Mandatory
Service Bulletin

SB-MD10-007

Revision 02

This revised SB supersedes SB-MD10-007 Revision 01 and Initial Issue.

1 Technical Details

1.A Category

Mandatory

1.B Subject

Stabilizing of Tailwheel Cable

1.C Affected

Type:	JS-MD Single
Model:	JS-MD 3
Serial Numbers Affected:	ALL up to and including 3.MD064

1.D Reason

When the retractable tailwheel transport lockpin is installed and the main wheel is retracted, the tailwheel cable becomes slack. It was found that under some conditions, the slack cable may interfere with the fuel pump and cause resistance on the landing gear control cable, which could result in problems extending the landing gear. Depending on the configuration of the aircraft, this occurs in the compartment between bulkhead B8 and bulkhead B9. A soft tension spring is placed in the system with the SB to ensure the tailwheel cable is stabilised in the affected compartment in all conditions.

1.E Time of Compliance

Next scheduled inspection of the aircraft.

1.F Reference

/1/ MD10-WOI-32-002 Tailwheel Cable Stabilizing Spring (latest revision)
/2/ MD10-AMM-00-001 JS-MD 3 AMM
/3/ MD10-AMM-00-002 JS-MD 3 Jet Sustainer AMM Supplement

1.G Mass and CG

Not affected.

1.H Actions

- The tailwheel cable stabilizing spring needs to be installed to all S/N named in section 1.C. For reference of the installed spring, see Appendix 1.
- Rectification according to Work Instruction, see Ref. /1/. Depending on aircraft configuration, removal of jet doors, jet engine box or water ballast tank is to be done according to Aircraft Maintenance Manual /2/, respectively /3/.

1.I Interchangeability and Mixability of Parts

None.

1.J Approval

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

1.K Appendices

Appendix 1 Tailwheel Cable Stabilizing Spring

2 Planning Information

2.A Material

Tailwheel cable stabilizing spring assembly consisting of:

- Tailwheel cable stabilizing spring assembly – QTY: 1 – P/N: 201 12 001 00

NOTE The Tailwheel cable stabilizing spring consists of the following subcomponents:

- Nut Blind Rivnut M5 – QTY: 1 – P/N: 1040400300
- Spring Tension OD7x55 – QTY: 1 – P/N: 1060208200
- Key Ring 20mm – QTY: 2 – P/N: 1080607400
- M5 A30 (reworked) – QTY: 1 – P/N: 2019000000

2.B Special Tools

None.

3 Remarks

The installation and release to service by certifying staff must only be accomplished by M&D Flugzeugbau or by a maintenance organisation according to European Union Commission Regulation (EU) 1321/2014. In countries outside the scope of EU 1321/2014 the corresponding national rules shall apply.

Only original spare parts may be used. Parts (other than standard parts) and material kits may only be installed if an EASA Form 1 is issued for these products. For standard parts the invoice from M&D Flugzeugbau is valid as a certificate of conformity.

Work instruction and Parts can be obtained from

M&D Flugzeugbau GmbH & Co. KG
Streeker Straße 5B
26446 / Friedeburg
Phone: +49 44 65 97878 0 / Fax: +49 44 65 97878 99
E-Mail: info@md-flugzeugbau.de

Please indicate S/N and operating time of your aircraft in your inquiry.

4 Approval Signatures

Remark: With the signature the **HOA** confirms that the technical content of the Service Bulletin has been checked and the change described is approved.

Claudia Schoberth 2021.09.15 10:26:14 +02'00' (Head of Office of Airworthiness)	Approved by HOA under approval No.: MCA-2021-002
Revision 02	

Appendix 1 – Tailwheel Cable Stabilizing Spring

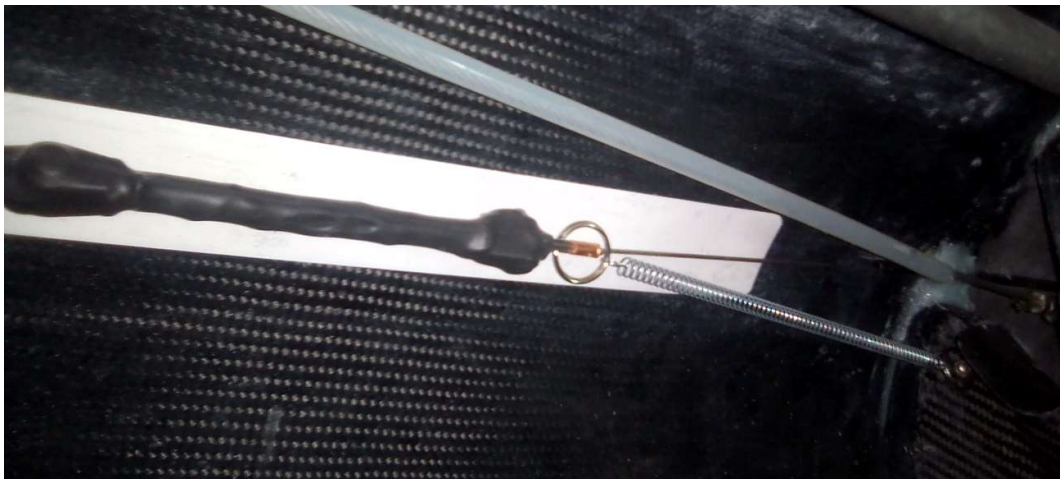

Figure 1: Spring assembly fastening onto tailwheel cable between bulkhead B8 and bulkhead B9