

# Slingsby (UK)

## CONTACT

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## T 1 Grasshopper

Air Cadet Operational Notes and Maintenance Manuals are available from the BGA

## Tutor (Cadet Mk 2) & T.31 (Cadet Mk 3, Tandem Tutor)

[Tutor Data Sheet](#)      [Kirby Cadet Mk3 & T31B \(Tandem Tutor\) Data Sheet](#)

| Status | Subject            | Detail  | Reference Information        | TNS                   |
|--------|--------------------|---|------------------------------|-----------------------|
|        | Special Inspection | Special Inspection  | <a href="#">TI 03</a>        |                       |
|        | Care & Maintenance | Care & maintenance of Sailplanes manufactured prior to 1947 | <a href="#">TI 04</a>        |                       |
| M      | Main spar failure  | Inspection and modification of front wing spar              | <a href="#">TI 23 Mod 80</a> |                       |
|        | Rudder cable stops | Adjust to avoid fin loads                                   |                              | <a href="#">08/89</a> |

## T21A & B Sedbergh

[T21B Data Sheet](#)

| Status | Subject                     | Detail  | Reference Information                       | TNS   |
|--------|-----------------------------|---|---|---|
|        | TX Mk 1_Air_Publication     | Sedberg tx mk 1_air_publication_4309a vol 2                                 | <a href="#">Air Publication 4309A Vol 2</a> |   |
|        | T21B_BGA_MOD-2004-05        | T21B replacement tyre & inner tube.   | <a href="#">T21B BGA MOD-2004-05</a>        |   |
|        | T21B_BGA_MOD 2004-12a       | Replacement tail plane strut mounting (Steel).                              | <a href="#">T21B BGA MOD 2004-12a</a>       |   |
|        | T21B_BGA_MOD 2004-12b       | Replacement tail plane strut mounting (Steel).                              | <a href="#">T21B BGA MOD 2004-12b</a>       |   |
|        | T21B_BGA Mod 2005_03        | T21B Installation of C of G release hook                                    | <a href="#">T21B BGA Mod 2005_03</a>        |   |
|        | C of G Hook Mod Photographs | C of G Hook Mod Photographs   | <a href="#">Hook Mod Photographs</a>        |   |
|        | Tow hook                    | Side plates cracked   |   | <a href="#">10/93</a> & <a href="#">08/80</a>       |
|        | Control stick               | Interconnect – failure threads cracked                                      |   | <a href="#">12/93,10/91</a> & <a href="#">06/83</a> |
|        | Drag spar                   | Attachment at pylon front cracked at bolt-hole                              |   | <a href="#">10/83</a>                               |
|        | Elevator                    | Disconnection in flight clevis pin too long - safety pin fouls on tailplane |   | <a href="#">06/84</a>                               |
|        | Elevator                    | Drive rod failure at ball-end fitting in cockpit - inspect annually         |   | <a href="#">08/85</a>                               |
|        | Elevator                    | End fitting to drive tube rivet failure- inspect annually                   |   | <a href="#">02/96</a> & <a href="#">08/95</a>       |
|        | Main frames                 | 1 & 4 cracked inspect annually  |   | <a href="#">10/85</a> & <a href="#">06/86</a>       |
|        | Control cables              | Damaged by lightening   |   | <a href="#">04/87</a>                               |
|        | Rudder cable stops          | Adjust to avoid fin loads   |   | <a href="#">08/89</a>                               |
|        | Wing root fittings          | Cracks in welds   |   | <a href="#">06/93</a>                               |
| O      | Weak Link                   | For mod BGA 2005/03 C of G release, BLUE link is approved                   |   | <a href="#">5/2006</a>                              |

## Slingsby (UK)

### **T41 Skylark 2**

#### [Skylark 2 & 2B Data Sheet](#)

| <b>Status</b> | <b>Subject</b>                  | <b>Detail</b>   | <b>Reference Information</b>       | <b>TNS</b>            |
|---------------|---------------------------------|---|------------------------------------|-----------------------|
|               | Tailplane attachments           | Rigging and Inspection instructions                         | <a href="#">TI 01</a>              |                       |
|               | Trimmer control/T&S batteries   | Trimmer inspection & adjustment/modified battery attachment | <a href="#">TI 02</a>              |                       |
|               | Aileron mass balance weights    | Inspection instructions                                     | <a href="#">TI 05</a>              |                       |
|               | Elevator control connection     | Tightening down of wing nut                                 | <a href="#">TI 07</a>              |                       |
|               | Damage to elevator cables       | Inspection & recommended action                             | <a href="#">TI 09</a>              |                       |
| M             | Shoulder harness                | Canvas seats  | <a href="#">TI 12 Mod 96</a> (CAA) |                       |
| M             | Shoulder harness                | Non canvas seats  | <a href="#">TI 14 Mod 97</a> (CAA) |                       |
| M             | Canopy catch                    | Improved type (lift off)                                    | <a href="#">TI 13 Mod 98</a> (CAA) |                       |
| M             | Canopy catch                    | Improved type (hinged)                                      | <a href="#">TI 11 Mod 99</a> (CAA) |                       |
|               | Rudder stops                    | Adjust to avoid fin load                                    |                                    | <a href="#">06/87</a> |
|               | Fin spar inspection at the base | Annual & after heavy landings etc                           | <a href="#">TI 107/T50</a>         | <a href="#">08/87</a> |
|               | Rudder cables                   | Fouling on the fin  |                                    | <a href="#">04/88</a> |

### **T42 Eagle**

| <b>Status</b> | <b>Subject</b>           | <b>Detail</b>                      | <b>Reference Information</b> | <b>TNS</b> |
|---------------|--------------------------|------------------------------------|------------------------------|------------|
|               | Security of canopy catch | Correct operation of locking catch | <a href="#">TI 10</a>        |            |
|               | Canopy retention strap   | Fouls rear stick                   | <a href="#">TI 18 Mod 1</a>  |            |
| M             | Wing spars               | Strengthening                      | <a href="#">TI 19 Mod 5</a>  |            |

## Slingsby (UK)

### T43 Skylark 3 & T.50 Skylark 4

[Skylark 3 Data Sheet](#)

[Skylark 3B & D Data Sheet](#)

[Skylark 4 Data Sheet](#)

| Status | Subject                         | Detail   | Reference Information                           | TNS   |
|--------|---------------------------------|--|---|---|
|        | Elevator control connection     | Tightening down of wing nut                                | <a href="#">TI 01</a>                           |   |
|        | Trimmer control                 | Inspection & adjustment of trimmer control system          | <a href="#">TI 02</a>                           |   |
|        | Battery attachment              | Modified attachment for turn & slip batteries              | <a href="#">TI 04</a>                           |   |
|        | Care & maintenance              | Care & maintenance of sailplanes over 10 years old         | <a href="#">TI 05</a>                           |   |
|        | Airelon mass balance weights    | Special instruction of airelon mass balance weights        | <a href="#">TI 07</a>                           |   |
|        | Elevator control connection     | Tightening down of wing nut                                | <a href="#">TI 08</a>                           |   |
|        | Airelon cable bolts             | Wear on 2 B A bolts attaching airelon cables to wing joint | <a href="#">TI 10</a>                           |   |
|        | Security of IP-113 canopy catch | Correct operation of handle                                |   |   |
| M      | Wing root strengthening         |  | Mod 7   |   |
|        | Wing fittings                   | Severe corrosion inspect & treat as necessary              |   | <a href="#">10/96</a> & <a href="#">12/81</a> |
| M      | Harness attachments             |  | <a href="#">Mod 96</a> & <a href="#">Mod 97</a> |   |
|        | Canopy catch worn               | Excess backlash external lever does not function           | <a href="#">Mod 99</a>                          | <a href="#">06/83</a>                         |
|        | Fin spar inspection at the base | Annual & after heavy landings etc                          | <a href="#">TN 107/T50</a>                      | <a href="#">08/87</a>                         |
|        | Rudder stops                    | Adjust to avoid fin loads                                  |   | <a href="#">06/87</a>                         |
|        | Aileron misrigging              | Fit wing tips with ailerons neutral                        |   | <a href="#">10/92</a>                         |
|        | Aileron pip-pin connector       | Failed - aileron disconnected                              |   | <a href="#">06/93</a>                         |
|        | Elevator misconnected           | Driver lower lug not in slot - loosens in flight           | Skylark 3                                       | <a href="#">04/97</a>                         |
|        | Rudder horn                     | Severe corrosion   |   | <a href="#">02/99</a>                         |

### T45 Swallow

[Swallow Data Sheet](#)

| Status | Subject                        | Detail  | Reference Information | TNS                   |
|--------|--------------------------------|---|-----------------------|-----------------------|
|        | Elevator control connection    | Tightening down of wing nut                                 | <a href="#">TI 07</a> |                       |
|        | Port rudder pedal fouling      | Inspect to avert possibility of port rudder fouling         | <a href="#">TI 15</a> |                       |
|        | Lack of full rudder deflection | Rectification of fault                                      | <a href="#">TI 33</a> |                       |
| M      | Canopy catches                 | Insecure  | Mod 10                |                       |
|        | Fin spar                       | Damaged by rudder cables after wearing through the fairlead |                       | <a href="#">04/88</a> |
|        | Rudder stops insecure          | Resulting in rudder over-travel                             |                       |                       |
|        | Cockpit torque tube            | Cracks  |                       | <a href="#">12/90</a> |

## Slingsby (UK)

### T49 A & B Capstan

#### [T49B Capstan Data Sheet](#)

| Status | Subject                      | Detail   | Reference Information                 | TNS                   |
|--------|------------------------------|--|---------------------------------------|-----------------------|
|        | T49B Capstan Mod 2           | Improved wing to fuselage fairing                            | <a href="#">TI 21-Mod 2</a>           |                       |
|        | T49 Capstan                  | Improved access to dive brake adjustment in wing -           | <a href="#">TI 26</a>                 |                       |
|        | T49B Capstan Mod 5           | Reinforcing of the canopy front lamination                   | <a href="#">TI 27</a>                 |                       |
|        | Cracks in bracing at frame 3 |  |                                       | 08/74                 |
|        | Air brake rod                | Threaded end fractured adjacent to the brake                 |                                       | 03/75                 |
|        | Tow release                  | Cable frayed at pulley guard                                 |                                       | <a href="#">08/84</a> |
|        | Rudder lower hinge           | Corroded   |                                       | <a href="#">12/82</a> |
|        | Rudder stops                 | Adjust to avoid fin loads                                    |                                       | <a href="#">08/87</a> |
|        | Rudder-post                  | Cracked at weld  |                                       | <a href="#">10/93</a> |
|        | Airbrakes jammed             | Protruding bolt on brake paddle                              |                                       | <a href="#">06/97</a> |
|        | Fuselage skin                | Damaged by skid rubber air brake mechanism damaged           |                                       | <a href="#">08/98</a> |
|        | Rudder cables                | Damage airbrake rod cables wrapped around rod behind cockpit |                                       | <a href="#">08/98</a> |
| M      | Rudder torque tube           | Inspection and modification                                  | <a href="#">BGA 029/05/2002 iss.1</a> | <a href="#">06/02</a> |

### T51 Dart 15, 15R, 15WR, 17, 17R, 17WR

#### [Dart 15 & 17 Data Sheet](#)

| Status | Subject                           | Detail   | Reference Information                 | TNS   |
|--------|-----------------------------------|--|---------------------------------------|---|
|        | Replacement Label                 | Replacement of retractable undercarriage label                             | <a href="#">TI 28 Mod 63 &amp; 64</a> |   |
| M      | Undercarriage strengthening       | Strengthening of manual retractable undercarriage                          | <a href="#">TI 29 Mod 66</a>          |   |
|        | Tailplane mass balance weight     | Increase in tailplane mass balance weight                                  | <a href="#">TI 30 Mod 67</a>          |   |
|        | Alternative to Mod 67             | Alternative to Mod 67  | <a href="#">TI 32 Mod 67A</a>         |   |
|        | Undercarriage body down lock      | Replacement of retractable undercarriage (manual) body down lock           | <a href="#">TI 35 Mod 69</a>          |   |
|        | Drag spar safety pins too long    | Become unlocked  |                                       | <a href="#">08/79</a>                         |
|        | Aileron flutter                   | Caused by excessive backlash (5 mm total play)                             |                                       | <a href="#">10/76</a> & <a href="#">10/83</a> |
|        | Longerons                         | Cracked at frame 6 in-flight break up inspect annually & after any "event" |                                       | <a href="#">04/85</a>                         |
|        | Centre section frames & diagonals | Cracked  |                                       | <a href="#">08/85</a>                         |
|        | Longerons inspection              | After heavy landings etc & annually  |                                       | <a href="#">08/87</a>                         |
|        | Spar                              | Corrosion at wing root   |                                       | <a href="#">04/93</a> & <a href="#">12/91</a> |
| M      | Dural spar boom                   | Corrosion at bond mandatory inspection every 5 years                       | <a href="#">TI 109 iss 3</a>          |   |
|        |                                   | Revised inspection at issue 3  |                                       | <a href="#">12/97</a> & <a href="#">08/00</a> |
|        | Elevator flutter                  | Excess play between elevators  |                                       | <a href="#">10/98</a>                         |

## Slingsby (UK)

### T53/YS-53 Sovereign

#### Slingsby T53 & YS53 Data Sheet

#### Slingsby T53B - Specific airworthiness specification - CAA SAS.A.088 Issue 2

| Status | Subject                         | Detail  | Reference Information  | TNS   |
|--------|---------------------------------|---|--|---|
|        | Airbrakes locked out            | Mechanism jammed at fuselage frame 6              |  | <a href="#">08/80</a>                         |
| M      | Elevator lever mounting bracket | Replace (at rear control box)                     | <a href="#">TI 36, Mod 11</a>  | <a href="#">05/81</a>                         |
|        | Lifting Handle                  | Introduction of stronger lifting handle           | <a href="#">TI 38 Mod 10</a>   |   |
|        | Modification to fuselage        | Modification to fuselage between frames 4 & 5     | <a href="#">TI 39 Mod 14</a>   |   |
| M      | Tailplane incidence change      |   | <a href="#">TI 40, Mod 15</a>  | <a href="#">05/81</a>                         |
| M      | Wing centre section             | Inspection and strengthening                      | AD 002-05-81, <a href="#">TI 66</a> & <a href="#">TI 68</a>                  | <a href="#">05/81</a>                         |
| M      | Wing attachment                 | Bracket (frame 6) inspection and replacement      | AD 003-05-81, AD 004-05-81,<br><a href="#">TI 69</a> & <a href="#">TI 70</a> | <a href="#">05/81</a>                         |
|        | Wing attachment                 | Bracket (frame 6) inspection of replacement parts | <a href="#">TI 90</a>  | <a href="#">02/80</a> & <a href="#">05/81</a> |
|        | Centre sections cracks          | At frames 4 & 6                                   | <a href="#">TI 100</a>   | <a href="#">08/85</a>                         |
|        | Frames 4 to 6                   | Corrosion and loose rivets                        |  | <a href="#">08/86</a>                         |
| M      | Wing                            | Inspection of centre section                      | AD 001-10-82, <a href="#">TI 100/T53</a>                                     |   |

## Slingsby (UK)

**T59 A, C, D & H Kestrel 17, 19, 20 & 22 (Kestrel "2")** (See *Glasflugel* section for *Glasflugel 401 aircraft*)

[T59 TCDS](#)      [Slingsby Glass Fibre Repair Manual](#)

| Status | Subject                           | Detail   | Reference Information                              | TNS   |
|--------|-----------------------------------|--|--|---|
|        | Pre-rigging inspection – root end | Pre-rigging inspection of root end of main spar T59C           | <a href="#">TI 41</a>                              |   |
| M      | Canopy                            | Modify canopy catch spigot mounting                            | <a href="#">TI 43, Mod 4</a>                       | 1973  |
| M      | Landing Gear                      | Reposition bolts on u/c operating shaft                        | <a href="#">TI 44 Mod 5</a>                        |   |
|        | Seal flaps and ailerons           |  | <a href="#">TI 49, Mod 11</a>                      | 1973  |
|        | C of G Limit                      | C of G limit from 14.76" to 15.83"                             | <a href="#">TI 52, Mods 9 &amp; 13</a>             | 1973  |
| M      | Aileron                           | Mass balance limits changed to avoid wing flutter              | <a href="#">TI 54</a>                              | 1973  |
|        | Rudder pedal gearing              | Reduction of rudder pedal gearing                              | <a href="#">TI 56 Mod 17</a>                       |   |
| M      | Controls                          | Introduction of take off flap position on landing flap control | <a href="#">TI 57 Mod 15</a>                       |   |
|        | Fuselage rigging bars             | Fitting of hardened steel pins to fuselage rigging bars        | <a href="#">TI 59 Mod 16</a>                       |   |
|        | Emergency pitot installation      | Emergency pitot installation                                   | <a href="#">TI 60 Mod 14</a>                       |   |
|        | Wings                             | Inspection   | <a href="#">TI 62</a>                              |   |
|        | Elevator                          | Actuator fitting inspection                                    | <a href="#">TI 63</a>                              |   |
|        | Landing flap rods                 | Check for end bending  | <a href="#">TI 64</a>                              |   |
| M      | Elevator actuator replacement     | By part number 59A-30-25                                       | <a href="#">TI 65, T65 iss 2</a> Mod 18            | 1974  |
|        | Rudder actuator                   | Improved bearings fitted                                       | <a href="#">TI 67 iss 2, Mod 26</a>                |   |
|        | Ruddrer chord                     | Extension of rudder chord by 76mm                              | <a href="#">TI 71 Mod 25</a>                       |   |
|        | Dive Brakes                       | Operating limitations  | <a href="#">TI 72</a>                              |   |
| M      | Air Brake                         | Control system improvement                                     | <a href="#">TI 75, T75 iss 2, T75 iss 3</a> Mod 28 | 04/75 & 06/75                                 |
|        | Root rib                          | 'Uniballs' - loctite them in                                   | <a href="#">TI 76, Mod 31</a>                      | 1975  |
|        | Rudder cables                     | Inspection   | <a href="#">TI 77</a>                              |   |
| M      | Rudder cable failures (fatal)     | Fit stop to prevent rudder pedals going fully forward.         | <a href="#">TI 78, Mod 33</a>                      | <a href="#">10/75</a>                         |
| M      | Fit servo tab to elevator         | Series I becomes series II, aft                                |  |   |
|        | Airbrake                          | Tensions airbrake caps as necessary to prevent flap flutter    |  | <a href="#">10/75</a>                         |
|        | Controls                          | Repeated failures if pedal geometry is wrong                   |  | <a href="#">04/76</a>                         |
|        | Controls                          | Frequently inspect cables in the nose                          |  | <a href="#">04/77</a>                         |
| M      | New mass balancing limits         | Addendum 7 to pilot's notes                                    |  | <a href="#">01/76</a>                         |
|        | Flap/aileron connections          | Reversed at bell cranks - check after assembly                 |  | <a href="#">07/76</a>                         |
|        | Critical areas                    | Inspection for loose bolts                                     | TI 89  |   |
| M      | Rudder drive annual crack check   | Mandatory 'Magnaflux' check                                    | AD 002 01-82, <a href="#">TI 101/T59</a>           | <a href="#">08/86</a> & <a href="#">12/81</a> |
|        | Undercarriage operating arm       | Weld failure R H side of wheel box                             |  | <a href="#">09/82</a>                         |
|        | Flap drive shaft mount loose      | Damaged while rigging - caused flap flutter                    |  | <a href="#">10/83</a>                         |
|        | Flap and aileron 'buzz'           | Max total freeplays 1/8 " & 1/16"                              |  | <a href="#">06/88</a> & <a href="#">10/85</a> |

## Slingsby (UK)

| Status | Subject                        | Detail  | Reference Information  | TNS   |
|--------|--------------------------------|---|------------------------|---|
| M      | Elevator push rod inspection   | For internal corrosion  | <a href="#">TI 106</a> | <a href="#">02/87</a>                         |
|        | LE delamination                | Water ballast leak drill extra drain holes & inspect annually           |                        | <a href="#">08/88</a> & <a href="#">06/87</a> |
|        | Aileron skew-drives            | Assemble with loctite to minimise backlash                              |                        | <a href="#">06/88</a>                         |
|        | Aileron LE foul                | With detached/loose gelcoat-  |                        | <a href="#">06/90</a>                         |
|        | Tailplane front mounting lock  | Must be wire locked   |                        | BGA   |
|        | Winch hook angle changed       | Improved launch (optional)  |                        | <a href="#">04/99</a>                         |
|        | Water ingress at wing root rib | Caused 12" x 6" of disbonding   |                        | <a href="#">12/99</a>                         |
| I      | Landing gear                   | Operating rod weld failure at attachment to operating shaft (poor weld) |                        | <a href="#">4-2006</a>                        |

### T61 Series

(Airworthiness Directives and Mandatory Modifications listed in CAA MAMIS)

[BGA .ZIP file with all manuals, drawings and other information.](#)

| Status | Subject                       | Detail  | Reference Information         | TNS                   |
|--------|-------------------------------|---|-------------------------------|-----------------------|
| M      | Elevator                      | Change of control rigging pin T61A                              | AD0170 PRE 80, TI 42, Mod 3   |                       |
| M      | Engine mount studs            | replacement of 10mm studs                                       | AD0171 PRE 80, TI 45, Mod 10  |                       |
| M      | Canopy                        | Addition of fasteners   | AD0172 PRE 80, TI 50, Mod 15  |                       |
| M      | Elevator ctr hinge            | Inspection & replacement  | AD0173 PRE 80, TI 53, Mod 16  |                       |
| M      | Elevator tab                  | Inspection  | AD0174 PRE 80, TI 55          |                       |
| M      | Aileron                       | Inspection of operating lever                                   | AD 011-10-80, TI 79, Mod 17   |                       |
| M      | Rudder pedals                 | Reduction of stops  | AD 012-10-80, TI 80, Mod 18   |                       |
| M      | Wing root fitting             | Pin inspection  | AD 009-11-80, TI 94           |                       |
| M      | Fuel shut off valve Truma V8M | 8 year (seals) life limitation                                  | AD 82-50/2, SB 653-41         | <a href="#">02/90</a> |
| M      | Tailplane                     | Forward bracket inspection                                      | AD 003-01-82, TI 102/T61      | <a href="#">04/90</a> |
| M      | Wings                         | Inspection of wing centre pin                                   | AD 003-06-82                  | <a href="#">04/95</a> |
| M      | Truma V8 fuel valves          | Truma V8 fuel valves made after 1/6/96 - exchange valve for new | AD 97-140, SB 653-67          | <a href="#">08/97</a> |
| M      | Fuel shut off valve NK 490    | fitted in place of Truma V8M                                    | SB 653-70                     | <a href="#">02/98</a> |
| M      | Wings                         | Inspection of wing centre joint additional limitations          | AD 001-07-82, TI 103/T61      | <a href="#">07/82</a> |
| M      | Structural Audit (F)          | Inspection of airframe (to be completed by April 2004)          | TI 111/T61                    | <a href="#">02/03</a> |
| M      | Fatigue life limits           | This AD has been raised to mandate revised fatigue lives.       | G-2018-0001 (issued 12/02/18) |                       |

## Slingsby (UK)

### **T61 In Service Reports (Advisory)**

| <b>Status</b> | <b>Subject</b>                        | <b>Detail</b>                                 | <b>Reference Information</b> | <b>TNS</b>                                    |
|---------------|---------------------------------------|---|------------------------------|---|
| I             | SF-25/T-61 elevator tab cables        | Wire lock at tab                              |                              | 06/73   |
| I             | T-61 spar delamination at wing root   |   |                              | 11/74   |
| I             | Longerons corroded at fin post        | Adjacent to microballoon filler               |                              | 01/75   |
| I             | T-61 aileron hinges cracked           | Cracked at pin supporting plate weld          | TI 73                        | 06/75   |
| I             | T-61 elevator push rod fitting        | Cracks around holes at fork end in fus centre | TI 74                        | 06/75   |
| I             | Wheel assembly bolt failures          | Fit larger (8mm) bolts                        |                              | <a href="#">11/77</a>                         |
| I             | T-61 tailplane spar delamination      | Inspect annually                              | TI 81                        | <a href="#">03/79</a>                         |
| I             | SF-25/T-61 compass errors             | Magnetised canopy frame                       |                              | <a href="#">12/79</a>                         |
| I             | Spar deterioration                    | Water in spoiler boxes                        |                              | <a href="#">06/95</a> & <a href="#">12/80</a> |
| I             | SF-25/T-61 wing main pin holes        | Worn & splayed oval                           |                              | <a href="#">12/80</a>                         |
| I             | T-61 ignition switch "live"           | Test  |                              | <a href="#">12/85</a>                         |
| I             | Crank case cracks                     | Numerous cases - inspect regularly            | TI 102                       | <a href="#">02/87</a>                         |
| I             | SF-25/T-61 tailplane                  | Front attachment cracked                      |                              | <a href="#">04/90</a>                         |
| I             | SF-25 fuel flow restriction           | Filter incorrectly installed                  |                              | <a href="#">06/90</a>                         |
| I             | Top harness attachments               | Secure to transverse tube                     |                              | <a href="#">02/93</a>                         |
| I             | Tubing on fuel gauges                 | Hardens and leaks                             |                              | <a href="#">06/95</a>                         |
| I             | T-61 magneto to crankshaft coupling   | Failure of type without reinforcing ring      |                              | <a href="#">06/96</a>                         |
| I             | Rear fuselage structure corrosion     | Near fin attachments                          |                              | <a href="#">02/99</a>                         |
| I             | Aileron drive bearing failure         | Central hanger upper bearing between sticks   |                              | <a href="#">04/99</a>                         |
| I             | Tailplane front mount cracked through | Inspect for cracks and poor welds             |                              | <a href="#">08/99</a>                         |
| I             | Throttle cable disconnected           | Check security at carburettor connection      |                              | <a href="#">10/99</a>                         |



## Slingsby (UK)

### T65 A & D Vega & T.65C Sport Vega

[Vega T65 15 Data Sheet](#)

[Vega T65A Data Sheet](#)

[Vega T65A 17 Data Sheet](#)

[Vega T65C \(Sport\) Data Sheet](#)

| Status | Subject   | Detail   | Reference Information   | TNS  |
|--------|---|--|---|--|
| M      | Airbrakes inadvertently opening                 | Airspeed restriction - lifted when Mod 12 has been carried out | <a href="#">TI 82</a>   | <a href="#">08/79</a>                      |
|        | Loose pieces of resin in the wings jam ailerons | Loose pieces of resin to be shaken out                         | <a href="#">TI 83</a>   | <a href="#">06/84, 08/83 &amp; 08/79</a> M |
|        | Aileron actuator                                | Fouls outboard hand hole                                       | <a href="#">TI 84</a>   | <a href="#">08/79</a>                      |
| M      | Flap/airbrake                                   | Modification if Mod 12 not c/out                               | <a href="#">TI 85, Mod 12</a>   |  |
|        | Water tanks                                     | Do not pressure fill at more than 2½ PSI                       | <a href="#">TI 86</a>   | <a href="#">08/79</a>                      |
| M      | Wing spigots                                    | Replace  | <a href="#">TI 87 issue 2,3</a>   | <a href="#">10/79</a>                      |
| M      | Wing strengthening                              |  | <a href="#">TI 88, Mod 27</a>   | <a href="#">10/79</a>                      |
|        | Critical areas                                  | Inspection for loose bolts                                     | <a href="#">TI 89</a>   |  |
| M      | Elevator actuator pin retention                 | Replace circlip with split-pin                                 | <a href="#">TI 91</a>   | <a href="#">04/80</a>                      |
| M      | Aileron vibration                               | Mass balance increased (all models)                            | AD 002-05-81, AD 004-01-82,<br><a href="#">TI 92, TI 95</a>             | <a href="#">12/80</a>                      |
| M      | Elevator centre hinge-mounting                  | Rib loose in TP - reinforce                                    | <a href="#">TI 104 iss 1, TI 104 iss 2</a>                              | <a href="#">11/82</a>                      |
|        | Canopy jettison inoperative                     | Check system annually  | <a href="#">TI 105</a>  | <a href="#">11/82</a>                      |
|        | Flap drive failure                              | At universal joint at pilots quadrant Pre Mod 16 aircraft only | <a href="#">TI 108</a>  | <a href="#">08/90 &amp; 08/87</a>          |
|        | Tailplane attachment                            | Cracks inspection within 6 months and after ground loops etc   | <a href="#">TI 110/T65</a>  | <a href="#">06/99</a>                      |
| M      | Elevator Drive                                  | BGA inspection of elevator drive U channel                     | <a href="#">BGA 006/08/2000 iss1</a>                                    | <a href="#">08/00</a>                      |
| M      | Flying controls                                 | Elevator disconnection and tailplane attachment                | <a href="#">BGA 013/13/2001 iss1</a><br><a href="#">TI 104/T65 iss2</a> | <a href="#">04/01</a>                      |

### Vega In Service Reports, Advisory

| Status | Subject                           | Detail   | Reference Information | TNS                               |
|--------|-----------------------------------|--|-----------------------|-----------------------------------|
|        | Seat pan fouls elevator control   | Cut clearance as necessary                                       |                       | <a href="#">10/80</a>             |
|        | Canopy lock                       | Screws loose in frame  |                       | <a href="#">12/80</a>             |
|        | Stern post detached from fin skin | Inspect & repair as necessary                                    |                       | <a href="#">03/82</a>             |
|        | Tailplane mounting spigot         | Tongue cracked at bolt holes                                     |                       | <a href="#">02/83</a>             |
|        | Rudder travel restricted          | At extremes of pedal adjustment limit pedal adjustment           |                       | <a href="#">06/84</a>             |
|        | Rudder cables                     | Damaged by a screw at tail wheel retraction hinge, inspect       |                       | <a href="#">06/84</a>             |
|        | Elevator drive at base of fin     | Delaminated  |                       | <a href="#">08/85</a>             |
|        | Ailerons                          | Jammed by wheel retraction with one U/C mechanism bolt reversed  |                       | <a href="#">10/85</a>             |
|        | Elevator hinge                    | Axis & drive misaligned align to avoid excess backlash & flutter |                       | <a href="#">02/88 &amp; 10/86</a> |
|        | Undercarriage mechanism wear      | Excess free play causes collapse                                 |                       | <a href="#">04/87</a>             |
|        | Rudder                            | Water drains blocked   |                       | <a href="#">06/87</a>             |
|        | Tailplane                         | Attachments cracks in GRP inspect frequently                     |                       | <a href="#">02/88</a>             |

## Slingsby (UK)

| Status | Subject                      | Detail   | Reference Information | TNS                    |
|--------|------------------------------|--|-----------------------|------------------------|
|        | Aileron                      | Hinges and drive box corroded  |                       | <a href="#">08/88</a>  |
|        | Tailplane upper skin         | Unbonded from root rib   |                       | <a href="#">02/89</a>  |
|        | Tow release & brake cables   | Corroded & failed  |                       | <a href="#">06/89</a>  |
|        | Aileron actuator cover plate | Jammed ailerons - always tape into place                             |                       | <a href="#">06/89</a>  |
|        | Undercarriage lever failure  | At rod end bearing in cockpit  |                       | <a href="#">06/91</a>  |
|        | Undercarriage lever failure  | At weld on u/c   |                       | <a href="#">12/93</a>  |
|        | Flap drive yokes dis-bonded  | Noticed because of excess play in flaps                              |                       | <a href="#">10/97</a>  |
|        | Canopy                       | Locking lever must face upwards to prevent accidental canopy opening |                       | <a href="#">08/98</a>  |
|        | Canopy                       | Latching lever bent, fouling seat and difficult to operate           |                       | <a href="#">04/05</a>  |
|        | Landing gear                 | Frame damaged by incorrectly fitted bolt on operating arm.           |                       | <a href="#">3-2006</a> |