ZAKŁADY LOTNICZE
MARGAŃSKI & MYSŁOWSKI
Sp. z o.o.
43-300 Bielsko-Biała , ul.Strażacka 60
tel/fax +48 (33) 8150110
email: e.marganski @ pro.onet.pl
www: marganski.com.pl

EASA.21J.117

SERVICE BULLETIN
No BO-16/2011 MDM-1 FOX

DESIGNATION-TYPE/MODEL:	MDM-1 FOX
SERIA / NUMBER:	All MDM-1 FOX model gliders, variants: MDM-1 FOX, MDM-1P FOX-P, MDM-1M FOX
CONCERNS:	restrictions to operational limitations
COMPLIANCE TIME:	On receiving this Bulletin

The technical content of this document is approved
under the authority of DOA ref. EASA.21J.117

ELABOTARED BY	APPROVED BY
[---] Sebastian Wierciak	[---] Tadeusz Zboś
VERIFIED BY [---] Grzegorz Sadłek	
Translated by *Tadeusz Zboś*	

Bielsko-Biała, 30.09.2011

1. GROUNDS FOR ISSUANCE OF THIS BULLETIN

During an aerobatic flight on MDM-1 FOX glider, the installed on right hand wing panel (on wing spar rear web, in front of aileron actuating push-rod) console of lever in aileron control circuit (Dwg No B2-44-09.00) broke out of its mount. The in-flight occurrence preceded with on-ground collision with a car, in which the aileron has been damaged.

Regardless of the restrained – as a consequence of damage - lateral controllability, pilot managed to bring the glider to safe landing.

In the reported later other case, during a flight on MDM-1 FOX glider, the threaded end of aileron push-rod installed on right hand wing panel has been broken. In the glider inspection held after the accident the partial separation of lever console as above from spar web has been detected. The in-flight occurrence has been preceded with aileron overload in ground handling.

No further information on the flight occurrence – the glider has been safely brought to landing.

At actual stage of the analysis, it cannot be excluded the break-out of the aileron control lever console from its mount, encountered on MDM-1 FOX may have the origin different from the suspected now damage in ground collision/ handling preceding the in-flight occurrence. The correspondence received from airworthiness Authority raises suspicion on possibility of similar damages on next MDM-1 FOX glider, all variants, with similar design solution.

The damage results in restrictions to glider flight control – thus it is considered critical for safety. However the complete analysis is not available now, the preventive measures covered with this Bulletin are undertaken to avoid next occurrences over the time necessary to complete the analysis and to elaborate the final remedies.

Until next recommendations on this matter, required is immediate limiting the glider operation to aerobatic manoeuvres that involve no risk of reverse loading on the control surfaces (details - see a placard with provisional restrictions to Operational Limitations, Enclosure to this Bulletin).

2. LIST OF FACTORY NOS COVERED WITH THIS BULLETIN

This Bulletin concerns all MDM-1 FOX gliders, all variants.

3. PROCEDURE

1. In the glider cockpit, at plainly visible location, provide the placard with provisional restrictions to Operational Limitations – Enclosure to this Bulletin.

2. Limit the glider operation to conditions under which the reverse loading on the control surfaces is not probable, see the provisional restrictions in Enclosure to this Bulletin.

3. At the begin of every flying day: when trying to deflect the aileron (free and arrested) with low forces applied at control stick, check if no unusual noise is heard from the wing – which might be evidence of damage to control circuit. In case of findings confirming the a.m. suspicion or doubts in interpretation, immediately stop glider operation until consultation with Producer.

4. MASS (WEIGHT) AND BALANCE

Not applicable.

5. ENCLOSURES

Cockpit placard with provisional restrictions to Operational Limitations

6. FINAL CONCLUSIONS

After elaboration of final remedies, these will be communicated in a form of Service Bulletin.

- THE END -