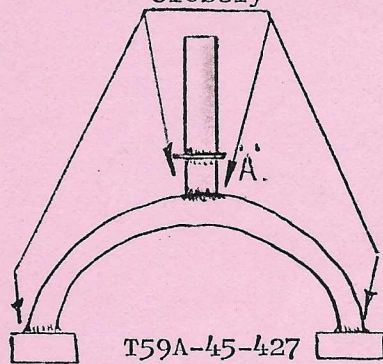


TECHNICAL INSTRUCTION

TITLE		T.I. No. 101/T59 Issue 1	
Kestrel Rudder Actuator Inspection			
CLASSIFICATION		CAA MANDATORY	
COMPLIANCE		A single inspection to be completed by 1st March 1982	
OBJECTIVE		To ensure structural integrity of the rudder actuator, part number T59A-45-427	
JUSTIFICATION		Cracks on the fitting have occurred, in Area 'A' shown on diagram, the cause of which cannot be established.	
APPLICABILITY			
All Slingsby T59A, B, C, D, E, F, G, H & J gliders including spares held in stores and all rudder assemblies pre and post Mod 25.			
CONSEQUENTIAL LIMITATIONS			
If cracking is found the part must be discarded immediately and scrapped.			
ACTION			
<p>Remove the rudder in accordance with Addendum A.2.2 of the Pilots Notes. Visually examine (using a x5 magnification) the actuator for cracks especially in the area of the central weld 'A' see diagram. Should any sign of cracking be found then the existing part must be discarded and scrapped.</p> <p>Replace Rudder.</p> <p>Anotate aircraft log book showing compliance of this T.I.</p> <p>All findings to be reported to the undersigned.</p>		<p>Inspect these areas closely</p>  <p>T59A-45-427</p>	
MAN HOURS : Approximately 2½ hours will be required to complete this action.			
PARTS REQUIRED			
If inspection reveals a defective actuator, a replacement T59A-45-427 issue 5 (one off) actuator may be obtained from S.E.L.			
ISSUED BY:		Date 5-11-81	
B. Mellers for and on behalf of		Chief Engineer	
SLINGSBY ENGINEERING LIMITED		Page 1 of 1	
Kirkbymoorside, York YO6 6EZ, England. Tel. 0751 31751 Telex 57911			

TECHNICAL INSTRUCTION

TITLE

T.I. No. 101/T59 Iss 2

T59 'Kestrel' Rudder Actuator Inspection

CLASSIFICATION This TI has been classified as MANDATORY by CAA.

COMPLIANCE To be embodied not later than C of A renewal December 1987.
Repeat annually unless new part fitted then repeat annually after further 5 years.

OBJECTIVE To ensure structural integrity of the rudder actuator, part number T59A-45-427.

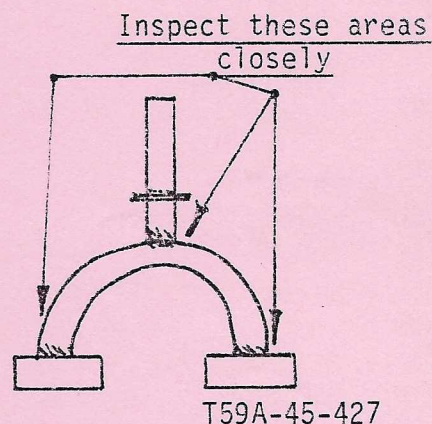
JUSTIFICATION Further examples of cracking in Area A have been found on German built gliders.

APPLICABILITY All Slingsby T59 A,B,C,D,E,F,G,H & J gliders including spares held in Stores and all rudder assemblies pre and post Mod 25.

CONSEQUENTIAL LIMITATIONS

If cracking is found the part must be discarded immediately and scrapped.

ACTION Remove the rudder in accordance with Addendum A.2.2. of the Pilots Notes. Visually examine (using a x5 magnification) the actuator for cracks especially in the area of the central weld 'A' see diagram. Should any sign of cracking be found then the existing part must be discarded and scrapped. Replace Rudder. Annotate aircraft log book showing compliance of this T.I.



PARTS REQUIRED

If inspection reveals a defective actuator, a replacement T59A-45-427 Issue 5 (one off) actuator may be obtained from SA PLC.

ISSUED BY:

B. Mellen

Date 20.1.87

for and on behalf of SLINGSBY AVIATION PLC
Kirkbymoorside, York YO6 6EZ, England Tel 0751 32474 Telex 57597

Page 1 of 1