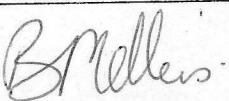


TECHNICAL INSTRUCTION

TITLE		T65 'VEGA' Canopy Jettison Mechanism		T.I. No. 105/T65	
CLASSIFICATION		C.A.A. Mandatory			
COMPLIANCE		Inspection to be carried out before next flight, unless LTO 'Elevator & Canopy Jettison Mechanism', 20th August has been carried out.			
OBJECTIVE		To ensure the canopy will jettison during flight if required.			
JUSTIFICATION		A malfunction of the canopy emergency jettison mechanism during flight prevented the pilot from abandoning the aircraft.			
APPLICABILITY		All Slingsby T65A, C, D gliders, expanding on CAA Airworthiness Directive No. 006-09-82 (LTO 'Elevator & Canopy Jettison Mechanism', 20th Aug).			
CONSEQUENTIAL LIMITATIONS					
ACTION		<p>Inspection must be carried out on receipt of this T.I.</p> <ol style="list-style-type: none"> 1.1 Remove the canopy from the fuselage. 1.2 Ensure the two bolts (indicated in Fig 1, Item 2) are tight. 1.3 Inspect the front portion of the release pushrod (Fig 1, Item 1) and ensure the pushrod is not bent. The release pushrod should slide easily through the guides by pulling on the canopy jettison handle. 1.4 Inspect the pitot tube for damage where the tube is routed under the channel sectioned arm of the canopy. If damage is apparent replace the pitot tube and re-rout the tube on the outer surface of the channel securing the tube as previously (refer Fig 3). 2. Before further flight modify, and check the operation of the canopy release mechanism as follows :- <ol style="list-style-type: none"> 2.1 Cut the tube on the release pushrod to a height of 15mm (refer Fig 1). 2.2 Paint a white line on the canopy arm marking the position of the tube (Fig 1) on the release pushrod in the locked position. 			
PARTS REQUIRED					
ISSUED BY:				Date 22 Sept 82	
for and on behalf of		SLINGSBY ENGINEERING LIMITED Kirkbymoorside, York YO6 6EZ, England. Tel. 0751 31751 Telex 57911		Page 1 of 4	

TECHNICAL INSTRUCTION

TITLE

T65 'VEGA' Canopy Jettison Mechanism

T.I. No. 105/T65

- 2.3 For the canopy to jettison, the pitot tube must disconnect relatively easily from the instrument panel. Therefore the connector must not have the tubes wired or retained in any manner, but only have the pitot tubes pushed into position, utilising a connector similar to that shown in Fig 2.
- 2.4 The canopy hinge beam may require the area 'A' (Fig 1 & Fig 3) to be filed away giving a smooth radiused profile to prevent a foul occurring when the canopy is jettisoned.
- 2.5 With the canopy in the closed position and locked, pull the canopy jettison handle and simultaneously lift the canopy at the fwd end. The canopy should now lift off hinging about the aft latching point.

ISSUED BY:

B. Mellen

Date

22 Sept 82

for and on behalf of

SLINGSBY ENGINEERING LIMITED

Kirkbymoorside, York YO6 6EZ, England. Tel. 0751 31751 Telex 57911

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of

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FIG 1 T65 Canopy Jettison Mechanism

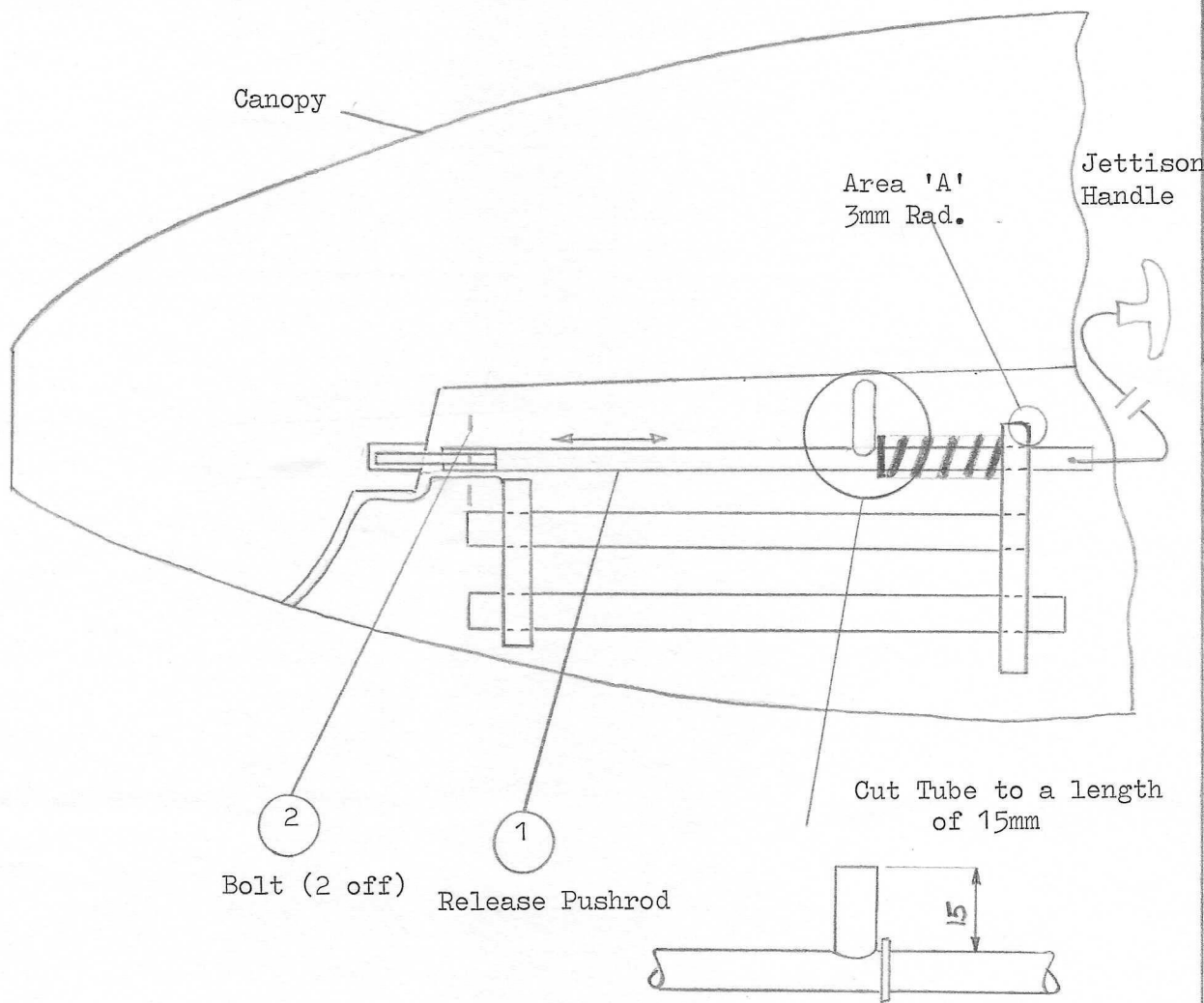
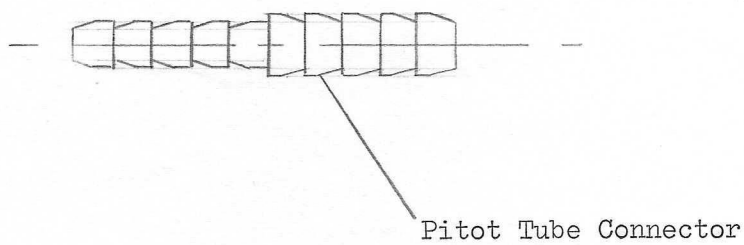
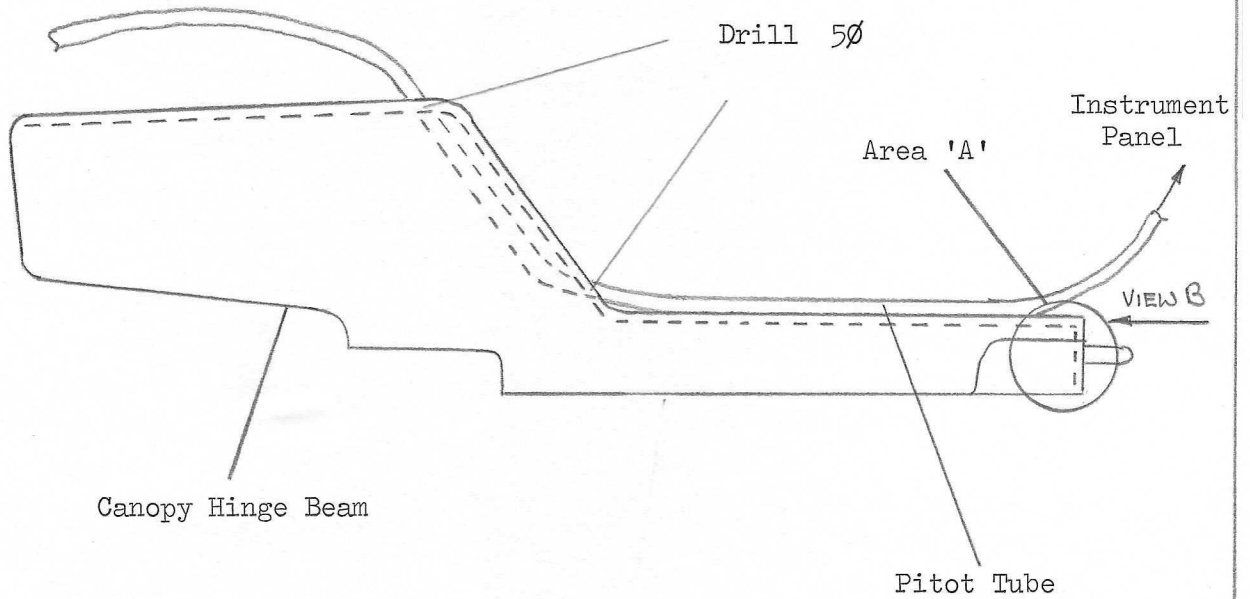


FIG 2

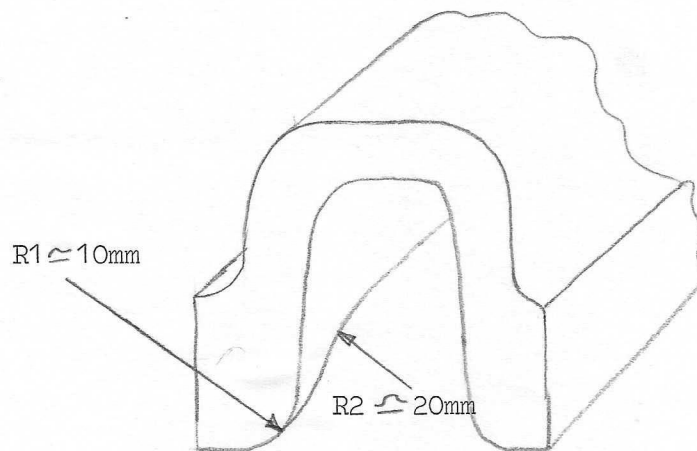


Bm

FIG 3



VIEW B



Radius the corners (R1 & R2)

BM.