



British Gliding Association Aircraft Inspection

Mandatory

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| Number: 013/03/2001 | Issue: 1 |
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Date: 12th March 2001

- Subject: Flying Controls – Elevator Disconnection and Tailplane Attachment
- Applicability: Slingsby T65 Vega Sailplanes
- Accomplishment: 25 Flying Hours or 10 landings from issue date and subsequent Annual inspections
- Reason: In flight failure of elevator control tongue causing flutter and uncontrolled elevator movement. Tailplane retaining pin mountings in top of fin cracked. Both conditions possibly caused by elevator rocking beam actuator acting on incorrect point. (1" forward of pivot point and not on Pad, witnessed by cuts in top of control tongue)
- The Elevator control system and Tailplane retention continues to be a problem area and the cause of in-flight failures. The following measures are intended to highlight problems and ensure continued airworthiness.
- Instructions:
- 1/ Check for correct incorporation of TI104/T65. Pay particular attention to the reinforcement of the elevator control tongue. Check for disbonding of the reinforcement.
 - 2/ Carry out inspection items detailed in TI104/T65 1.1 & 1.2. 1.3 is not possible due to the reinforcement, but inspect the general area.
 - 3/ Check for adequate clearance of the rocking beam actuator in the elevator control tongue. Ensure that the top of the beam is clear of the tongue. Look for actuator cutting into tongue.
 - 4/ Check the elevator drive pads are in contact for both "up" and "down" control. (Either by witness marks or the use of a small piece of soft plasticine)
 - 5/ Carry out a close visual examination of the Tailplane retaining pin mountings located on the top of the fin for cracks.
 - 6/ Ensure compliance with all annual inspection items as detailed in BGA 2001 Compendium
 - 7/ A copy of TI104/T65 is available from Slingsby Aviation.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.
Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot instructor.