

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIR TRANSPORT GROUP

AIRWORTHINESS DIRECTIVE - GLIDERS

GFA/AD 71/SLINGSBY 16

Glider Types Affected: Slingsby T59 Kestrel 19M all marks.

Background:

It has been found that where Slingsby T59 Kestrels have been operated with the rudder pedals in the most forward position, excessive flexing of the rudder cables occurs where the cables enter the "S" shaped tubes on the rudder pedals leading to failure of the cables.

Required Action:

The rudder cables are to be inspected; if any wear or broken wires are detected the cables are to be replaced, if no evidence of wear or broken wires are detected the cables may continue in use.

A limit stop is to be fitted to the rudder pedals adjustment slide tube. This stop is to be in the form of a cylindrical clamp to fit around the slide tube to limit rudder pedal adjustment to the second from the extreme position.

Compliance:

Inspection of the rudder cables is to be carried out before further flight and the limit stop is to be fitted within 20 hours operation but not later than 19th July, 1976.

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



(Douglas Lyon)

CHIEF TECHNICAL OFFICER AIRWORTHINESS
GLIDING FEDERATION OF AUSTRALIA

Date of Issue: 18th June, 1976

Distribution:

Owners of T59 Kestrel (all marks)
C.T.O./A and Ops
R.T.O.'s/A
A.T.O.
T.L.O.
D of T (A.W.O.R.)
GFA Secretary
R. Keane
G. Detto
R. Martin
D. Vanstan
G. Simpkins
R. Pollard
C. Willis
B. McKenzie
S. Chappell
W. Thomson
J. Dewhurst