

August, 1971.

TECHNICAL INSTRUCTION No. 44

Repositioning of Bolts on
Undercarriage Operating Shaft of Kestrel Glider

Modification T.59 - Mod. No. 5

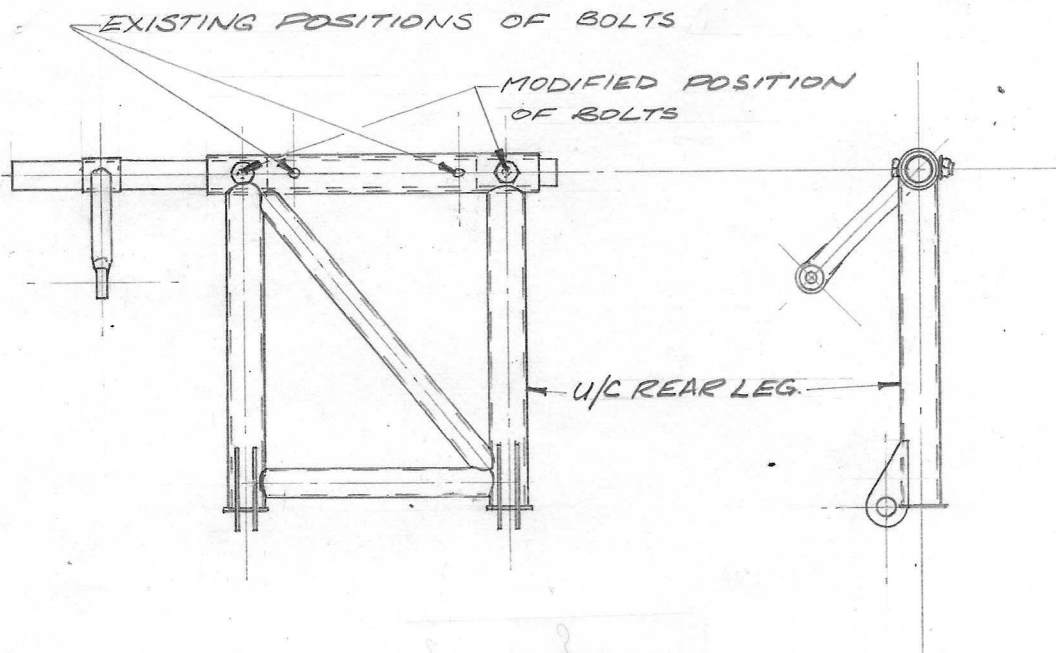
The bolts shown below have been wrongly positioned on a number of 17 metre Kestrel gliders causing excessive wear. This instruction shows the correct positioning of these bolts. It is strongly advised that this modification is carried out as soon as possible, but in any case within 20 flying hours.

Procedure

1. Remove the seat back and the fibre glass panel forming the front of the wheel box.
2. Remove the wheel.
3. Remove the bolt connecting the undercarriage operating shaft to its operating lever.
4. Remove the bolts connecting the front and rear undercarriage forks.
5. Allow the rear fork to hang down.
6. Mark, drill and ream the rear fork for a $\frac{1}{4}$ " bolt as shown in the diagram.
7. Fit the new bolts and remove the old ones.
8. Reinstate the parts removed.

N.B.

The modification is easier to carry out if the fork is removed from the aircraft. To do this a special tool consisting of a 10mm. bolt welded to a 20mm. dia. tube having a 'T' handle on the other end is required. This is screwed into the end of the operating shaft through the hole in the fuselage side, and then after the three bolts through the shaft have been removed, the shaft can be drawn out and the modification proceed as before.

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<u>No. Off</u>	<u>Part No.</u>	<u>Description</u>
2 off	3A102/10E	Bolt
2 off	A125E	Nut
2 off	SP122E	Washer

These parts can be obtained from Slingsby Sailplanes,
Kirkbymoorside, York, England.