

ZAKŁADY LOTNICZE MARGANSKI & MYSŁOWSKI	LIST OF BULLETINS	MDM-1 "FOX"
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# LIST OF BULLETINS

## MDM-1 "FOX" GLIDER

ISSUE: 8, MAY 2016

Elaborated by	Approved by
	
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BULLETIN NO	CONCERNS	FACT. NOS COVERED	ISSUED	STATUS
BE 01/95	Part A - limiting the range of elevator trim deflection  Part B - strengthening of skeleton elements-to-shell bonding in fuselage tail portion	P-13 through P-16  201 through 207	October 1995	Part „A”- mandatory by user  Part „B”- according to users decision
BE 02/95	Introducing stops on airbrake plate to avoid excessive forces in control system	P-13 through P-16  201 through 207	March 1995	Mandatory
BE 03/96	Enlarging the gap between the edges along the wing section contour, in the wing-fuselage connection	P-13 through P-16  201 through 207	April 1996	Mandatory, on receiving this Bulletin
BE 04/96	Extension of glider service life to 3000 flying hours	P-13 through P-16  201 through 213  from 214 up	May 1996	To the decision of operator (providing the 500 hrs inspection has been performed)
05/97	Zustandebringung der Segelflugzeuge zur Übereinstimmung mit der LBA-Zulassung  (bringing the gliders to compliance with LBA certificate)	P-13 through P-16  201 through 213	March 1997	Nach Ermessen des Nutzers  (to operator's decision)
BE-06/97	Page replacement in German version of Technical Service Manual („Wartungshandbuch")	208, 209, 214, 216, 217	June 1997	Mandatory, on receiving this Bulletin
BE-07/97	Page replacement in „Technical Service Manual"	all new built gliders, starting with No 220	August 1997	Mandatory, on receiving this Bulletin
BE-08/97	Increase of maximum allowed glider weight	P-13 through P-16  from 201 up	October 1997	To operators decision
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BULLETIN NO	CONCERNS	FACT. NOS COVERED	ISSUED	STATUS
BE-09/98	Alternative board instrument pressure system in case of TE probe installation	from 218 up, with factory installed TE probe pneumatic system	February 1998	On user request
BE-10/98	A) change of the method of measuring elevator deflection B) correction of linear values errors of aileron deflection in Technical Service Manual	from 201 to 221	February 1998	A), B) mandatory
BO-11/98	Additional inspection of aileron- drive fitting	P-14 through P-16 201 through 223	June 1998	Mandatory after receiving this Bulletin
BO-12/98	Correction of the certification basis	P-14 through P-16 201 through 223	July 1998	Mandatory after receiving this Bulletin
BO-13/99	Enlarging of removable balancing weight and revision to rear limit of allowed C.G. position of empty glider	P-14 through P-16 201 through 225	January 1999	Mandatory after receiving this Bulletin
BO-14/99	Change of elevator mass balancing	P-14 through P-16 201 through 225	January 1999	Mandatory after receiving this Bulletin
BO-15/00	Bringing in a cable clamp for the trim spring	P-14 through P-16 201 through 228	September 2000	Mandatory after receiving this Bulletin
BO-16/2011	Temporary restrictions to operational limitations	P-14 through P-16 201 through 239	September 2011	Mandatory after receiving this Bulletin
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BULLETIN NO	CONCERNS	FACT. NOS COVERED	ISSUED	STATUS
BO-17/2011	Inspection of aluminium tube in control stick at front seat	P-14 through P-16 201 through 239	October 2011	Mandatory after receiving this Bulletin
BO-18/2011	Providing inspection opening on wing shell bottom surface Verification of console and its installation in a wing (aileron control circuit) Verification of push-rods in elevator control circuit	P-14 through P-16 201 through 242	November 2011	Mandatory after receiving this Bulletin
BO-19/2011	<i>reserved for:</i> <i>Verification of range of indication for accelerometer installed</i>			
BO-20/2013	Verification of bonded joint between wing upper skin and spar	P-14 through P-16 201 through 239	June 2013	Mandatory after receiving this Bulletin
BO-17/2011_rev1	Inspection of aluminium tube in control stick at front seat amended with Dye Penetrant Inspection	P-14 through P-16 201 through 239	August 2015	Mandatory after receiving this Bulletin
BO-21/2015	Inspection of front node in tailplane mount, and repair with modification – as necessary	S/No up to 244 inclusive	September 2015	Verification mandatory after receiving this Bulletin, repair – depending on results
BO-22/2015	Bringing the glider to eligibility for a U.S. Standard Airworthiness Certificate	S/No: P-14, P-16 and 201-247 inclusive	April 2016	At operator discretion

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BO-23/2016	replacement of aluminium tube in control stick at front seat, with a steel one	S/No up to 247 inclusive	February 2016	At operator discretion  <i>this is an Alternative Method of Compliance with EASA AD No 2015-0182-E</i>
BO-24/2016	Location, weight and method of attaching a fixed ballast for adjustment of empty glider C.G.	All S/N	February 2016	At operator discretion, when correction of empty glider CG is necessary