

GLIDING FEDERATION OF AUSTRALIA

AIRWORTHINESS DIRECTIVE GLIDERS:

GFA/AD 168 SLINGSBY 19
(Slingsby Technical Instruction No. 89)

TYPES AFFECTED: All Slingsby T59 KESTRELS AND T65 VEGAS

BACKGROUND:

A case has been reported of a loose bolt group on a Vega glider. This instruction requires that an inspection of critical areas be carried out and that bolts lacking in stiffness be locked.

PROCEDURE:

At all the following positions ensure that the quoted break out torques are exceeded by applying the stated torques using a torque measuring device or spring balance and spanner/screw driver.

REQUIRED BREAK OUT TORQUE T59 KESTREL

1. Elevator root rib attachment fitting 6 screws 1.2 lb. ins.
2. Rudder pedal carrier rear fixing 1 bolt 1.2 lb. ins.
3. Aft of cockpit on frame 1 rudder bar mounting 4 bolts 1.2 lb. ins.
4. Aft of wheel box, aileron layshaft mounting 4 bolts 1.2 lb. ins.

Bolts and screws which meet these torque limits require no further action.

Bolts and screws which do not meet these requirements must be locked by one of the following methods:-

1. Drill bolt heads $\frac{1}{16}$ " diameter and wire lock, using soft iron wire (DTD189) 24 swg.
2. Reassemble with "Locktite 636" following instructions on the container.

Following removal of any of the critical bolts referred to above, the bolts are to be locked with "Locktite 636" when replaced or alternatively wire locked on replacement.

This A.D. must be kept with the Glider Log Book to ensure continued compliance throughout the life of the aircraft.

COMPLIANCE:

The requirements of this A.D. are mandatory and must be carried out BEFORE further flight.

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



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Date of issue: 9th January, 1980