


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0182-E	
	Date: 31 August 2015	
<p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>		
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Design Approval Holder's Name:		Type/Model designation(s):
Zakłady Lotnicze Margański & Mysłowski		MDM-1 "Fox" sailplanes
TCDS Number:	EASA.A.039	
Foreign AD:	None	
Supersedure:	This AD supersedes EASA AD 2011-0210-E dated 26 October 2011.	
ATA 27		Flight Controls – Control Stick – Inspection / Replacement
Manufacturer(s):	Zakłady Lotnicze Margański & Mysłowski, formerly Zakład Remontów i Produkcji Sprzętu Lotniczego, Edward Margański	
Applicability:	MDM-1 "Fox" and MDM-1P "Fox-P" sailplanes, all serial numbers.	
Reason:	<p>In 2011, during an aerobatic training flight on a single MDM-1 "Fox" sailplane, the tube of the control stick at the front seat broke. As the sailplane could still be controlled from the rear seat, a safe landing was made. The initial investigation results, later confirmed by a laboratory test of the damaged part, indicated that the affected stick may have been damaged, due to a large overload on the stick during a previous flight in the past.</p> <p>This condition, if not detected and corrected, could lead to failure of a control stick, possibly resulting in loss of control of the sailplane and consequent injury to the occupant(s).</p> <p>To address this unsafe condition, Zakłady Lotnicze Margański & Mysłowski developed and published Service Bulletin (SB) No. BO-17/2011 MDM-1 FOX, which provided instructions to inspect the front seat control stick tube geometry and external surface condition.</p> <p>Consequently, EASA issued Emergency AD 2011-0210-E to require a one-time inspection of the front seat control stick to detect any damage and, depending on findings, replacement of the control stick.</p> <p>In 2015, an additional occurrence of in-flight failure of a front seat control stick was reported on another MDM-1 "Fox" sailplane, different from that affected by the occurrence in 2011. The affected sailplane had successfully passed the</p>	

	<p>one-time inspection required by EASA AD 2011-0210-E.</p> <p>Prompted by this recent occurrence, Zakłady Lotnicze Margański & Mysłowski issued Revision 1 (R1) of SB No. BO-17/2011 MDM-1 FOX, introducing an additional (dye penetrant) inspection and instructions to measure control stick clearance.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2011-0210-E, which is superseded, and requires accomplishment of repetitive inspections of the front seat control stick and, depending on findings, replacement of the affected control stick.</p> <p>This AD is considered to be an interim action and further AD action may follow.</p>
Effective Date:	02 September 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight after the effective date of this AD, and, thereafter, at intervals not to exceed 100 flight hours, or during each scheduled annual inspection, whichever occurs first, inspect the front seat control stick in accordance with the instructions of R1 of Zakłady Lotnicze Margański & Mysłowski SB BO-17/2011 MDM-1 FOX. (2) If, during any inspection as required by paragraph (1) of this AD, any damage is detected, before next flight, replace the affected control stick with a serviceable part, in accordance with the instructions of R1 of Zakłady Lotnicze Margański & Mysłowski SB No BO-17/2011 MDM-1 FOX. (3) From the effective date of this AD, installation of a front seat control stick on a sailplane is allowed, provided this is accomplished as required by paragraphs (3.1) and (3.2) of this AD: <ol style="list-style-type: none"> (3.1) Before installation of a replacement control stick, except if the part is new, the control stick must pass an inspection in accordance with instructions of R1 of Zakłady Lotnicze Margański & Mysłowski SB BO-17/2011 MDM-1 FOX. (3.2) Before next flight after installation of a control stick, the clearance between the affected control stick and rear rim of the fuselage cut out meets the criteria as specified by R1 of Zakłady Lotnicze Margański & Mysłowski SB BO-17/2011 MDM-1 FOX.
Ref. Publications:	<p>Zakłady Lotnicze Margański & Mysłowski SB No. BO-17/2011 MDM-1 FOX Revision 1 dated 05 August 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Zakłady Lotnicze Margański & Mysłowski S.A. ul. Górnicza 107 43-502 Czechowice-Dziedzice / POLAND Telephone/Fax: +48 32 784 15 00 E-mail: office@marganski.pl.