



## Airworthiness Directive

**AD No.:** 2021-0243

**Issued:** 08 November 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

M&D FLUGZEUGBAU GmbH & Co. KG

### Type/Model designation(s):

JS-MD 3 (powered) sailplanes

**Effective Date:** 22 November 2021

**TCDS Number(s):** EASA.A.616

**Foreign AD:** None

**Supersedure:** Not applicable

## ATA 32 – Landing Gear – Tailwheel Cable – Modification

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### Manufacturer(s):

M&D Flugzeugbau GmbH & Co. KG

### Applicability:

JS-MD 3 (powered) sailplanes, all manufacturer serial numbers up to 3.MD064 inclusive.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The SB:** M&D Flugzeugbau GmbH & Co. KG Mandatory Service Bulletin (SB) SB-MD10-007 Revision (Rev.) 2, including the associated Work Instructions (WOI) MD10-WOI-32-001 Rev. 00a.

### Reason:

Occurrences were reported of interference of the tailwheel cable with the fuel pump and landing gear control cable. The subsequent investigation results determined that, under some operational conditions, the tailwheel cable could become slacked, causing the reported interference.

This condition, if not corrected, could lead to failure to extend the landing gear, resulting in damage to the (powered) sailplane during ground run and/or injury to occupants.

To address this potential unsafe condition, M&D Flugzeugbau GmbH & Co. KG developed a modification to stabilise the tailwheel cable and issued the SB to provide installation instructions.



For the reasons described above, this AD requires installation of a tension spring on the tailwheel cable.

#### Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

#### Modification:

- (1) During the next scheduled maintenance visit or within 12 months, whichever occurs first after the effective date of this AD, install a tension spring on the tailwheel cable in accordance with the instructions of the SB.

#### Credit:

- (2) Modification of a (powered) sailplane, before the effective date of this AD in accordance with the instructions of M&D Flugzeugbau GmbH & Co. KG SB-MD10-007 at original issue or Rev. 1, including M&D Flugzeugbau GmbH & Co. KG MD10-WOI-32-001 at original issue, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that (powered) sailplane.

#### Ref. Publications:

M&D Flugzeugbau GmbH & Co. KG SB-MD10-007 original issue dated 11 March 2021, or Rev. 1 dated 10 May 2021, or Rev. 2 dated 13 September 2021.

M&D Flugzeugbau GmbH & Co. KG WOI MD10-WOI-32-001 original issue dated 11 March 2021, or Rev. 00a dated 07 June 2021.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

#### Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 08 October 2021 as PAD 21-143 for consultation until 05 November 2021. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



5. For any question concerning the technical content of the requirements in this AD, please contact: M&D Flugzeugbau GmbH & Co.KG, Streeker Str. 5b, D-26446 Friedeburg, Germany, Telephone: +49 4465 97878 0, Fax: +49 4465 97878 99, Website: [www.md-flugzeugbau.de](http://www.md-flugzeugbau.de), E-mail: [info@md-flugzeugbau.de](mailto:info@md-flugzeugbau.de).

