



Airworthiness Directive

AD No.: 2024-0017

Issued: 11 January 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

Zakłady Lotnicze Margański & Mysłowski S.A.

Type/Model designation(s):

MDM-1 "Fox" sailplanes

Effective Date: 25 January 2024

TCDS Number(s): EASA.A.039

Foreign AD: Not applicable

Supersedure: None

ATA – Aircraft Flight Manual – Amendment

Manufacturer(s):

Zakłady Lotnicze Margański & Mysłowski (ZLMM), formerly Zakład Remontów i Produkcji Sprzętu Lotniczego Edward Margański

Applicability:

MDM-1 "Fox" and MDM-1P "Fox-P" sailplanes, all serial numbers.

Definitions:

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

The SB: ZLMM Service Bulletin (SB) BO-28/2023 MDM-1 FOX.

The FM: ZLMM Flight Manual (FM) for MDM-1 "FOX" Glider, Issue III, October 1996, or FM for MDM-1 "FOX", MDM-1P "FOX-P" with wing tips, Issue IV, December 1998, as applicable.

Reason:

Accidents of MDM-1 sailplanes have been reported, where the sailplanes crashed during aerobatic flights. The following investigations concluded that pilots did not manage to recover from spin.



It has been also determined that, the information about sailplane different response to different ways of entering the spin (it behaves differently in dynamic or "snap" initiation than when a spin is initiated with minimum airspeed), was not provided in the FM.

This condition, if not corrected, could lead to pilots' inability to recover from spin, possibly resulting in loss of control of the sailplane.

To address this potential unsafe condition, ZLMM revised the FM, including, among others, an improved description of sailplane behaviour in stall and spin, and amended recovery procedures, and issued the SB, as defined in this AD, which provides instructions for implementation of revisions to the applicable FM.

For the reasons described above, this AD requires amendment of the FM.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

FM Amendment:

- (1) Within 30 days after the effective date of this AD, amend the FM in accordance with the instructions of the SB, inform all flight crews and, thereafter, operate the sailplane accordingly.
- (2) Amending the FM of a sailplane to incorporate a later revision, which includes the FM amendment as required by this AD, is acceptable to comply with the requirements of paragraph (1) of this AD for that sailplane.

Ref. Publications:

ZLMM SB BO-28/2023 MDM-1 FOX original issue dated 29 November 2023.

The use of later approved revisions of the above-mentioned document 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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:

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