



# LIST OF AIRWORTHINESS DIRECTIVES (AD)

## MDM-1 „Fox” GLIDER

ISSUE: MAY 2021

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Page No	1	2	3	4	5	6	7
Issue	MAY 2021	MAY 2021	MAY 2021	MAY 2021	MAY 2021	MAY 2021	MAY 2021

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ZAKLADY LOTNICZE Marganski&Myslowski		LIST OF AIRWORTHINESS DIRECTIVES				MDM-1 FOX	
Item	Doc No	Concerns	Date of Issue	Related Bulletin	Method of compliance	1-time/ recurring	ATA code
<b>National Authority / Polish CAA</b>							
1	<del>SP-0001-1999-A</del>	error in glider Manual formulas used in verification of loading plan, can result in incorrect CG position; AD required remedies: increase of removable balancing weights and revision to rear limit of CG position allowed on empty glider	1999-01-12	BO 13/99			
2	<del>SP-0002-1999-A</del>	mass balancing of elevator not conforming to design data; AD required remedies: change to elevator mass balancing	1999-01-12	BO 14/99			
3	SP-0080-1999-A <i>superseding</i> <del>SP-0001-1999-A</del>	error in glider Manual formulas used in verification of loading plan, can result in incorrect CG position; AD required remedies: increase of removable balancing weights and revision to rear limit of CG position allowed on empty glider	1999-12-02	BO 13/99	▪change the glider balancing weights, ▪make revision to Technical Service-, and Flight Manual (TSM, FM) of the glider	1-time	ATA-08
4	SP-0081-1999-A <i>superseding</i> <del>SP-0002-1999-A</del>	mass balancing of elevator not conforming to design data; AD required remedies: change to elevator mass balancing	1999-12-02	BO 14/99	▪change elevator mass balancing, ▪make revision to glider TSM	1-time	ATA-55

ZAKLADY LOTNICZE Marganski&Myslowski		LIST OF AIRWORTHINESS DIRECTIVES				MDM-1 FOX	
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5	SP-0091-2000-A	break of elevator trim spring, resulting in partially locked control system, AD required remedies: amending design with safety clamp, preventing controls blockage after break of concerned spring	2000-09-05	BO 15/00	▪add safety clamp to elevator trim spring	1-time	ATA-27
<b>EASA</b>							
6	<del>2011-0195-E</del>	separation of bell-crank console from its mount in aileron control system , can result in reduced flight control; AD required remedies: provisional restriction to operating limitations, repetitive inspection of concerned console	2011-10-06	BO-16/2011	▪install placard with operation restrictions in a cockpit ▪operationally check aileron control system before 1-st flight of each day		ATA-27
7	2011-0195R1 <i>revision to AD 2011-0195-E</i>	separation of bell-crank console from its mount in aileron control system , can result in reduced flight control; AD required remedies: provisional restriction to operating limitations, repetitive inspection of concerned console	2011-10-11	BO-16/2011	▪install placard with operation restrictions in a cockpit ▪operationally check aileron control system before 1-st flight of each day <i>required action may be done by pilot/owner</i>	1-time  recurring	ATA-27

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8	<del>2011-0210-E</del>	break of aluminum tube in control stick at front seat, can result in reduced-, or loss of flight control; AD required remedies: inspection of control stick at front seat	2011-10-26	BO-17/2011	▪on control stick at front seat, verify geometry and surface condition of aluminum tube	1-time	ATA-27
9	2012-0074 <i>superseding</i> AD 2011-0195R1	separation of bell-crank console from its mount in aileron control system , can result in reduced flight control; AD required remedies: modification to wing bottom surface skin providing inspection access, repetitive inspection of concerned console area by new method	2012-04-30	BO-18/2011	▪on LH/RH wing bottom skin, add inspection access hole by repair method, ▪make revision to glider TSM and to 500-hour Inspection Program, ▪in aileron control circuit, verify bell-crank console /w installation in a wing ,	1-time  1-time  recurring	ATA-57   ATA-27
10	2012-0079	damage to push-rod(s) in elevator control system, can result in reduced flight control; AD required remedies: repetitive inspection of concerned push-rod(s)	2012-05-08	BO-18/2012	▪in elevator control, verify condition of 1-st and 2-nd pushrod (counting from control surface),	recurring	ATA-27

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11	2013-0166	defects in bonded joint between wing spar and upper skin, in case of further growth can result in degraded wing structural strength; AD required remedies: one-time inspection of bonded joint & repair of defects found	2013-07-26	BO-20/2013	<ul style="list-style-type: none"> <li>▪on RH/LH wing panel: inspect the bonded joint between wing upper skin and wing spar</li> <li>▪repair defects identified by inspection, as necessary</li> </ul>	1-time	ATA-57
12	2015-0182-E <i>superseding</i> AD 2011-0210-E	2015' break of aluminum tube in control stick at front seat (on S/N which passed the AD 2011-0210-E req. 1-time inspection), can result in reduced-, or loss of flight control; AD required remedies: repetitive inspection of control stick tube at front seat (amended by dye penetrant method) + measurement of clearance at control stick	2015-08-31	BO-17/2011 _rev1	<ul style="list-style-type: none"> <li>▪on control stick at front seat, verify geometry and surface condition of aluminum tube, including the dye penetrant method inspection,</li> <li>▪measure clearance at control stick</li> </ul>	recurring	ATA-27

