

TECHNICAL INSTRUCTION NO. 72

SLINGSBY T59 - DIVE BRAKE

OPERATING LIMITATIONS

APPLICABILITY:

This Technical Instruction is applicable to all Slingsby T59A, T59B, T59C, T59D, T59E and T59F Gliders.

COMPLIANCE:

This Operating Limitation has been made MANDATORY by the British Civil Aviation Authority and is to be complied with on receipt of this Bulletin.

INTRODUCTION:

It has been brought to our attention that the Pilot of a T59D Glider was forced to make an emergency landing as a result of the malfunction of the Dive Brake System. An initial investigation has shown that it may not always be possible to retract the Dive Brakes of the Kestrel if they have been fully extended in flight. The investigation is continuing and a further bulletin will be issued on completion of the investigation.

FLIGHT RESTRICTIONS:

Until either this Bulletin is superceded or cancelled, the following Flight Restrictions are to be strictly adhered to:-

- a) The Air Brakes must only be used for final approach and "flare-out" on landing.
- b) For final approach only half Air Brake is to be used.
- c) Full air brake may be used for "flare-out" on landing.
- d) In all other cases when a reduction in speed is required the tail parachute must be used.