

SLINGSBY AIRCRAFT COMPANY LTD., KIRKBYMOORSIDE,
YORKSHIRE ENGLAND.

Technical Instruction No. 32

T.51 Darts which are outside the scope of
Mandatory Modification No. 67

MANDATORY MODIFICATION No. 67A

Object of Modification

It has been found that whilst there is no difficulty in fitting Dart Modification No. 67 to the later Dart variants with wooden tailplanes it is not practicable to apply it to those with metal tailplanes, nor to some earlier machines with a small range of cockpit load.

This Modification, No. 67A is intended for those aircraft as an alternative to Modification No. 67.

Modification Procedure

1. Remove the inspection panel in the port side of the fin immediately behind the tailplane axle.
2. Remove the trimmer friction washers of red fibre from the trimmer layshaft, having first removed the 2BA locknut from the back side, and the 2BA round headed securing screw.
3. Remove the anchor nut on the trimmer layshaft by drilling out the two $\frac{3}{32}$ rivets securing same, and apply protective treatment to remaining rivet holes.

Alternatively, if the rivets are not readily accessible to be drilled out, drill out the 2BA thread in the anchor nut using a $\frac{3}{16}$ " drill.

4. Fit items 18, 19, 20, 21, & 23 as supplied in Modification kit in accordance with sketch attached. Use existing large dia. $\frac{3}{16}$ " washer removed from old assembly.

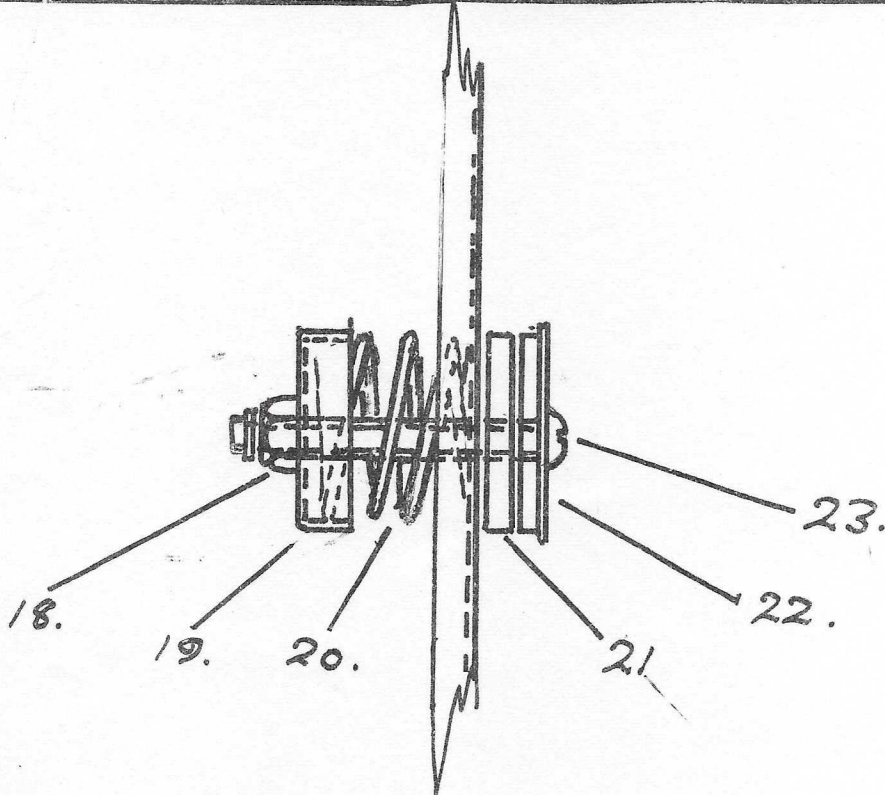
Tension in accordance with rigging drawing 51-1-1 Iss. 6 or 7 or 51-1-201 Iss. 8 or 9 whichever is applicable. No grease whatsoever should be present on the friction device.

5. Refit inspection panel removed in 1. above.

This completes Modification No. 67A.

Modification kits are available from Slingsby Aircraft Ltd., Kirkbymoorside, York.

ASSEMBLY OF FRICTION DEVICE. DART MOD 67A.



(orig No
SI-1-141)

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