

TECHNICAL INSTRUCTION NO.75SLINGSBY T59FITTING OF IMPROVED DIVEBRAKE CONTROL MECHANISMAPPLICABILITY:

This Technical Instruction is applicable to all Slingsby T59A, T59B, T59C, T59D, T59D 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.

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 plug HY 953F 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.

- 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:

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

A Kit of Parts may be obtained from Slingsby Sailplanes, Ings Lane, Kirkbymoorside, YORK YO6 6EZ, England.