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Technical Instruction No 85
Slingsby T65A Vega Glider
Modification of Flap/Airbrake Control (MOD 12)

INTRODUCTION

This Technical Instruction modifies the Flap/Airbrake control and prevents the airbrake from tending to open at high speed. This instruction also lifts the restriction set by Technical Instruction No. 82.

APPLICABILITY

This instruction applies to all T65A Vega aircraft which do not have modification number 12 embodied.

COMPLIANCE

This instruction is mandatory for aircraft which do not have MOD 12 incorporated and must be carried out within 6 months of receipt of this instruction. When this instruction is complied with, the Flap/Airbrake warning placard can be removed and an entry made in the aircraft log book "MOD 12 INCORPORATED".

PROCEDURE

1. Check the flap neutral position. Remove the wings from the aircraft and trestle the fuselage.
2. Disconnect the Flap/Airbrake drive swivel assembly from the rear of the Flap/Airbrake operating lever by removing the two $\frac{1}{4}$ " nuts and bolts.
3. Remove the airbrake overcentre link from the rear rigging bar follower, the drive swivel and the Flap/Airbrake layshaft. The former by removing the split pins, nuts and bolts, the latter by removing the $\frac{1}{4}$ " tubular rivet.
4. Disconnect and remove the drive swivel from the flap pushrod by removing the split pin, nut and bolt.
5. Drill and ream a 0.19 " \varnothing hole through the fork of the drive swivel in the position shown on the attached sketch (Fig.1). Re-shape the fork end as shown on the sketch, etch prime and paint with cellulose any bare metal.

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6. Fit the modified airbrake overcentre link to the fork of the swivel assembly with the 10/32 UNF nut, bolt, washer and 1/16" \emptyset split pin.
NOTE: The head of the nut to be outboard of the aircraft centreline when assembled to the aircraft.
7. Refit the drive swivel to the rear end of the Flap/Airbrake lever with the two 1/4" nuts, bolts and washers. Check that the two forks swivel freely.
8. Bolt the flap pushrod onto the drive swivel fork with 1/4" nut, bolt and washer. Lock the nut with 1/16" \emptyset split pin.
9. Refit the new overcentre link to the Flap/Airbrake layshaft with a clevis pin, washer and 3/64" \emptyset split pin, in lieu of 1/4" \emptyset tubular rivet.
NOTE: The head of the pin to face inboard of the aircraft fuselage.
10. Bolt the overcentre link to the overcentre follower with the 1/4" \emptyset bolt, nut, washer and 1/16" \emptyset split pin. Ensure that the two spacer washers are positioned between the link and the follower.
NOTE: Head of bolt to be outboard of the aircraft centreline.
11. Enlarge the cutout in the airbrake follower as shown on the attached sketch (Fig.2) to give clearance between the overcentre link and the follower when the airbrake operating handle is pulled back. Paint over any exposed metal with etch primer.
12. Set the airbrake overcentre link at $3^{\circ} \pm 1^{\circ}$ using the screw adjuster and lock the screw in position.
13. Check for full and free movements of airbrake, flap and aileron as stated in the aircraft manual. Also check the flap neutral position, if this has altered from the original position adjust the flap pushrod connected to the drive swivel.

N.B. The load in the airbrake overcentre link is altered by adjusting the port and stb'd pushrods connecting the airbrake cone boxes to the airbrake layshaft.

PARTS REQUIRED FOR THE EMBODIMENT OF MOD 12.

1 off	Airbrake Overcentre Link	Pt.No. T65A-45-404
1 off	Clevis Pin	Pt.No. T65A-45-271/13
1 off	Washer	Pt.No. SP126/E
1 off	Split Pin 3/64" \emptyset x 1/2" Long	Pt. No SP90/B4
3 off	Split Pin 1/16" x 3/4" Long	Pt.No. SP90/C6

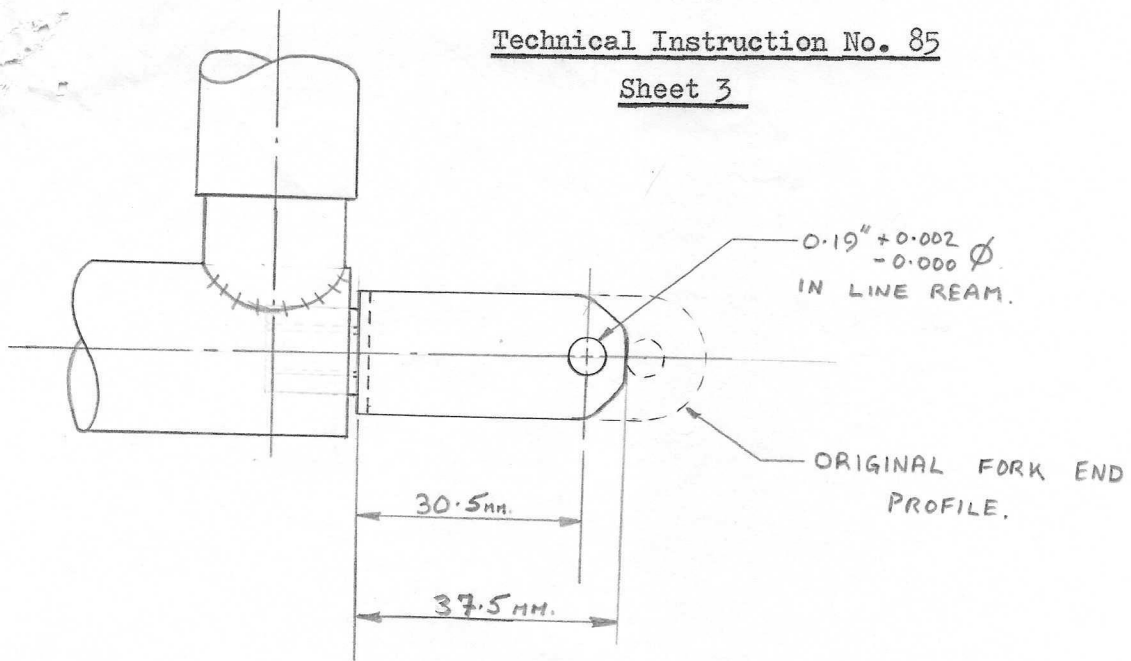


FIG 1 - MODIFICATION OF DRIVE SWIVEL FORK

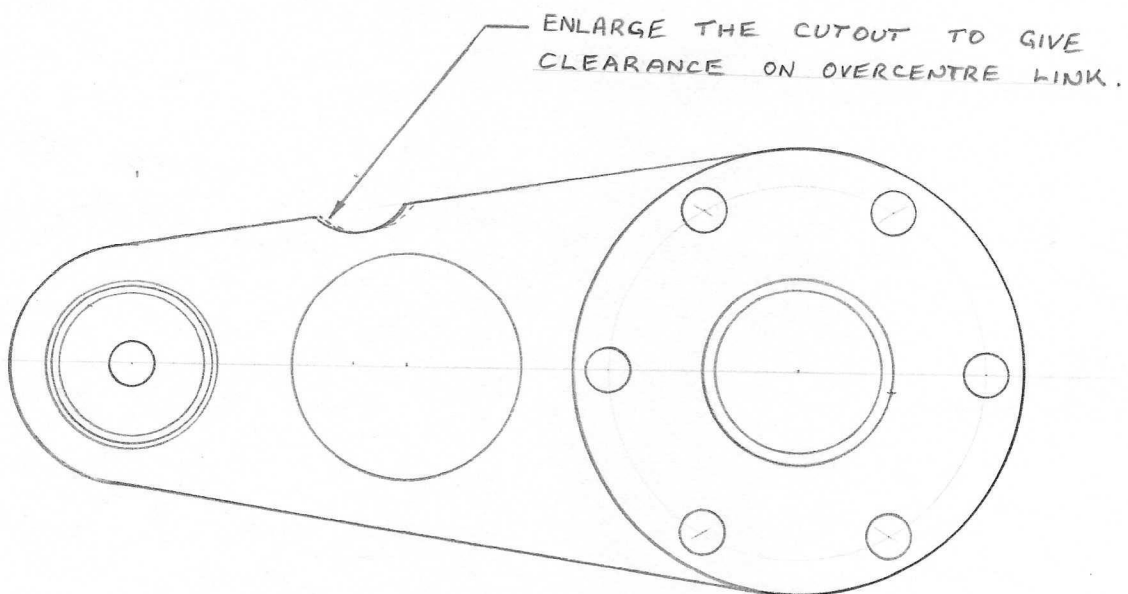


FIG 2 - MODIFICATION TO AIRBRAKE FOLLOWER