

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIR TRANSPORT GROUP

AIRWORTHINESS DIRECTIVE - GLIDERS

GFA/AD 62/SLINGSBY 14

Glider Types Affected: Slingsby Kestrel T59A, B, C, D, E & F gliders.

Background:

This modification arises from operational difficulties experienced with dive brake operation, leading to flight restrictions as set out in Airworthiness Directive Ref. No. GFA/AD 58/Slingsby 12.

These restrictions remain in force until the following modification is completed.

Procedure:

1. Remove seat and bucket.
2. Remove port access cover above divebrake control lay shaft.
3. Remove split pin, nut and bolt securing aft end of the mechanism to the lay shaft.
4. Remove bolt and spacer securing the forward end of the mechanism to the gate.
5. Remove divebrake control handle knob by applying sharp hammer blows to the underneath side.

After the modification has been completed a new knob should be bonded in position using an araldite epoxy adhesive (AY105 plus HY 953F is suitable).

6. Drop the divebrake control handle down through the gate and remove the mechanism complete.
7. Install the linear bearing type divebrake control mechanism (Part No. 59A-45-717) using the reverse procedure to that shown above. Check that the micro switch tab does not foul on the underside of the gate cover when the control is in the fully-back attitude. If necessary reduce the tab height with the aid of a file.
8. The divebrake handle may require straightening or further bending to produce the optimum operating position. If this operation is necessary the mechanism should be removed from the aircraft and the bottom of the handle gripped in a vice whilst the top is bent to the required contour.
9. Check controls for full and free operation.

Parts Required:


- i. One off improved Divebrake Control Mechanism 59A-45-717;
- ii. One off split pin SP.90/c.5.

These parts may be ordered from E. Schneider Pty. Ltd., Two Wells Road, Gawler, S.A. 5118., and should be ordered as soon as practicable to permit early import.

Compliance:

This modification is mandatory and is to be completed before 1st December 1975. Flight limitations set out in Airworthiness Directive GFA/AD 58/SLINGSBY 12 remain in force until the modification is incorporated.

This Directive is issued pursuant to the Air Navigation Regulations under the delegated authority of the Secretary to the Department of Transport.



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Douglas Lyon,  
CHIEF TECHNICAL OFFICER AIRWORTHINESS  
GLIDING FEDERATION OF AUSTRALIA.

Distribution:

Owners of T59 Kestrel (all marks)  
C.T.O./A and Ops  
R.T.O.'s/A  
A.T.O.  
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D of T (A.W.O.R.)  
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