

TECHNICAL INSTRUCTION NO. 75.MODIFICATION NO. 28SLINGSBY T59.FITTING OF IMPROVED DIVEBRAKE CONTROL MECHANISM.APPLICABILITY.

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

COMPLIANCE.

This modification has been made MANDATORY by the Civil Aviation Authority for all gliders listed above. The restrictions imposed in Slingsby Sailplanes Technical Instruction No. 72 remain in force until this modification has been embodied when the aircraft resumes its original flight limits.

This modification is to be completed by December 1975.

FOR GLIDERS WITH ENGLISH FITTINGS:-PROCEDURE.

1. Remove seat and bucket.
2. Remove port access cover above divebrake control lay shaft.
3. Remove split pin, nut and bolt securing aft. end of the mechanism to the lay shaft.
4. Remove bolt and spacer securing the forward end of the mechanism to the gate.
5. Remove divebrake control handle knob by applying sharp hammer blows to the underneath side.

After the modification has been completed a new knob should be bonded in position using an araldite epoxy adhesive (AY105 plus HY953F is suitable).

6. Drop the divebrake control handle down through the gate and remove the mechanism complete.
7. Install the linear bearing type divebrake control mechanism (Part No. 59A-45-717) using the reverse procedure to that shown above. Check that the micro switch tab does not foul on the underside of the gate cover when the control is in the fully-back attitude. If necessary reduce the tab height with the aid of a file.

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8. The divebrake handle may require straightening or further bending to produce the optimum operating position. If this operation is necessary the mechanism should be removed from the aircraft and the bottom of the handle gripped in a vice whilst the top is bent to the required contour.
9. Check controls for full and free operation.

PARTS REQUIRED FOR GLIDERS WITH ENGLISH FITTINGS.

1. 1 (one) off Improved Divebrake Control Mechanism, 59A-45-717.
2. 1 (one) off Split Pin, SP.90/C.5.

FOR GLIDERS WITH GERMAN FITTING:- (See list on Sheet 3).

PROCEDURE.

Operation 1-6 as for English Fittings.

7. Remove the 'U' shaped bracket from the underside of the GRP side member, to which the divebrake and Flap Control Shafts mechanism attach. Drill $\frac{1}{4}$ " dia. through the lug of this bracket, through the end opposite the 6mm. nut only.
8. Assemble the modified bracket to the new divebrake mechanism and the flap mechanism, but using the new special bolt and with the nut on the 'U' bracket to the inside of the cockpit.
9. ~~Bolt~~ the 'U' bracket back into the cockpit in the existing holes, then proceed as steps 7-9 for the English fittings.

PARTS REQUIRED FOR GLIDERS WITH GERMAN FITTINGS.

1. 1 (one) off Improved Divebrake Control Mechanism, 59E-45-717.
2. 1 (one) off Special Bolt, 59E-45-712.
3. 1 (one) off Split Pin, SP.90/C.5.
4. 1 (one) off Washer, SP.122/E.

AIRCRAFT FITTED WITH GERMAN DIVEBRAKE HANDLE FITTINGS.

T 59B. Glasflugei Works No.	19
T 59A. Slingsby Works No.	1722
	1724
	1727
	1728
	1729
T 59C. Slingsby Works No.	1739
T 59D and F. Slingsby Works No.	1745
	1746
	1748
	1749
	1761
	1762
	1763
	1764
	1765
	1786
	1790
	1791
	1792
	1795
	1797
	1798
	1801
	1802

Kits of Parts may be obtained from:- Vickers - Slingsby, Ings Lane,
Kirkbymoorside, York YO6 6EZ, England.