

## AIRWORTHINESS ADVICE NOTICE

**TYPE AFFECTED:** K 7.

**SUBJECT:** Miscellaneous airworthiness information.

**BACKGROUND:** This AN records airworthiness information which is useful to know.

**APPROVED MODIFICATIONS:**

### *Weight Increase*

GFA Engineering Order EO 97-2 justifies and approves a possible weight increase on all K 7 sailplanes to a maximum of 16 kg. The actual increase for each sailplane depends on the centre of gravity position of the wings.

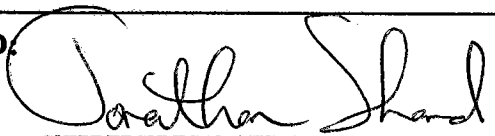
Operators of the K 7 who wish to take advantage of the weight increase must have the aircraft weighed and complete the attached Appendix A to this AN and return it to the GFA secretariat where the CTOA will determine the allowable weight increase.

Regardless of the actual weight increase the following conditions will apply to all operations at the increased weights.

- a) Aerobatic manoeuvres except spins are not permitted.
- b) A Functional 'g' meter must be installed in the front instrument panel. Note: installing the 'g' meter in the rear panel will result in lower g readings so installation in the front panel is required. Pilots should also be aware that the reading on the 'g' meter will double during the ground roll and the meter should be zeroed just after take-off.
- c) New placards must be installed as follows:

**AEROBATIC MANOEUVRES  
EXCEPTING SPINS PROHIBITED IN  
SPECIAL CATEGORY**

**SIGNED:**

  
CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION  
OF AUSTRALIA**

**WEAK LINK (WINCH/AUTOTOW)  
MIN 856 kg MAX 1000 kg**

**MAXIMUM NORMAL LOAD FACTOR  
IN SPECIAL CATEGORY = 3.8 g**

**IF A FUNCTIONAL G METER IS NOT FITTED,  
OPERATION AT THE SPECIAL CATEGORY  
WEIGHTS IS NOT PERMITTED**

A placard must also be fitted which shows the combined pilot weight limitations similar to that shown in sections 5.3 b) of the GFA Manual of Standard Procedures Part 3 Airworthiness. This placard will be provided by the CTOA.

d) If the maximum permissible normal load factor of 3.8 g is inadvertently exceeded then the wing must undergo an inspection for damage by a person rated as a 'Replacement of Components' for wood and steel tube.

**DEFECTS:**

**1. *Divebrake overcentre lever.***

The divebrake overcentre lever in the fuselage behind the rear pilot is prone to overloading if the divebrake overcentre forces are too high.

It is recommended that the force required to open the divebrakes be set so that with one dive brake disconnected a force of 2.5 kg is required to unlock the other brake.

If the lever is found to be damaged it should be repaired by replacing the torque tube with a new section of 4130 tubing however the wall thickness must be increased by about 0.5 mm. All welding must be done by an aircraft approved welder.

**2. *Fuselage structure***

The steel tube fuselage is prone to progressive damage due to heavy landings. If any deformations are suspected then the incidence of the tailplane relative to the wings should be checked.

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The structure around the skid pickup points should also be inspected as there are numerous reports of deformation and cracking in these areas. Damage in this area is particularly important as deformation of the frame may restrict the movement of the control system.

### **3.     *Rudder Pedals***

A number of cases have been reported of failed rudder pedals. The failure can be either the wooden foot rest or the steel work the foot rest bolts to. In either case vigilant inspection at annual and daily inspections is required.

### **4.     *Glue Failure***

The Kaurit (pink) glue used on the K 7 gliders has proven to be extremely susceptible to moisture damage. Cases have been found where the only thing holding an elevator together is the fabric. Special care must be taken at annual inspections.

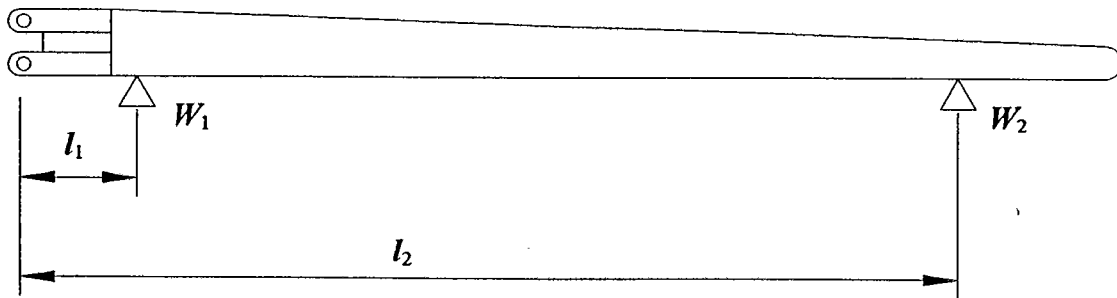
## APPENDIX A

### APPLICATION FOR A PAYLOAD INCREASE

I hereby apply for a payload increase for the K 7 VH- \_\_\_\_\_

The glider has been weighed by a Weight and Balance Authorised Inspector and the weighing sheet is attached.

The wings have been weighed to determine their centre of gravity position. The dimensions  $l_1$  and  $l_2$  should be measured from the centre of the main wing pin holes and should be accurate to within  $\pm 0.010$  m ( $\pm 10$  mm).



	Left wing	Right Wing
$l_1$ (m)		
$l_2$ (m)		
$W_1$ (kg)		
$W_2$ (kg)		

Signed .....

Date .....