



Airworthiness Directive

AD No.: 2025-0010

Issued: 10 January 2025

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:

M&D Flugzeugbau GmbH & Co. KG

Type/Model designation(s):

JS-MD 3 RES sailplanes

Effective Date: 24 January 2025

TCDS Number(s): EASA.A.616

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Powerplant – Engine to Retractable Electric System Pylon Fasteners – Retightening

Manufacturer(s):

M&D Flugzeugbau (MD)

Applicability:

JS-MD 3 RES sailpalnes, serial numbers from 3.MD185 up to 3.MD209 inclusive.

Definitions:

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

Affected part(s): M8 fasteners attaching the engine to the Retractable Electric System (RES) pylon.

The SB: MD Mandatory Service Bulletin (SB) SB-MD11-004, which refers to Work Instruction (WOI) MD11-WOI-71-002.

Reason:

Occurrences of incorrect torque and missing threadlocker of the fasteners attaching the engine to the RES pylon have been reported.



This condition, if not corrected, could lead to separation of the engine and propeller from the RES pylon, damage to sailplane structures, possibly resulting in loss of control of the sailplane; and/or possible injuries to persons on ground.

To address this potential unsafe condition MD issued the SB to provide affected parts retightening instructions.

For the reason described above, this AD requires a one-time retightening of affected parts.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Retightening:

- (1) Within 10 engine hours or 12 months, whichever occurs first from the effective date of this AD, retighten the affected parts in accordance with the instructions of paragraph 5.1 of the WOI.

Ref. Publications:

MD SB-MD11-004 revision 01 (original issue) dated 27 November 2024.

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. This AD was posted on 06 December 2024 as PAD 24-147 for consultation until 03 January 2025. 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.
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 97878-11, Fax: +49 4465 97878 99, Website: www.md-flugzeugbau.de, E-mail: cao@md-flugzeugbau.de.



TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2025-0010

M&D Flugzeugbau GmbH & Co. KG

Planeurs JS-MD 3 RES

**Groupe motopropulseur - Fixations du moteur au pylône du système électrique retractable –
Resserrage**

DATE D'ENTREE EN VIGUEUR :

24 janvier 2025

CONSTRUCTEUR(S) :

M&D Flugzeugbau (MD)

APPLICABILITE :

Planeurs JS-MD 3 RES, numéros de série de 3.MD185 à 3.MD209 inclus.

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de cette CN :

Pièce(s) affectée(s) : Fixations M8 attachant le moteur au pylône du système électrique rétractable (RES).

Le SB : MD Mandatory Service Bulletin (SB) SB-MD11-004, qui fait référence à l'instruction de travail (WOI) MD11-WOI-71-002.

RAISON :

Des cas de couple de serrage incorrect et d'absence de frein-filet sur les fixations du moteur au pylône RES ont été signalés.

Cette situation, si elle n'est pas corrigée, peut entraîner la séparation du moteur et de l'hélice du pylône RES, des dommages aux structures du planeur, ce qui peut entraîner la perte de contrôle du planeur, et/ou des blessures aux personnes au sol.

Pour remédier à cette situation potentiellement dangereuse, MD a publié le SB afin de fournir des instructions de resserrage des pièces concernées.

Pour la raison décrite ci-dessus, cette CN exige un resserrage unique des pièces affectées.

ACTIONS ET DELAIS D'APPLICATION :

Requises telles que précisées dans cette CN, sauf si ces actions requises par cette CN ont déjà été réalisées :

Resserrage :

(1) Dans un délai de 10 heures moteur ou de 12 mois, selon la première éventualité, à compter de la date d'entrée en vigueur de cette CN, resserrer les pièces affectées conformément aux instructions du paragraphe 5.1 de la WOI.

DOCUMENTS DE REFERENCE :

MD SB-MD11-004 révision 01 (publication originale) daté du 27 novembre 2024.

L'utilisation de révisions approuvées ultérieurement des documents susmentionnés est acceptable pour la conformité aux exigences de la présente CN.

REMARQUES :

[...]