

Mandatory Service Bulletin SB-MD11-006-R02

1 Technical Details

1.A Category

Mandatory

1.B Subject

This Service Bulletin supersedes SB-MD11-006 initial issue and introduces revised operating restrictions for the propulsion system installed in the JS-MD 3 RES aircraft.

1.C Affected

All JS-MD 3 RES aircraft.

1.D Reason

Recent issues with the electric propulsion unit in several gliders rose concerns about the general reliability of the propulsion system.

As the root causes of the RES system failures have not yet been fully resolved, the propulsion system shall remain prohibited for use in self-launch or sustained flight.

1.E Compliance

Before next flight.

1.F References

MD11-AFM-00-001 JS-MD 3 RES Aircraft Flight Manual
MD11-AMM-00-001 JS-MD 3 RES Aircraft Maintenance Manual
MD11-AFM-00-002 JS-MD RES Aircraft Flight Manual Supplement

1.G Mass and CG

Not affected

1.H Publications

MD11-AFM-00-001-I01-R01 – Aircraft Flight Manual

1.I Interchangeability and Mixability of Parts

None

1.J Approval

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.603.

1.K Appendices

Appendix 1: Placards

2 Planning Information

2.A Material

Placards as of Appendix 1

2.B Special Tools

None

2.C Manpower

No special manpower requirements.

3 Accomplishment Instructions

3.A Preparation

None

3.B Inspection / Modification

The electrical propulsion unit of the JS-MD 3 RES glider must not be used until directed otherwise by the manufacturer. The following instructions must be carried out:

1. Remove MD11-AFM-00-002 JS-MD RES Aircraft Flight Manual Supplement from the aircraft
2. Replace current Flight Manual Issue with MD11-AFM-00-001-I01-R01
3. Remove the High Voltage Batteries from the glider and store using an approved method.
4. Ensure that all battery locks are put back in place.
5. Apply the "Motor Inop" placard over the Master Switch located on the instrument panel to prevent the pilot from activating the system.
6. Apply the "Motor Inop" placard over the engine instrument to indicate to the pilot that the system is not operational.
7. Apply the "Extension of motor prohibited" placard near the RES Master Switch.

Note: a separate service bulletin will instruct to reactivate the propulsion system once the issues have been resolved, and the aircraft has been approved for operation with a propulsion system.

3.C Close up

Review Section 6.3 - Permitted payload-range and CG envelope in the Aircraft Flight Manual in order to ensure that the aircraft is operated within the permitted CG envelope with the High Voltage batteries removed.

Note: No re-weighing of the glider is required after the removal of the High Voltage batteries.

3.D Acceptance Tests and Check-Out

none

3.E Release to Service

Actions in section 3A may be performed by the owner/operator. The proper execution of these actions must be verified by and released in accordance with ML.A.801 (b) 3.

4 Approval Signatures

Remark: With his signature the **HOA** approves the Service Bulletin when the change is approved internally or by the Agency and in case of no change without previous approval.

Furthermore, the signature of the **HOA** confirms that the technical content has been checked.

	Approved by <input type="checkbox"/> EASA / <input checked="" type="checkbox"/> internally / <input type="checkbox"/> n/a
(Head of Office of Airworthiness)	
Revision 02	

Appendix 1: Placards



Figure 1: Placard to be applied over RES Master Switch

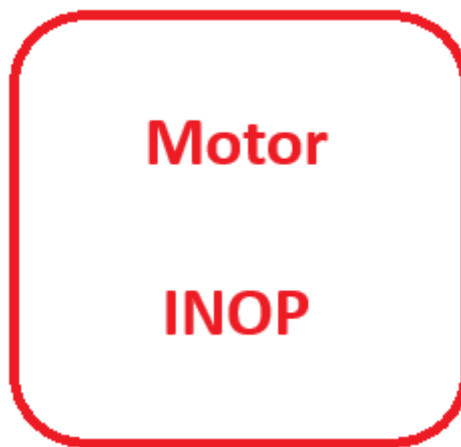


Figure 2: : Placard to be applied over DCU



Figure 3: Placard to be applied near RES Master Switch