

AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: T59 Kestrel all models.

SUBJECT: Miscellaneous airworthiness information.

BACKGROUND: This AN records airworthiness information which is useful to know.

APPROVED MODIFICATIONS:

1. Anti-Balance Tab. Slingsby Technical Instruction 52 describes the optional installation of an Anti-Balance Tab to reduce stick forces. Copies of this Technical Instruction are available from the GFA Secretariat.

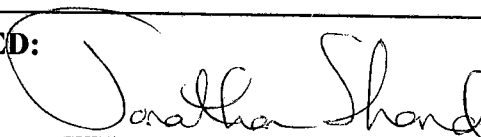
2. Reduced Rudder Pedal Gearing. Slingsby Technical Instruction 56 describes the optional reduction of the rudder pedal gearing. Copies of this Technical Instruction are available from the GFA Secretariat.

3. Takeoff Flap position. Slingsby Technical Instruction 57 describes the optional installation of a take-off position on the landing flap. If this modification is installed then an additional placard must be fitted which states that the maximum speed with Take Off flap is 70 kts IAS. The lever should not be painted yellow as this colour is reserved for colour coding the release knob. Copies of this Technical Instruction are available from the GFA Secretariat.

4. Optional Nose Pitot. Slingsby Technical Instruction 60 describes the optional installation of a nose mounted Pitot tube. Copies of this Technical Instruction are available from the GFA Secretariat.

5. Reduction of Rudder Freeplay. The maximum freeplay of the rudder is 3/8" (9.5 mm) at the trailing edge (maximum chord). Slingsby Technical Instruction 67 describes the optional modification of the actuator bearings. Copies of this Technical Instruction are available from the GFA Secretariat. Parts should be obtained from Slingsby Sailplanes.

SIGNED:


CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

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6. Enlarged Rudder Chord. Slingsby Technical Instruction 71 describes the optional increase of the rudder chord by 76 mm. Copies of this Technical Instruction are available from the GFA Secretariat.

MAINTENANCE TIPS:

1. Aileron Balance. Slingsby Technical Instruction 54 sets down the maximum permissible hinge moment for the ailerons as follows. The average hinge moment of both ailerons must not exceed 8.5 lb.in (0.0979 kgm) and neither aileron may have a hinge moment over 9.5 lb.in (0.1094 kgm). The Technical Instruction contains procedures for measuring the balance of the controls and for correcting any deficiencies. Copies of this Technical Note are available from the GFA Secretariat.

2. Rudder Balance. The Slingsby Pilots Notes for the Kestrel make no mention of the maximum hinge moments of any control surfaces however Technical Instruction 71 (see modification 6 above) sets down figures for the modified rudder of 3 lbs.ft (0.414 kgm) and this figure should be used when checking the balance of all rudders regardless of whether it is modified. The tail parachute cover should be in place when checking the balance but the parachute should not be installed.

3. Other control surface balance. As Slingsby have not specified the balance of other control surfaces it is recommended that the balance of the control surfaces be measured and the values recorded in the aircraft Log Book. In the event of refinishing or repairs in the future the surface should be returned to within 2% of the hinge moment previously recorded.