

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0079</b></p> <p><b>Date: 08 May 2012</b></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><b>Type Approval Holder's Name :</b></p> <p>Zakłady Lotnicze Margański &amp; Mysłowski</p>	<p><b>Type/Model designation(s) :</b></p> <p>MDM-1 "Fox" sailplanes</p>
TCDS Number:	EASA.A.039
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 27</b>	<b>Flight Controls – Elevator Control Pushrods – Inspection / Revision</b>
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>During a scheduled maintenance work performed on a single MDM-1 "Fox" sailplane, a damage of the second (counting from an elevator) pushrod in the elevator control system was identified. An axial and radial play developed in the mount of pushrod end and a corrugated surface of pushrod tube appeared.</p> <p>Additionally, a possible chaffing between a fuselage structure and the first (counting from an elevator) pushrod in the elevator control system was detected.</p> <p>This condition, if not detected and corrected, could lead to reduced control, or even loss of control, of the sailplane.</p> <p>To address this unsafe condition, Zakłady Lotnicze Margański &amp; Mysłowski developed Service Bulletin (SB) No BO-18/2011 MDM-1 FOX, which provides instructions for elevator control pushrod inspection.</p> <p>For the reasons described above, this AD requires accomplishment of inspection and implementation of new maintenance instructions.</p>
Effective Date:	22 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"> <li>(1) Within 30 days after the effective date of this AD, perform an inspection of the elevator control pushrods in accordance with the instructions of Zakłady Lotnicze Margański &amp; Mysłowski SB BO-18/2011 MDM-1 FOX.</li> <li>(2) If during the inspection as required by paragraph (1) of this AD, any defective elevator control pushrod is identified, before next flight, replace it with serviceable elevator control pushrod.</li> <li>(3) After the effective date of this AD, accomplish the following actions, as detailed in Technical Service Manual (TSM) MDM-1 FOX or TSM MDM-1P FOX-P, as applicable, revised in accordance with SB No BO-18/2011 MDM-1 FOX:  Within the thresholds and intervals, accomplish all applicable maintenance tasks relating to elevator control pushrods.</li> <li>(4) If any discrepancy is detected (as defined in SB No BO-18/2011 MDM-1 FOX) during accomplishment of any task as required by paragraph (3) of this AD, before next flight, replace defective elevator control pushrod with serviceable one.</li> <li>(5) In case of finding discrepancies (which are not identified in TSM MDM-1 FOX and TSM MDM-1P FOX-P, as applicable, or in SB No BO-18/2011 MDM-1 FOX) during accomplishment of any task as required by paragraph (1) or (3) of this AD, before next flight, contact Zakłady Lotnicze Margański &amp; Mysłowski for approved instructions and accomplish those instructions accordingly.</li> <li>(6) Compliance with the requirements of paragraph (3) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(6.1.) Revising as follows, unless accomplished previously, the approved Aircraft Maintenance Programme from which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:  By incorporating applicable maintenance requirements specified in SB No BO-18/2011 MDM-1 FOX,  and</li> <li>(6.2.) Complying with the approved Aircraft Maintenance Programme described in paragraph (6.1.) of this AD.</li> </ol> </li> </ol>
<p>Ref. Publications:</p>	<p>Zakłady Lotnicze Margański &amp; Mysłowski SB No. BO-18/2011 MDM-1 FOX, original issue, dated 30 November 2011;  TSM MDM-1 FOX, issue III, December 1996;  TSM MDM-1P FOX-P, issue I, December 1998.  The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Zakłady Lotnicze Margański &amp; Mysłowski Sp. z o.o. ul. Strażacka 60</li> </ol>

	43-300 Bielsko-Biała / POLAND Phone/Fax: +48 33 81 50 110 E-mail: <a href="mailto:office@marganski.com.pl">office@marganski.com.pl</a> .
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