

GLIDING FEDERATION OF AUSTRALIA

AIRWORTHINESS DIRECTIVE GLIDERS

REF. No. GFA/AD 188. SLINGSBY 21

GLIDER TYPES AFFECTED:

All Slingsby T61, a,b,c,d. powered Sailplanes.

DETAILS:

Slingsby Technical Instruction 94 - Mandatory inspection of wing-root fittings.

BACKGROUND:

A recent fatal accident to a T61a aircraft in the United Kingdom may have been caused by deficiencies in the wing-root fitting/pin attachment area. This instruction requires a 3-point inspection to be carried out of this area before the next flight.

REQUIRED ACTION:

The following must be carried out before further flight -

1. Remove wings from aircraft. Determine the amount of ovality in all main-pin holes in root fittings.
2. Fitting main pin to Port (female) fittings, pull pin such that the safety pin is tight on to the upper fitting and determine the amount of plain length of pin protruding from the bottom fitting.
3. Measure the gap at the extreme end of Port (female) fittings between the plates to determine if the plates have been sprung apart during rigging, etc. The correct dimension is 33.5 mm.

Results of this inspection are to be communicated to G.F.A. for onforwarding to the manufacturer. Nil returns are required. If ovality exceeds .010" or the main pin plain portion does not come outside of the lower fitting, the aircraft should not be flown until remedial action is taken.

In the event of a query, contact G.F.A. who will contact the Chief Designer, Slingsby Engineering.

COMPLIANCE:

The requirements of this Directive are mandatory before further flight.

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



DOUGLAS LYON

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GLIDING FEDERATION OF AUSTRALIA

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