

## (I) Scheibe Series Motor Gliders

### I CAA Additional Airworthiness Directives

#### 1.1 001-07-82

##### Description

Inspection of wing centre joint and additional limitations.

##### Applicability – Compliance – Requirement

Applicable to SF25 and SF28 Series motor gliders and Slingsby T61A, B, C and D motor gliders.

Compliance is required as detailed below.

#### 1 Before further flight after receipt of this Directive:

**NOTE:** Aircraft inspected to CAA AD 003-06-82 or Slingsby TI 103/T61 will be deemed to be in compliance with this paragraph.

- 1.1 a) With the main rigging pin pulled fully upwards by means of the Tee handle, such that the safety pin is hard against the lower face of the top boom lug fitting establish that the plain untapered portion of main pin shank protrudes below the port bottom boom lug fitting.
- b) If difficulty is encountered in establishing paragraph 1.1 a) inspection, due to poor access the wings must be removed and port wing inspected in accordance with paragraph 1.1 a).

- 1.2 Should no plain untapered shank be visible protruding below the port bottom boom lug fitting the aircraft shall not fly until the cause has been established, and rectified.

- 1.3 Establish whether more than one safety pin hole exists in the main pin. If more than one safety pin hole exists the aircraft must not be flown until the correct hole has been established by compliance with inspection to paragraph 1.1 a) or 1.1 b) and the redundant hole made unusable.

#### 2 At Each Rigging:

**NOTE:** Aircraft inspected to CAA AD 003-06-82 or Slingsby TI 103/T61 will be deemed to be in compliance with this paragraph.

- 2.1 Accomplish the inspection contained in paragraph 1.1 a) or 1.1 b). Extreme care must be exercised when aligning the fittings to ensure that the lugs are not splayed during mainplane rigging, following inspection to 1.1 b).

- 2.2 Should no plain untapered shank be visible protruding below the port bottom boom lug fitting the aircraft shall not fly until the cause has been established, and rectified.

#### 3 Inform Slingsby Aviation if:

- 3.1 Plain portion of pin does not protrude.

- 3.2 Additional safety pin hole exists.

- 3.3 Any damage likely to have a detrimental effect upon the airworthiness of the aircraft is found.

- 4 Additional Flight Limitations:
  - 4.1 Turns steeper than 60° angle of bank, Loops, Chandelles, Spins or winch launches are prohibited on aircraft fitted with:
    - 4.1.1 Main pin No. 653B-51-514.
    - 4.1.2 Main pin with bottom end radius greater than 3 mm.
    - 4.1.3 Main pin with more than one safety locking pin hole or where the safety locking pin hole exceeds .125" diameter.
    - 4.1.4 Safety locking pins made from less than 12 SWG (.104") piano wire (spring steel).
  - 4.2 A placard prohibiting manoeuvres stated in paragraph 4.1 shall be installed in full view of the pilot(s) if any of the conditions contained in 4.1.1, 4.1.2 or 4.1.3 and 4.1.4 are not met.
  - 4.3 If compliance under 4.1 permits aerobatic manoeuvres the aircraft shall be placarded in accordance with Airworthiness Notice No 51, Issue 1, paragraphs 3.2 and 3.3 and it is strongly recommended that an accelerometer red-lined at +3.5g be fitted in this event.