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TECHNICAL INSTRUCTION NO. 89

SLINGSBY T59 KESTREL AND T65 VEGA GLIDERS

INSPECTION OF STIFF ANCHOR NUTS

INTRODUCTION

A case has been reported of a loose bolt group on a Vega Glider. This instruction requires that an inspection of critical areas be carried out and that bolts lacking in stiffness be locked.

APPLICABILITY

This Technical Instruction is applicable to all Kestrel T59 and Vega T65 gliders.

COMPLIANCE

This inspection has been made mandatory by the Civil Aviation Authority and must be carried out before the next flight and at subsequent annual inspections. This Instruction is to be kept with the glider manual to form part of the maintenance instructions for the glider.

PROCEDURE

At all the following positions ensure that the quoted break out torques are exceeded by applying the stated torques using a torque measuring device or spring balance and spanner/screw driver.

REQUIRED BREAK OUT TORQUE

T59 KESTREL GLIDER

1.	Elevator root rib attachment fitting 6 screws	1.2lb ins
2.	Rudder pedal carrier rear fixing 1 bolt	1.2lb ins
3.	Aft of cockpit on frame 1 rudder bar mounting 4 bolts	1.2lb ins
4.	Aft of wheel box, aileron layshaft mounting 4 bolts	1.2lb ins

T65 VEGA GLIDER

1.	Belcrank mount on wing root rib 4 screws each wing	.5lb ins
2.	Rudder pedal carrier rear fixing 1 bolt	1.2lb ins
3.	Aileron belcrank at stb. side of cockpit under control column access panel 3 bolts	1.2lb ins
4.	Attachment of layshafts to fuselage side 8 bolts	.5lb ins
5.	Access panel cover in tail wheel bay 9 screws or 3 bolts 6 screws	.5lb ins

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Bolts and screws which meet these torque limits require no further action.

Bolts and screws which do not meet these requirements must be locked by one of the following methods:

1. Drill bolt heads 1/16" dia and wire lock using soft iron wire (DTD189) 24 swg.

2. Reassemble with Locktite 636 following instructions on the container.

Following removal of any of the critical bolts referred to above, the bolts are to be locked with Locktite 636 when replaced or alternatively wire locked on replacement.

This Technical Instruction must be kept with the glider manual to ensure continued compliance throughout the life of the aircraft.