

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIR TRANSPORT GROUP

CANCELLED 26-09-2017

AIRWORTHINESS DIRECTIVE - GLIDERS

GFA/AD 58/SLINGSBY 12

Glider Types Affected: Slingsby T-59 Kestrel (Marks A,B,C,D)

Background:

Cases have been reported of pilots inability to close divebrakes in flight after opening divebrakes fully. This problem is being investigated by Slingsby and advice of required corrective action will be forwarded when this investigation is completed. Due to the similarity of the mechanism with Glasflugel Kestrels it is probable that the cause of the problem is the same.

Required Action:

Pending resolution of this problem, use of divebrakes in flight is to be limited to half opening and not opened fully until after flare out and touch down on landing. For any greater speed limiting requirement, the tail parachute is to be used.

Compliance:

Use of dive brakes is to be limited as set out above from receipt of this directive until a revised operational procedure or modification is advised and incorporated.

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

DATE OF ISSUE: 12TH MAY, 1975.

Douglas Lyon
CHIEF TECHNICAL OFFICER AIRWORTHINESS
GLIDING FEDERATION OF AUSTRALIA

Distribution:

Owners of Slingsby T-59 Kestrel (Marks A,B,C,D)
C.T.O./A & Ops
R.T.O.'s/A
A.T.O..
T.L.O..
D of T (A.W.O.R.)
G.F.A. Secretary
R. Keane
G. Detto
R. Martin
D. Vanstan
G. Simpkins
R. Pollard