

AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: Cherokee II.

SUBJECT: Miscellaneous reported defects and airworthiness information.

BACKGROUND: This AN records airworthiness information which is not mandatory but which is useful to know. This information includes lists of approved modifications and brief descriptions of known/reported minor defects.

WEIGHT AND BALANCE: All Australian built Cherokee's have exceeded there design empty weight, due largely to builder induced increases and structural weight underestimation by the designer.

It is sometimes possible to obtain an improvement in payload by determining the weight limits for the individual glider depending on the weight break down of the glider and the position of the centre of gravity of each wing. These figures change each time the glider wings are repaired or refinished.

To take advantage of this payload improvement, whenever the wings are repaired or refinished the glider must be reweighed and the centre of gravity of both wings must be determined in accordance with the method shown in figure 1.

This data should then be sent to the CTO/A along with the entire weighing to allow determination of the new limits for maximum take off weight and maximum weight of non lifting parts.

APPROVED MODIFICATIONS: Details of the following modifications are available from the GFA secretariate on request

1. A winch hook may be installed.
2. A wheel brake may be installed.

DEFECTS: Nil reported.

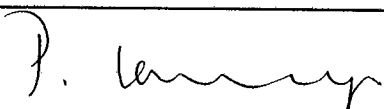
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| SIGNED:  | | For and on behalf of: | |
| CHIEF TECHNICAL OFFICER AIRWORTHINESS | | THE GLIDING FEDERATION OF AUSTRALIA | |
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Figure 1. Weighing details for wing centre of gravity.

| SUMMARY | LEFT WING | RIGHT WING |
|---------|-----------|------------|
| a | | |
| b | | |
| G1(w) | | |
| G2(w) | | |

