

Zakład Remontów i Produkcji Sprzętu Lotniczego Edward Margański	TECHNICAL SERVICE MANUAL PERIODIC WORKS MDM-1P „FOX P”	Issue: I	Revision:
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ISSUANCES

0.1. LIST OF REVISIONS

Any revisions of the present Manual must be indicated with Revision Number in the heading and with a vertical line in the left-hand margin of the amended text.

Item	Page	Revision	Date	Signature
1	41, 42	Changes in Schedule of periodic works (Table No 3), positions 14, 15 added to Periodic works list (Bulletin No BO-18/2011)	30.11.2011	

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- NOTE:** In case that glider loading limit has been exceeded, the glider must be de-rigged, and detailed inspection of structure performed, in particular:
- condition of wing spar protruding portion (spar root), of root rib and the connection between these (against white spots in composite),
 - condition of fuselage sleeve to which the extending spar roots are inserted, check against possible cracks of lacquer coat - especially at wing root and fuselage central part,
 - condition of tailplane / fuselage connection,
 - possible plays, stiffness deterioration or excessive friction in control systems, not stated before.

To make sure, measure control surfaces deflections and compare these with previously measured.

In case of any doubts, contact with producer is necessary.

3.3. Periodic works

1. Check structure condition, with special attention paid to elements heavily stressed during take-off, flight and landing.
2. Check condition of mating surfaces of main fittings and bolts as well as assembly plays.
3. Check reliable securing of elements connecting glider main components, and control systems.
4. Check reliable operation of canopy locking and emergency jettison systems.
5. Check condition and correct operation of towing hook, pulling towing cable by hand.
6. Check condition of control surfaces and hinges of elevator, rudder, aileron and air brake as well as correct operation of control systems.
7. Check friction forces in control systems and devices actuating force.
8. Check undercarriage condition — main wheel, tail wheel and wheel brake operation.
9. Check condition and correct operation of board instruments.
10. Check condition of metal details protective coat, especially these exposed to mechanical damages and corrosion (cables, undercarriage elements).
11. Clean and lubricate with special grease bearings and connecting elements acc. to lubrication plan (Fig. 15.). In case of bearing seizure, rinse it with i.e. WD-40 penetrant agent until regaining its correct operation.
12. Check deflection angles of control surfaces (Fig. 1.).
13. Check technical condition of aileron-drive fitting connected with actuating push-rod according to Bulletin No BO 11/98.
14. In aileron control circuit, verify the condition of lever console and its installation in a wing - according to Bulletin No BO-18/2011
15. In elevator control circuit, on the first (counting from control surface) push-rod verify the condition of external surface, and on the second push-rod verify the tube and installation of the push-rod ends - according to Bulletin No BO-18/2011.

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Table. 3.

Periodic work time	Operations
At the start of flying season	1 ÷ 13
After every 50 flying hours	1 ÷ 13
After every 100 flying hours or every year	1 ÷ 11, 13, 14, 15
After every 500 flying hours	see Enclosure No 1 to this Manual
After landing with landing gear damage involved	1 ÷ 10
After heavy landing	1, 2, 7, 9
After prolonged tail-slide with control stick being pulled out of pilots hands	1 ÷ 15
At the end of flying season, or before the prolonged hangaring	acc. to paragraph 3.6.

3.5. Allowed glider service life

Allowed glider service life is 3000 flying hours.

Mandatory overhaul, every 500 flying hours, is imposed herewith.

The above does not concern:

- towing hooks,
- board instruments,

service lives of which are specified in their certificates.

3.6. Hangaring and transportation

In case that prolonged break in glider operation is anticipated, glider disassembly is recommended.

Fittings and metal elements should be greased.

Main glider components should be protected with individual covers.

Fuselage should be shored with shaped supports in front of the undercarriage well and under fin.

Shore wings vertically under the leading edge, at $\frac{2}{3}$ semispan, and under spar extending portion at the root rib.

Reduce pressure in tyre.

NOTE: Do not hangar in wet covers.