Airworthiness Directive Schedule

Giders
Slingsby Giders
22 February 2018

Notes:

1. This AD schedule is applicable to Slingsby gliders manufactured under the following EASA SAS numbers and UK CAA TC numbers:

<table>
<thead>
<tr>
<th>Model:</th>
<th>EASA Specific Airworthiness Specification (SAS) Number:</th>
</tr>
</thead>
<tbody>
<tr>
<td>T51 Dart</td>
<td>EASA.SAS.A.087 (UK CAA Type Certification AAN 8353 and 8725)</td>
</tr>
<tr>
<td>T51 Dart 17R</td>
<td>EASA.SAS.A.087 (UK CAA Type Certification AAN 8353 and 8725)</td>
</tr>
<tr>
<td>T53B</td>
<td>EASA.SAS.A.088 (UK TCDS BG1)</td>
</tr>
<tr>
<td>T59D</td>
<td>EASA.SAS.A.089 (UK TCDS BG2)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model:</th>
<th>UK CAA Type Certificate (TC) Number:</th>
</tr>
</thead>
<tbody>
<tr>
<td>T65A Vega</td>
<td>BG3</td>
</tr>
<tr>
<td>T61C Falke (Powered)</td>
<td>AAN 11811</td>
</tr>
</tbody>
</table>

2. This AD schedule includes those National Airworthiness Authority (NAA) ADs applicable to the aircraft listed in the table.

EASA ADs can be obtained from the EASA web site at: [http://ad.easa.europa.eu/](http://ad.easa.europa.eu/)

UK CAA ADs are listed in UK CAA CAP 476 and CAP 747, and can be obtained from the UK CAA web site at [http://www.caa.co.uk/Commercial-Industry/Aircraft/Airworthiness/Continuing-airworthiness/Airworthiness-Directives/](http://www.caa.co.uk/Commercial-Industry/Aircraft/Airworthiness/Continuing-airworthiness/Airworthiness-Directives/)

3. The date above indicates the amendment date of this schedule.

4. New or amended ADs are shown with an asterisk *

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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below:  

* UK CAA AD G-2018-0001 Revised Life Limitations
DCA/SL/101  Quick Release Cables - Modification
Applicability:  Skylark (with adjustable rudder pedals).
Requirement:  Slingsby Mod. 76.
Compliance:  By 31 July 1961

DCA/SL/102  Elevator Trim Control - Modification
Applicability:  Eagle.
Requirement:  Slingsby Mod. 4.
Compliance:  By 30 November 1962

DCA/SL/103  Shoulder Harness Attachment for Gliders with Canvas Type Seat Backs -
Modification
Applicability:  Skylark 2, Type 41. Skylark 3, Type 43.
Requirement:  Slingsby TI 12.
Compliance:  C of A or 31 July 1964 whichever sooner

DCA/SL/104  Shoulder Harness for Gliders not fitted with Canvas Seat Backs - Modification
Applicability:  Skylark 2, Type 41. Skylark 3, Type 43.
Requirement:  Slingsby TI 14.
Compliance:  C of A or 31 July 1964 whichever sooner

DCA/SL/105  Improved Canopy Catch for Gliders with Canopies which Lift Off - Modification
Applicability:  Skylark 2, Type 41.
Compliance:  C of A or 31 July 1964 whichever sooner

DCA/SL/106  Improved Canopy for Gliders fitted with Hinged Canopies - Modification
Applicability:  Skylark 2, Type 41. Skylark 3, Type 43.
Requirement:  Slingsby TI 11.
Compliance:  C of A or 31 July 1964 whichever sooner

DCA/SL/107  Improved Canopy Catch - Modification
Applicability:  Swallow Type 45.
Compliance:  C of A or 31 July 1964 whichever sooner

DCA/SL/108  Re-Routing of Static Vent Pipes - Modification
Applicability:  Skylark 4.
Requirement:  Slingsby TI 16.
Compliance:  By 30 November 1963
DCA/SL/109 Prevention of Control Column Restriction - Modification
Applicability: All Eagle models fitted with canopy check straps.
Requirement: Slingsby TI 18.
Compliance: By 30 August 1963

DCA/SL/110 Main Spars - Modification
Applicability: Eagle.
Requirement: Slingsby TI 19.
Compliance: By 30 November 1963

DCA/SL/111 Wing to Fuselage Fairing - Modification
Applicability: T49B.
Requirement: Slingsby TI 21.
Compliance: By 30 April 1964

DCA/SL/112 Wing Front Spar - Modification
Applicability: T31B
Requirement: Slingsby TI 23.
Compliance: Before next flight

DCA/SL/113 Elevator Cables - Modification
Applicability: Skylark 2.
Compliance: Before next flight

DCA/SL/114 Part Rudder Pedal Fouling - Modification
Applicability: Swallow.
Requirement: Slingsby TI 15.
Compliance: Before next flight

DCA/SL/115 Cancelled: DCA/SL/116 refers

DCA/SL/116 Elevator Trim Tab - Modification
Applicability: T51/17R.
Requirement: Mod. AWD 16.
Compliance: Before next flight

DCA/SL/117 Cancelled: Once only inspection, purpose fulfilled

DCA/SL/118 Cancelled: Once only inspection, purpose fulfilled
DCA/SL/119  Manual Retractable Undercarriage - Modification
Applicability:  T51/17R.
Requirement:  Slingsby TI 29.
Compliance:  By 30 November 1967

DCA/SL/120A  Tailplane Mass Balance - Modification
Applicability:  T51.
Requirement:  Slingsby TI 30 or TI 32.
Compliance:  By 1 March 1968

DCA/SL/121  Mounting Bracket for Elevator Lever - Modification
Applicability:  T53B.
Requirement:  Slingsby TI 36.
Compliance:  Before issue of C of A

DCA/SL/122  Spoiler Control Cable - Modification
Applicability:  T31B Mk 3.
Requirement:  Slingsby TI 25.
Compliance:  By 30 April 1969

DCA/SL/123  Outboard Wing - Main Spars - Modification
Applicability:  Skylark 4.
Requirement:  Slingsby TI 34.
Compliance:  By 31 August 1969

DCA/SL/124  Canopy - Reinforcement of Front Lamination - Modification
Applicability:  T49B.
Requirement:  Slingsby TI 27.
Compliance:  By 31 July 1969

DCA/SL/125  Fuselage Between Frames 4 and 6 - Modification
Applicability:  T53B.
Requirement:  Slingsby TI 39.
Compliance:  Before resumption of cloud flying and aerobatics

DCA/SL/126  Tail Plane Incidence - Modification
Applicability:  T53B.
Requirement:  Slingsby TI 40.
Compliance:  By 8 October 1969
DCA/SL/127  Antisymmetric Wing Loading Vibration - Inspection
Applicability: T59D.
Requirement: Slingsby TI 54 Issue 2.
Compliance: Before next flight

DCA/SL/128  Cancelled - Purpose Fulfilled

DCA/SL/129  Elevator Actuator Fitting - Inspection
Applicability: T59 Kestrel all models.
Requirement: Slingsby TI 63.
Compliance: During all daily inspections

DCA/SL/130  Cancelled: Once only inspection, purpose fulfilled

DCA/SL/131  Elevator Actuator Bracket - Modification
Applicability: T59 Kestrel all models.
Requirement: Slingsby TI 65.
Compliance: By 31 July 1974

DCA/SL/132  Wing Centre Section - Inspection
Applicability: T53B.
Requirement: Slingsby TI 66
Compliance: Before the next flight and thereafter at intervals not to exceed 5 hours TIS, until modified in accordance with Slingsby TI 68.

Effective Date: 4 April 1974

DCA/SL/133  Wing Centre Section - Attachment to Frame 6 - Inspection
Applicability: T53B.
Requirement: Slingsby TI 69
Compliance: Before the next flight and thereafter at intervals not exceeding 5 hours TIS, until modified in accordance with Slingsby TI 70

Effective Date: 7 August 1974

DCA/SL/134  Divebrake Control, Fitting of Improved Mechanism - Modification
Applicability: All model T59A, T59B, T59C, T59D, T59E and T59F.
Requirement: Slingsby TI 75.
Compliance: By 31 December 1975
DCA/SL/135  Kestrel Root Ribs, Fixing of Unibal Bearings into Aluminium Housing - Modification
Applicability: All model T59A, T59B, T59C, T59D, T59E and T59F
Requirement: Slingsby TI 76.
Compliance: By 31 December 1975

DCA/SL/136  Rudder Cables - Inspection
Applicability: All model T59A, T59B, T59C, T59D, T59E and T59F.
Requirement: Slingsby TI 77.
Compliance: Daily
Effective Date: 5 September 1975

DCA/SL/137  Rudder Pedals, Forward Travel Restriction - Modification
Applicability: All model T59A, T59B, T59C, T59D, T59E and T59F.
Requirement: Slingsby TI 78.
Compliance: By 31 July 1976

DCA/SL/138  Stiff Anchor Nuts - Inspection
Applicability: All model T59 series.
Requirement: Check bolt/screw break out torques as detailed in Slingsby TI 89 and lock as required
Note: Any bolt/screw removed must be locked per Slingsby TI 89 on replacement
Compliance: Before next flight and thereafter annually
Effective Date: 20 December 1979
Note: Requirement notified to registered owners on effective date

DCA/SL/139  Wing to Fuselage Attachment Fittings - Inspection
Applicability: All model T53B.
Requirement: Inspect per Slingsby TI 100/T53. Renew cracked parts before further flight
Compliance: Before next flight and thereafter annually
Effective Date: 19 December 1981
Note: Requirement notified to registered owners on effective date

DCA/SL/140A  Rudder Actuator - Inspection
Applicability: All model T59 series.
Requirement: Inspect per Slingsby TI 101/T59 Issue 2. Renew cracked parts before further flight.
Compliance: By 31 December 1987 and thereafter at intervals not exceeding one year.
When new part installed, inspect after five years and thereafter at intervals not exceeding one year
Effective Date: DCA/SL/140 - 29 January 1982
DCA/SL/140A - 23 October 1987
DCA/SL/141  Aft Fin Spurs – Inspection
Applicability:  All model T41, T43, and T50 Skylark 2, 3, and 4 respectively.
Requirement:  To establish continuing airworthiness of affected sailplanes, inspect per Slingsby TI 107/T50. Defective structure must be repaired before further flight.
Compliance:  1. Prior to further flight for any sailplane which has been previously repaired in affected area, also following any heavy tail impact or ground loop.
2. Within next six months for all other sailplanes.
Effective date:  13 May 1988

DCA/SL/142  Elevator Push Rod - Inspection
Applicability:  All model T59 series.
Requirement:  Inspect per Slingsby TI 106/T59. Rods with internal corrosion, or for which structural integrity cannot be confirmed, must be renewed before further flight.
Compliance:  Within next six months.
Effective date:  13 May 1988

DCA/SL/143  Spar Booms - Inspection
Applicability:  Model T51 series with aluminium alloy spar booms.
Requirement:  To detect glue joint failure and prevent structural failure, inspect per Slingsby Aviation TI 109/T51 Issue 2. Any defects found must be repaired per TI 109/T51 Issue 2 before further flight.
(UK CAA AD 005-09-97 refers)
Compliance:  Before next flight and thereafter at intervals not to exceed 5 years.
Effective Date:  16 October 1997
From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at [http://www.caa.govt.nz/airworthiness-directives/states-of-design/](http://www.caa.govt.nz/airworthiness-directives/states-of-design/).

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* **UK CAA AD G-2018-0001**  
  **Revised Life Limitations**

**Applicability:**  Slingsby T61A, Slingsby T61C Falke, Slingsby T61E, Slingsby T61F Venture T Mk 2 and Slingsby T61G Falke gliders, all S/N.

**Effective Date:**  22 February 2018