

Subject: Installation of a pneumatic tailwheel in exchange for the tailskid.

Affected gliders: All K 8s.

Compliance: None; optional modification.

Reason: As of this date, all K 8s can be equipped with a pneumatic tailwheel instead of the tailskid. For frequent operation from hard surface runways and on extremely soft ground, a pneumatic tailwheel is more suitable than the tailskid; besides the longitudinal stability during take-off run is improved.

Action: According to drawing "Installation of pneumatic tailwheel" dated Feb.1, 1986, the fuselage is modified and the tailwheel installed. Depending on the new C.G. position a corresponding trim mass must be fixed in the fuselage nose below the front foot panel (see Fig.1).

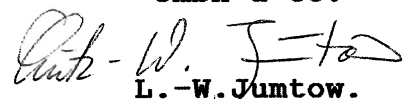
Material & drawings: See the drawing stated in the above para "Action".

Mass and C.G.: Owing to this modification the mass of the non-lift producing parts is increased by approx. 250 g and the C.G. is moved back by approx. 3 mm (0,12 in). Therefore, it is necessary to redetermine the mass and C.G. data. If the result of the C.G. weighing shows that the permissible C.G. range is exceeded, the short mass must be calculated and a corresponding trim weight must be fixed in the fuselage nose (see Fig.1).

Notes: This modification must be accomplished only by the manufacturer or by a technical aviation service station holding an appropriate license; the accomplishment must be certified in the glider logbook and in the inspection certificates.

Poppenhausen, February 5, 1986

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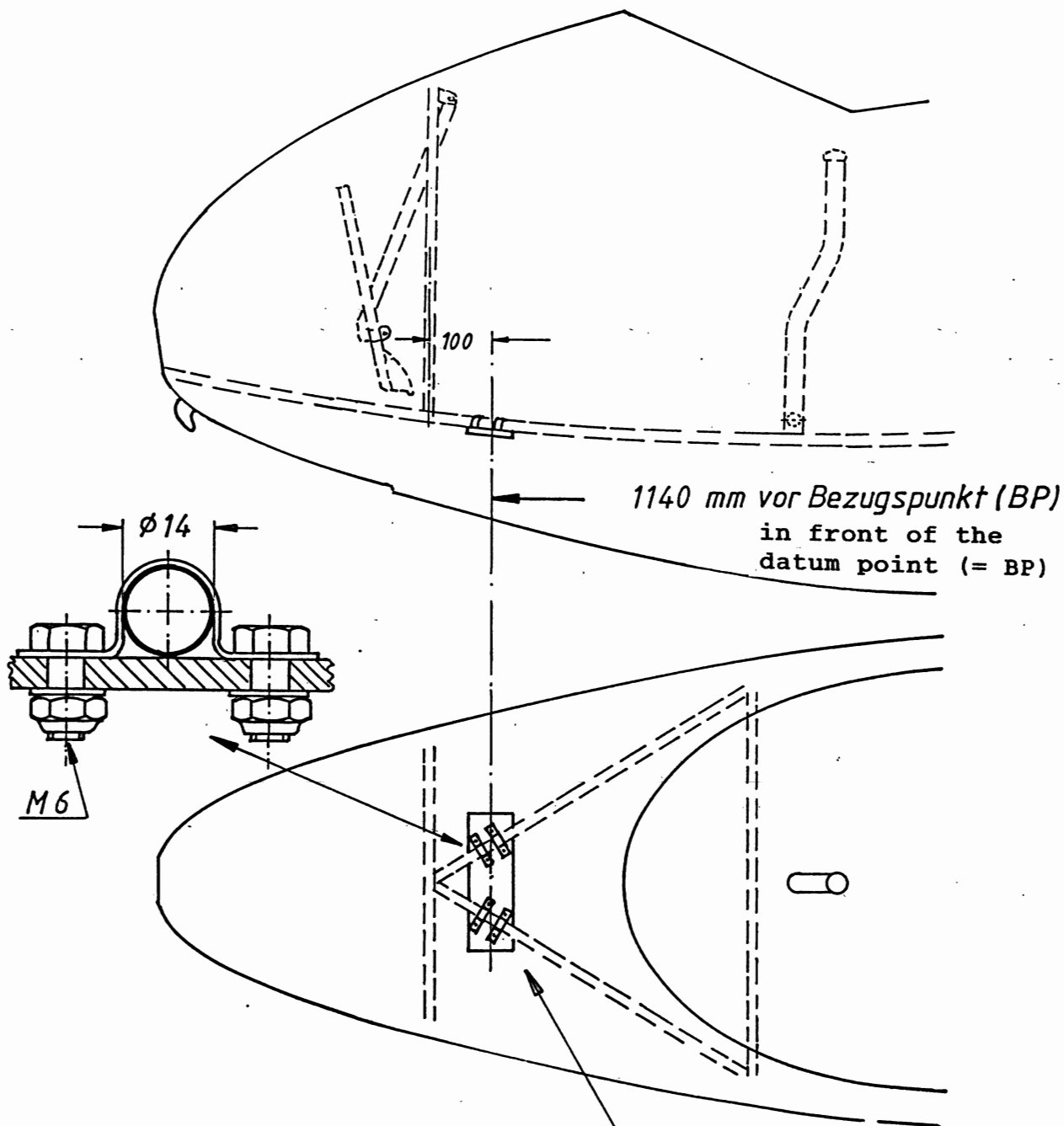
  
L.-W. Juntow.

The German original of this Technical Note has been approved by the LBA under the date of Feb.21,1986 (signature: FRIEß). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

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Fig. 1



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je nach Schwerpunktlage Trimmasse an den  
Abstreifungen unter dem Trittbrett montieren !

According to the measured C.G. data the corresponding  
trim mass must be fixed at the bracings below the foot panel!