


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0074</p> <p>Date: 30 April 2012</p> <p>Note: This 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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name : Zakłady Lotnicze Margański & Mysłowski</p>	<p>Type/Model designation(s) : MDM-1 "Fox" sailplanes</p>
TCDS Number:	EASA.A.039
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2011-0195R1 dated 11 October 2011, corrected 14 October 2011.
ATA 27	Flight Controls – Aileron Control Bell Crank Console – Modification / Inspection / Revision
Manufacturer(s):	Zakłady Lotnicze Margański & Mysłowski, Zakład Remontów i Produkcji Sprzętu Lotniczego, Edward Margański.
Applicability:	MDM-1 "Fox" and MDM-1P "Fox-P" sailplanes, all serial numbers.
Reason:	<p>In the past, several occurrences of separation of the aileron control bell crank console from its mount on MDM-1 "Fox" sailplanes have been reported.</p> <p>This condition, if not detected and corrected, could lead to reduced control, or even a loss of control, of the sailplane.</p> <p>To address this unsafe condition, EASA issued Emergency AD 2011-0195 (later revised to R1) which required installation of limitations placards in full view of each pilot and operational checks of the aileron control system.</p> <p>After that AD was issued, Zakłady Lotnicze Margański & Mysłowski issued Service Bulletin (SB) No BO-18/2011 MDM-1 FOX, which provides instructions for modification of the inspection access area and introduces a new inspection method.</p> <p>For the reasons described above, this AD, which supersedes EASA AD 2011-0195R1, requires modification of the wing shell bottom surface by making an inspection opening, inspection of the aileron control bell crank console and its mount, and amendment of the Technical Service Manual (TSM).</p>
Effective Date:	14 May 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 30 days after the effective date of this AD, perform a modification of the wing shell bottom surface and inspect the aileron control system bell crank console and its mount in the wing in accordance with the instructions of Zakłady Lotnicze Margański & Mysłowski SB BO-18/2011 MDM-1 FOX. (2) Within 30 days after the effective date of this AD, incorporate all applicable changes into the sailplane`s TSM and TSM Enclosure No 1 in accordance with paragraph 3. Procedure, item 9 of the Zakłady Lotnicze Margański & Mysłowski SB BO-18/2011 MDM-1 FOX and, thereafter, accomplish the instructions of the amended TSM and TSM Enclosure No 1 accordingly. (3) After compliance with paragraphs (1) and (2) of this AD on a sailplane, the provisional manoeuvre limitations, required by placards installed in accordance with EASA AD 2011-0195R1, are cancelled and the placards must be removed from that sailplane. (4) Compliance with paragraphs (1) and (2) of this AD on a sailplane constitutes terminating action for the operational checks as required by EASA AD 2011-0195R1 for that sailplane. (5) If, during the inspection as required by paragraph (1) of this AD, or during any subsequent maintenance checks of the aileron control system bell crank console and its mount, in accordance with TSM and TSM Enclosure No 1, as applicable, as required by paragraph (2) of this AD, any discrepancy is detected, before next flight, contact Zakłady Lotnicze Margański & Mysłowski for approved repair instructions and accomplish those instructions accordingly.
<p>Ref. Publications:</p>	<p>Zakłady Lotnicze Margański & Mysłowski SB No. BO-18/2011 MDM-1 FOX, original issue, dated 30 November 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 Sp. z o.o. ul. Strażacka 60, 43-300 Bielsko-Biała / POLAND. Telephone/Fax: +48 33 81 50 110 E-mail: office@marganski.com.pl.