

Ben Greene

1. Übernahme-
Urkunde und
Anlagen

2. Zulassungspapiere
und Unterlagen

3. Änderungen

4. Befund- und
Prüfberichte, Instand-
setzungsberichte
Flugberichte

5. Unfall, Störungs- und
Schadensmeldungen

6. Leistungskarten

7. Sonstige
Aktenvermerke

20013

Walter Scheider
Segelflugzeugbau

ASW 20

V 46811

50 100 150 200 250 300 350 400 450 500 550 600 650 700 750 800 850 900 950 1000 1050 1100 1150 1200 1250 1300 1350 1400 1450 1500 1550

Friedrich Lebenslaufakte
für Luftfahrzeuge

Nachdruck und Nachahmungen werden verfolgt. Wert eines Originals ist gesetzlich geschützt. 40764
Zu beziehen bei AVIARICHTER-KARLSRUHE, Postfach 5225

1

ACTUAL WEIGHTS N 46811 5/4/78

EMPTY	W/ INSTRUMENTS, RADIO, BATTERY (3.5#)	
	TAIL	74 #
	MAIN	<u>508.5 #</u>
		582.5 #

ALL-UP	W/PILOT & CHUTE (199.25#), <u>W.O. BALLAST</u>	
	TAIL	39.75
	MAIN	<u>742.0</u>
		781.75
		<u>6.9 #/ft²</u>

1. E.W. C.G.:

$$\frac{74.0 \times 4097}{582.5} + 121 = 641 \text{ mm. (AFT. OF L.E.)}$$

ALLOWABLE RANGE 577mm - 669mm

2. Flying C.G. (w/ 199.25# cockpit wt.)

$$\frac{39.75 \times 4097}{781.75} + 121 = 329 \text{ mm}$$

ALLOWABLE RANGE 240mm - 360mm

MAX COCKPIT WEIGHT	
ALLOW. WT. NON FLY PTS.	517.0
FUSE, INST., EMPEN, ETC.	<u>272.4</u>
MAX. COCKPIT WT. =	<u>244.6</u>
MIN " "	
FROM GRAPH. =	<u>167.2</u>

← MAX.

← MIN.

6.2 # MAY BE ADDED AT TAIL SKID TO MOVE C.G. TO AFT LIMIT OF 360mm. - w/200# COCKPIT LOAD.

#2

CALCULATED WEIGHTS 3/29/79

4.5 # LEAD WT. BOLTED IN SIDE FUSELAGE ABOVE
TAIL SKID AS DESCRIBED ON PAGE 30A. OF FLIGHT
MANUAL.

1. EMPTY WT. W/ INSTR., BATT. (3.5 #) RADIO, ETC.

$$\begin{array}{r} \text{TAIL} \quad 78.5 \\ \text{MAIN} \quad 508.5 \\ \hline 587.0 \# \end{array}$$

2. ALL-UP WT. W/ PILOT + CHUTE (199.25 #) N.O./BALLAST

$$\begin{array}{r} \text{TAIL} \quad 44.25 \\ \text{MAIN} \quad 742.0 \\ \hline 786.25 \end{array}$$

3. E.W. C.G.:

$$\frac{78.5 \times 4097}{587} + 121 = 669 \text{ mm.}$$

ALLOWABLE RANGE: 557 mm - 669 mm

4. FLYING C.G. W/ 199.25 # PILOT + CHUTE

$$\frac{99.25 \times 4097}{786.25} + 121 = 351.6 \text{ mm.}$$

ALLOWABLE RANGE: 240 mm - 360 mm

5. MAX COCKPIT WT. FUSE, INST. EMPLOYERS, ETC. = 276.9 #

ALLOW. WT. NON FLYING PTS. = 517 #

$$\text{MAX. WT.} = 276.9 + 517 = 793.9 \#$$

6. MIN. COCKPIT WT. - FROM GRAPH P. 44a
BY CALCULATION (P. 30A) = 185 #

= 187 #

#3

CALCULATED WEIGHTS 3/22/80

4.5 # LEAD WEIGHT (INSTALLED 3/29/79) REMOVED
AND 8.0 # LEAD WEIGHT INSTALLED INSIDE FUSELAGE
ABOVE TAIL SKID AS DESCRIBED ON PAGE 30a. OF
ASW-20 MANUAL.

1. EMPTY WT. W/ INSTR., BATT. (3.5 #) RADIO, ETC.

TAIL 82.0
MAIN 508.5

590.5 #

2. ALL UP WT. W/PILOT + CHUTE (199.25 #) W/O BAL. (H₂O)

TAIL 47.75
MAIN 742.0

789.75 #

3. E.W. C.G. :

$$\frac{82.0 \times 4097}{590.5} + 121 = 690 \text{ mm.}$$

4. FLYING C.G. W(199.25 # PILOT + CHUTE)

$$\frac{47.75 \times 4097}{789.75} + 121 = 369 \text{ mm} *$$

* THIS C.G. IS 9mm AFT. OF ALLOWABLE LIMIT.
COCKPIT WT. MUST BE INCREASED TO 206 #
SEE GRAPH P. 44A. ASW-20 MANUAL.

5. MAX. ALLOWABLE COCKPIT WT.:

ALLOW. WT. OF NON FLYING PARTS 517 #
FUSE, EMPENNAGE, INST., BATT., ETC. 280.4

MAX. COCKPIT WT. 236.6 #

#4

11/22/80

ALL TAIL BALUAST REMOVED. WEIGHT
AND C. OF G. NOW AS SHOWN ON SHEET #1
MIN. COCKPIT WT. 168#, MAX. COCKPIT WT.
244#. Same as wt. + BALANCE OF 5/4/78.

Pat New