THE GLIDING FEDERATION OF AUSTRALIA

AIRWORTHINESS ADVICE NOTICE

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Sheet 1 of 2

TYPE: WOODSTOCK (Homebuilt)

BACKGROUND: This Airworthiness Advice Notice contains items relevant to airworthiness that are important, but not quite important enough for mandatory Airworthiness Directive action.

ITEM 1: First Flight (VH-HNH)

Over the period October 5th/6th/7th, Les Squires was able to have all of the First of Type work completed - weighing, inspection, etc and 2½ hours test flying logged.

Les has built a nice, tidy accurate Woodstock which handles very well, no apparent vices at this stage, with all the potential of a good soaring sailplane, probably producing the 1:24 claimed by Jim Maupin.

Some points from VH-HNH -

(a) The wings weigh close enough to the designers figures, but the fuselage is overweight by 11kg.

(b) Empty weight = 117.5 kg
Max pilot = 87 kg
Min pilot = 73 kg

(c) Like all homebuilt projects, if you do not worry about each item of weight you will end up short of payload.

(d) Les has a number of modifications in VH-HNH which are well worthwhile.

(1) - Removable tailplane - (G. Sunderland)
(2) - Adjustable rudder pedals
(3) - Removable nose cone
(4) - Provision for removable ballast for pilots less than 70
(5) - Pulleys replacing a number of fairleads.

ITEM 2 : FUSELAGE STIFFNESS

During the First of Type inspection a degress of flexibility was noticed in the rear fuselage. A nominal torsion test was carried out to determine if this is a problem. The result of the test was conveyed to Jim Maupin (Designer) who has agreed that because the prototype was different to the drawings sold, there is a difference in stiffness in the rear fuselage. This will have to be rectified before an Australian C. of A. can be issued for any Woodstock.

GFA Drawing 87/6 "Stiffening of Woodstock fuselage" is now available from the CTO/A.

ITEMS 3: OTHER MODIFICATIONS (required for C. of A. issue)

(a) The tailwheel as drawn offers itself as a hazard by being able to pick up a towrope. An alternative assembly will be required.

(b) The aileron push rods, kinked, with a butt joint, are required to be reinforced.

(c) The drawings do not show enough drain and ventholes, particularly in the fuselage.

(d) Adjustable stops at the control column for elevator and aileron systems.

(e) 2 tow hooks (one for aerotow, one for winch if both forms of launch are to be used.

Les Squires has addressed all these points and has kindly agreed to allowing others to use his modifications if they desire.

Copies of his drawings for points (a) to (e) above and those mentioned in Item 1(d) are available from the C.T.O.A.

ITEMS 4: PUSH ROD AILERON SYSTEM

Terry Whitford and his partner have fitted a pushrod system for aileron control. That should result in ailerons that feel lighter than the 2 cable system, and easier to rig. Terry can be contacted at Lot 14, Westernport Rd. Lang Lang 3984. He can advise where not to buy the rod ends, because they can be very expensive.