providing inspection opening on wing shell bottom surface Verification of console and its installation in a wing (aileron control circuit) Verification of push-rods in elevator control circuit	P-14 through P-16 201 through 242	November 2011	Mandated by: AD 2012-0074 (EASA) AD 2012-0079 (EASA)
<i>BO-19/2011</i>	<i>reserved</i>			
BO-20/2013	Verification of bonded joint between wing upper skin and spar	P-14 through P-16 201 through 239	June 2013	Mandated by AD 2013-0166 (EASA)
BO-17/2011_rev1	Inspection of aluminium tube in control stick at front seat amended with Dye Penetrant Inspection	P-14 through P-16 201 through 239	August 2015	Mandated by AD 2015-0182-E (EASA)
BO-21/2015	Inspection of front node in tailplane mount, and repair with modification – as necessary	S/No up to 244 inclusive	September 2015	Recommended by producer
BO-22/2015	Bringing the glider to eligibility for a U.S. Standard Airworthiness Certificate	S/No: P-14, P-16 and 201-247 inclusive	April 2016	At operator discretion - US operators only

BULLETIN NO	CONCERNS	FACT. NOS COVERED	ISSUED	STATUS
BO-23/2016	replacement of aluminium tube in control stick at front seat, with a steel one	S/No up to 247 inclusive	February 2016	At operator discretion <i>this is an Alternative Method of Compliance with AD No 2015-0182-E / replaced by AD 2016-0121 (EASA)</i>
BO-24/2016	Location, weight and method of attaching a fixed ballast for adjustment of empty glider C.G.	all S/N	February 2016	At operator discretion, as necessary to correct C.G. of empty glider