

TECHNICAL INSTRUCTION

T.I. No: 110/T65

Title: : INSPECTION OF VEGA/SPORTS VEGA FIN MOUNTED TAILPLANE ATTACHMENT BUSH ROPES

CLASSIFICATION: This Service Bulletin has been Classified by SAL as Essential

COMPLIANCE: Within 6 months of receipt of this Technical Instruction

APPLICABILITY: All T65A, T65D Vega and T65C Sports Vega

INTRODUCTION:

There have been cases reported of cracks having been found in the glass ropes which retain the fin mounted tailplane attachment bushes.

These cracks were found during repairs to a glider following a ground loop and could be an indication of further damage to tailplane mounting structure.

This inspection is a one time inspection to all T65 Vega variants.

ACTION:

1. If applicable, de-rig tailplane from fin.
2. Clean area of inspection using acetone or equivalent.
3. Using a torch and a magnifying glass, check the structural integrity of the ropes securing rigging bushes to fin, ie there are no cracks in the areas shown on Fig 1. Additionally check the tailplane tang support structure within the fin for delamination etc. Should there be any doubt as to the existence of any cracks then place a bar (bush diameter is 7mm) in each bush in turn and carefully apply a twisting action on the bush, sufficient to disturb any crack that may be there. Ensure force used is not such to damage structure or bush bores.
4. Should the bush ropes be found to be satisfactory and the remaining structure is deemed to be sound, continue as paragraph 6.
5. Should cracks be found in the ropes around the bushes and/or structure is found to be unsound, then please supply to SAL, details of cracking/or other damage, stating whether glider was subject to any recorded ground loop incident, together with glider works number etc.
6. Check tailplane for damage. If any damage found, please supply relevant information to SAL as stated in paragraph 5.

Approved by: 	Date: 22/4/99.	Issue 1
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7. Repair any damage prior to next flight, either from information received from manufacturer, ie SAL, or if applicable i.a.w. Vega/GRP Repair Manual.
8. Upon completion of this inspection, and if applicable-repair, annotate logbook "TI 110/T65 complied with" and date.
9. Upon any subsequent ground loop incident, structural integrity of the tailplane mounting structure should be inspected and if in doubt, inspection applied, as stated in paragraph 3 with compliance to the subsequent relevant paragraphs.

For further information or repair schemes please contact SAL Product Support Department.

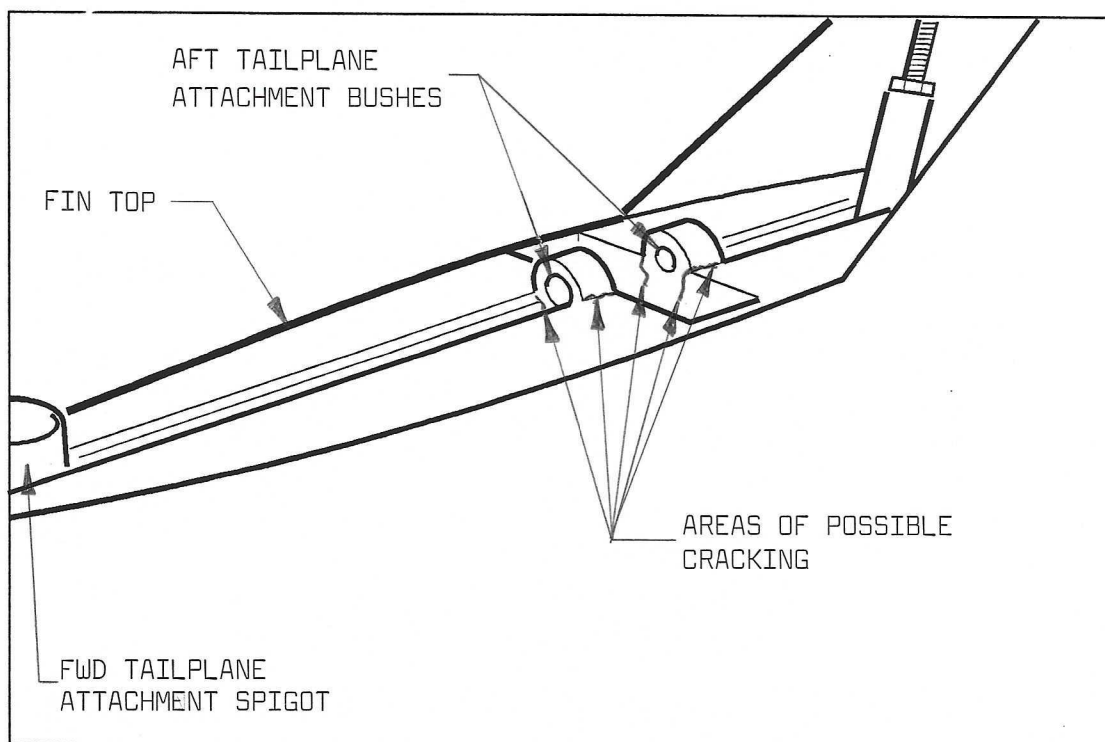


FIG 1