

TECHNICAL INSTRUCTION

TITLE		T.I. No. 100/T53 Issue 1
Inspection of attachment of wing centre section to Frame 6.		
COMPLIANCE		
CAA MANDATORY Inspection to be completed before next flight and annually thereafter		
JUSTIFICATION		
This is a re-issue of the information of TI 90 which this instruction hereby cancels and replaces. A failure in fatigue of the brackets which holds the rear spar member of the centre section to Fuselage Frame 6 has been reported.		
APPLICABILITY		
All T53B gliders and to later variants of YS 53 by Yorkshire Sailplanes.		
RESTRICTIONS		
The glider must not be flown until this Technical Instruction is carried out.		
OBJECTIVE		
To inspect for fatigue cracks in the affected parts listed below : T53B-10-168 issue 1-4 welded fittings T53B-10-168 issue 5 rivetted " T53B-10-118 issue 1 T53B-10-115		
PARTS REQUIRED		
In the event of cracks in any of the fittings then they must be discarded and new parts fitted.		
PROCEDURE		
Remove glass fibre fairing No.T53B-10-1093 and wings if fitted. Using a Dye penetrant crack detection system, inspect for cracks at the corner of the fittings where the attachment flanges begin (a) the welded brackets Pt No.T53B-10-168 issue 1-4 see figure 1 page 2 which holds the rear spar member of the c/s to the fuselage frame 6 and (b) the alternative riveted bracket Pt No.T53B-10-168 issue 5. Also in a similar manner inspect the metal lugs T53B-10-115 and channel section T53-10-118 on frame 6. See Figure 2. Checking for cracks in way of rivets. If any cracks are found the aircraft is to be grounded. All findings to be reported to SEL marked for the attention of the undersigned. New components can be obtained from SEL if required as listed above. If there are no cracks the aircraft is cleared for flight. Once the inspection has been complete the TI 100/T53 action should be recorded in the aircraft log book.		
ISSUED BY:		Date 20th Oct. 1981
B. Mellers for and on behalf of		Page 1 of 2
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T53 WING CENTRE SECTION JOINTS
TO FRAME 6

Figure 1

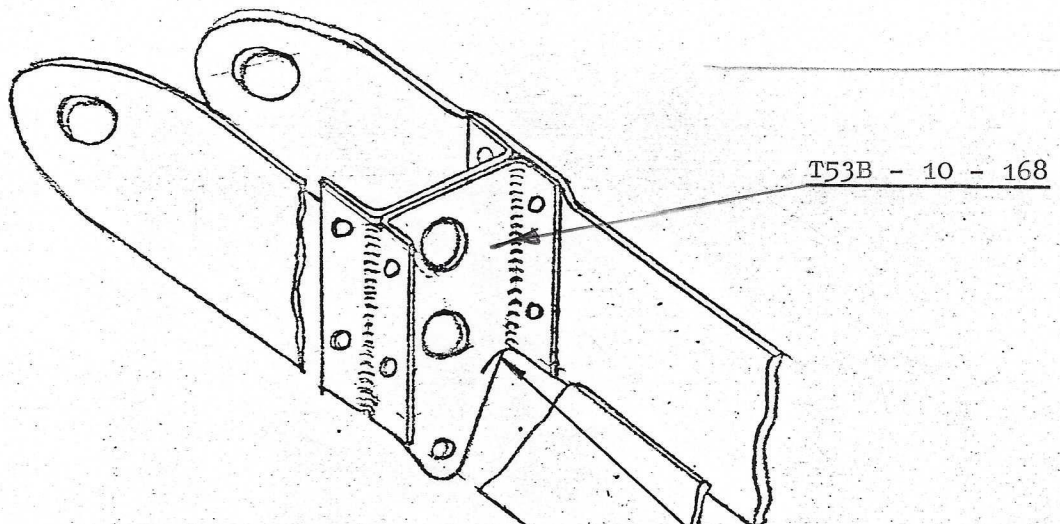


Figure 2

