



LIST OF BULLETINS

MDM-1 “FOX” GLIDER

ISSUE: 10, MAY 2021

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Service Bulletin/ issued	AD /Authority/ issued	S/N affected	Subject / action	Status
BE 01/95 MDM1-FOX, October 1995		P-13 through P-16 #201 through 207; from #208 on - standard	A: limiting the range of elevator trim deflection	required by Producer SB
			B: strengthening the bonded joint: skeleton (internal) elements /skin in fuselage tail portion	at operator discretion
BE 02/95 MDM1-FOX, December 1995		P-13 through P-16 #201 through 207; from #208 on - standard	introducing stops on airbrake plate to avoid excessive forces in control system	required by Producer SB
BE 03/96 MDM1-FOX, March 1996		P-13 through P-16 #201 through 207; from #208 on - standard	enlarging the gap between assembly edges along the wing section contour at the wing- fuselage connection	required by Producer SB
BE 04/96 MDM1-FOX, May 1996		all S/N	extension of service life to 3000 flight hours comprising: revisions to glider Manuals	mandatory, after 500 flight hours
			repeatable verification of glider structure by inspection	mandatory glider inspection after every 500 hours (acc to Program in Append. No1 to TSM)
05/97 MDM1-FOX, March 1997		P-13 through P-16 #201 through 213;	bringing glider to conformity with LBA approval - concerns glider S/Nos below 214	at operator discretion
BE-06/97 MDM1-FOX, June 1997		208, 209, 214, 216, 217	page replacement in German version of Technical Service Manual („Wartunshandbuch“)	required on glider operated with German Manual (WHB)
BE-07/97 MDM1-FOX, August 1997		all new built gliders, starting with #220	page replacement in „Technical Service Manual“	required by Producer SB
BE-08/97 MDM1-FOX, October 1997		all S/N	increase of maximum allowed glider weight, incl. revision to glider Manuals	at the discretion of operator
BE-09/98 MDM1-FOX, February 1998		from #218 on, S/N with factory installed TE probe in pneumatic system	alternative board instrument pneumatic system in case of TE probe installation	at operator discretion
BE-10/98 MDM1-FOX, February 1998		from #201 to 221	A: change of the method of measuring elevator deflection	required by Producer SB
			B: correction of linear value errors of aileron deflection in Technical Service Manual	required by Producer SB
BO-11/98 MDM1-FOX, June 1998		P-14 through P-16 #201 through 223	additional inspection of aileron-drive fitting, introduced by revision to glider Manuals	required by Producer SB
BO-12/98 MDM1-FOX, July 1998		P-14 through P-16 201 through 223	correction of the certification basis, introduced by revision to glider Flight Manual	required by Producer SB
BO 13/99 , January 1999	SP-0080-1999-A 02 Dec. 1999 / Polish CAA /	P-14 through P-16 201 through 225, from #226 on - standard	-enlarging removable balancing weights, - revision to rear limit of allowed C.G. position of empty glider, incl. revisions to glider FM & TSM	mandatory by: AD No SP-0080-1999-A

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BO 14/99 , January 1999	SP-0081-1999-A 02 Dec. 1999 / Polish CAA /	P-14 through P-16 201 through 225	-change of elevator mass balancing, revision to glider TSM	mandatory by: AD No SP-0081-1999-A
BO 15/00 , September 2000	SP-0091-2000-A 05 Sept. 2000 / Polish CAA /	P-14 through P-16 #201 through 228, from #229 on - standard	-bringing in a cable clamp for the elevator trim spring	mandatory by: AD No SP-0091-2000-A
BO 16/2011 , September 2011	2011-0195R1 11 Oct. 2011 / EASA /	P-14 through P-16 #201 through 239	<i>AD interim safety means:</i> -restricted operational limitations -repeated operational check of aileron control system	mandatory by: AD No 2011-0195R1 (revision of AD No 2011-0195-E)
BO-17/2011 , October 2011	2011-0210-E 26 Oct. 2011 / EASA /	P-14 through P-16 #201 through 239	<i>AD interim action:</i> -inspection of aluminum tube of control stick at front seat	mandatory by: AD No 2011-0210-E
BO-18/2011 , November 2011	2012-0074 30 Apr. 2012 / EASA /	P-14 through P-16 #201 through 242, from #243 on - inspect hole on wing standard	-added inspection holes on bottom wing surface, -verification of console in aileron control circuit, revision to glider TSM	mandatory by: AD No 2012-0074 (superseding AD No 2011-0195R1)
	2012-0079 08 May 2012 / EASA /		-verification of push-rods in elevator control circuit, revision to glider TSM	mandatory by: AD No 2012-0079
BO-20/2013 , June 2013	2013-0166 26 Jul. 2013 / EASA /	P-14 through P-16 #201 through 239, from #240 on - verif added to final accept. Inspection program	-verification / repair of bonded joint between wing upper skin and spar	mandatory by: AD No 2013-0166
BO-17/2011_rev1 , August 2015	2015-0182-E 31 Aug. 2015 / EASA /	P-14 through P-16 #201 through 247	-inspection of alu tube in control stick at front seat amended with Dye Penetrant Inspection	mandatory by: AD No 2015-0182-E (superseding AD 2011-0210-E)
BO-21/2015 , September 2015		S/No up to #244 incl, from #245 on - standard	-inspection of front node in tailplane mount, and -modification by repair method - as necessary	required by Producer SB
BO-22/2015 , April 2016		P-14, P-16 and #201-247 inclusive, built before obtaining FAA TC	-bringing the glider to eligibility for U.S. Standard Airworthiness Certificate	at operator discretion
BO-23/2016 , February 2016	2016-0121 / EASA	up to #247 inclusive, from #248 on - standard	-replacement of aluminum tube in control stick at front seat with a steel one	at operator discretion - Alternative Method Of Compliance with AD No 2015-0182-E, approved with AD No 2016-0121
			-verification of clearance between the control stick tube and the rim of fuselage seat pan and gaiter mount frame	mandatory by AD No 2016-0121, repeated at every annual/100h inspection

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BO-24/2016 , February 2016		all S/N	-identifies location, weight and method of attaching a fixed ballast for adjustment of empty glider C.G.	at operator discretion, when correction of empty glider CG is necessary
BO-25/2018 , August 2018		up to #238 inclusive, from #239 on - standard	-modification of Bowden cable of C.G. release	at operator discretion, suggested at the annual/100h insp, when necessary
BO-26/2020 , November 2020		up to #253 inclusive, from #254 on - standard	-update of the FAA approved glider Manuals and the placards installed on the glider	required by Producer SB, agreed with FAA for gliders operated with US Standard CofA
BO-27/2020 , November 2020		up to #254 inclusive, from #255 on - standard	-correction of noticed errors in Manuals, as well as in placards and in airspeed indicator marking on the glider	required by Producer SB