

Airglas, Inc. ©
3500 O'Malley Rd.
Anchorage, AK 99507

DOCUMENT AI13-GA8-1FM

FAA-APPROVED SUPPLEMENTAL AIRPLANE FLIGHT MANUAL OR AIRPLANE FLIGHT
MANUAL SUPPLEMENT

GippsAero GA8-TC 320 and GA8 Aircraft

EQUIPPED WITH AN
AIRGLAS PA32-206LA-GA8 NOSE FORK KIT

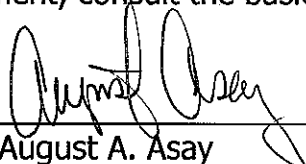
Registration Number _____

Serial Number _____

This document must be carried in the airplane at all times when the Airglas PA32-206LA-GA8 Nose Fork Kit is installed in accordance with Supplemental Type Certificate Number SA02441AK.

The information contained in this document supplements or supersedes the information in the form of an FAA approved Airplane Flight Manual as required by FAR 21.5, only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic FAA approved Airplane Flight Manual.

FAA Approved:



August A. Asay
Manager, Anchorage Aircraft Certification Office
Federal Aviation Administration
Anchorage, Alaska

Date: JAN 28 2015

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LOG OF REVISIONS

Revision No.	Description	FAA Approved	Date

JAN 28 2015

Revision IR: _____
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SECTION I. General

This aircraft is equipped with an Airglas, Inc. PA32-206LA-GA8 nose fork kit. This nose fork replaces the original nose fork and allows an 8.50x6 tire to be installed. The nose fork is made out of 4130 Chromoly steel that is heat treated. The tire inflation pressure is 23 psi.

SECTION II. Limitations

- Requires 8.50 x 6 six ply tires and tubes. Other sized tires are not approved under this STC.
- Tire Pressure (psi): 23 maximum
20 minimum
- Center of Gravity Envelope - The Center of Gravity envelope is limited to the envelope shown in Tables 1 and 2.

WARNING

There are limitations on the standard forward c.g. envelope with the Airglas, Inc., PA32-206LA-GA8 nose fork kit installed. With the PA32-206LA-GA8 nose fork kit installed the aircraft must be loaded in accordance with the Center of Gravity envelope specified on Table 1 or 2.

SECTION III. Emergency Procedures

No Change

SECTION IV. Normal Procedures

1. PREFLIGHT INSPECTION

- A. Nose fork wheel & tire attaching hardware -- Secure
- B. Nose fork block attaching hardware -- Secure
- C. Nose tire -- Proper Inflation

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2. INFLIGHT PROCEDURES

Landing: The nose fork and 8.50-6 tire increase the length of the nose gear by approximately 4". Pilots should ensure that all landings are accomplished in a nose high attitude similar to the soft field approach attitude.

CAUTION

During landing there is an increased possibility of wheel barrowing during landing. Pilots should ensure that all landings are accomplished in a nose high attitude similar to the soft field approach attitude.

SECTION V. Performance Information

Cruise: Cruise speeds are reduced up to 8 mph True Airspeed due to the increased size of the 8.50-6 tires. Pilots should reduce maximum range data by 5%.

SECTION VI. Weight and Balance/Equipment List

WARNING

There are limitations on the standard forward c.g. envelope with the Airglas, Inc., PA32-206LA-GA8 nose fork kit installed. With the PA32-206LA-GA8 nose fork kit installed the aircraft must be loaded in accordance with the Center of Gravity envelope specified on Table 1 or 2.

Aircraft weight and balance records and equipment list have been updated to reflect this installation.

Aircraft	Original Fork	Datum Location	Original Fork and Tire Arm and Weight	Airglas, Inc. Fork kit Installation Arm and Weight
GippsAero GA8-TC 320 and GA8	6.00 x 6	Aft face of Fuselage firewall at fuselage station 0 (stated arms are positive aft; negative forward).	21.97 lbs. (9.96 kg) @ -13.97" (-355 mm)	29.3 lbs. (13.29 kg) @ -13.97" (-355 mm)
GippsAero GA8-TC 320 and GA8	8.00 x 6	Aft face of Fuselage firewall at fuselage station 0 (stated arms are positive aft; negative forward).	25.8 lbs. (11.7 kg) @ -13.97" (-355 mm)	29.3 lbs. (13.29 kg) @ -13.97" (-355 mm)

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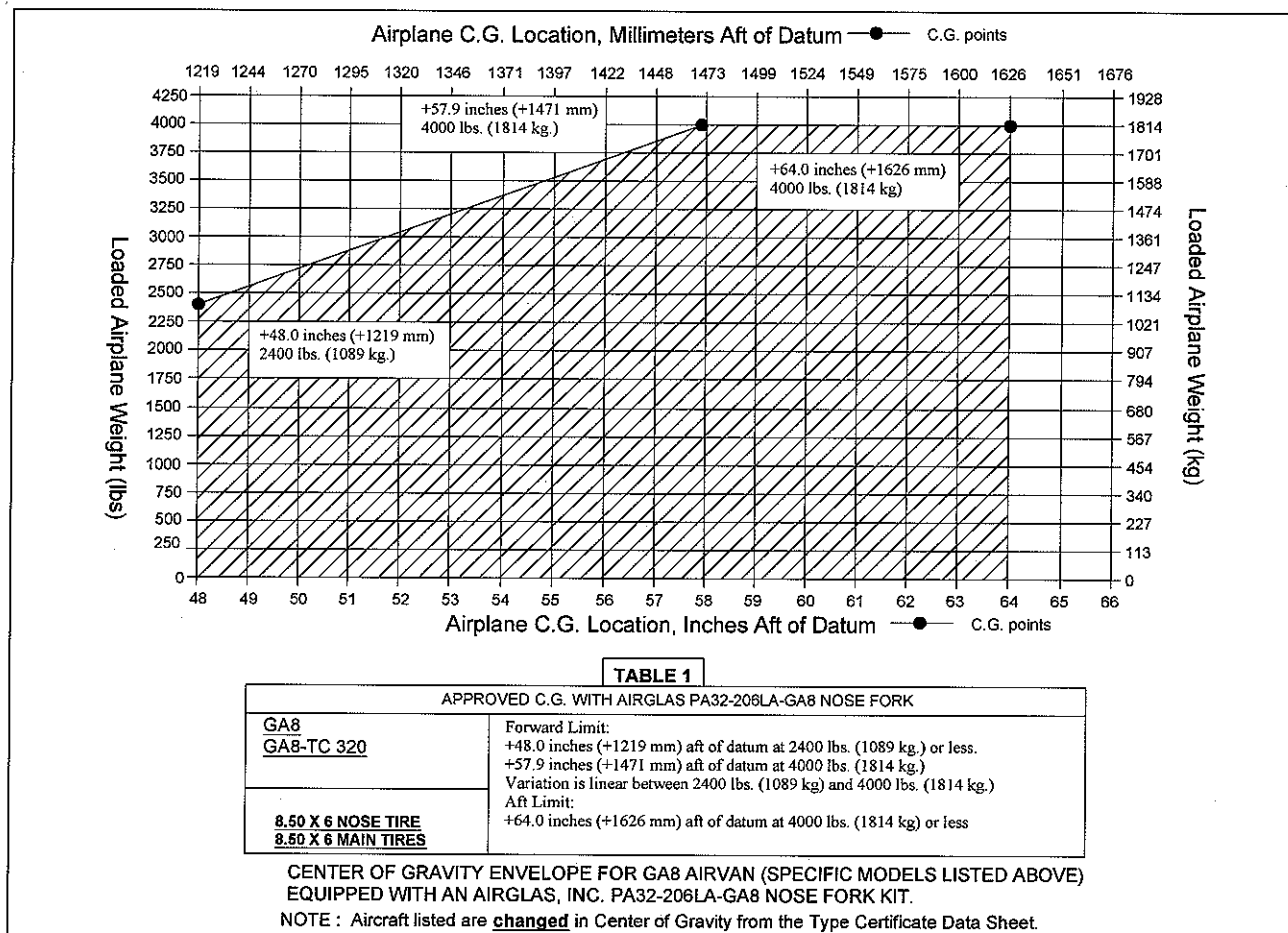
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SECTION VII. Systems Descriptions

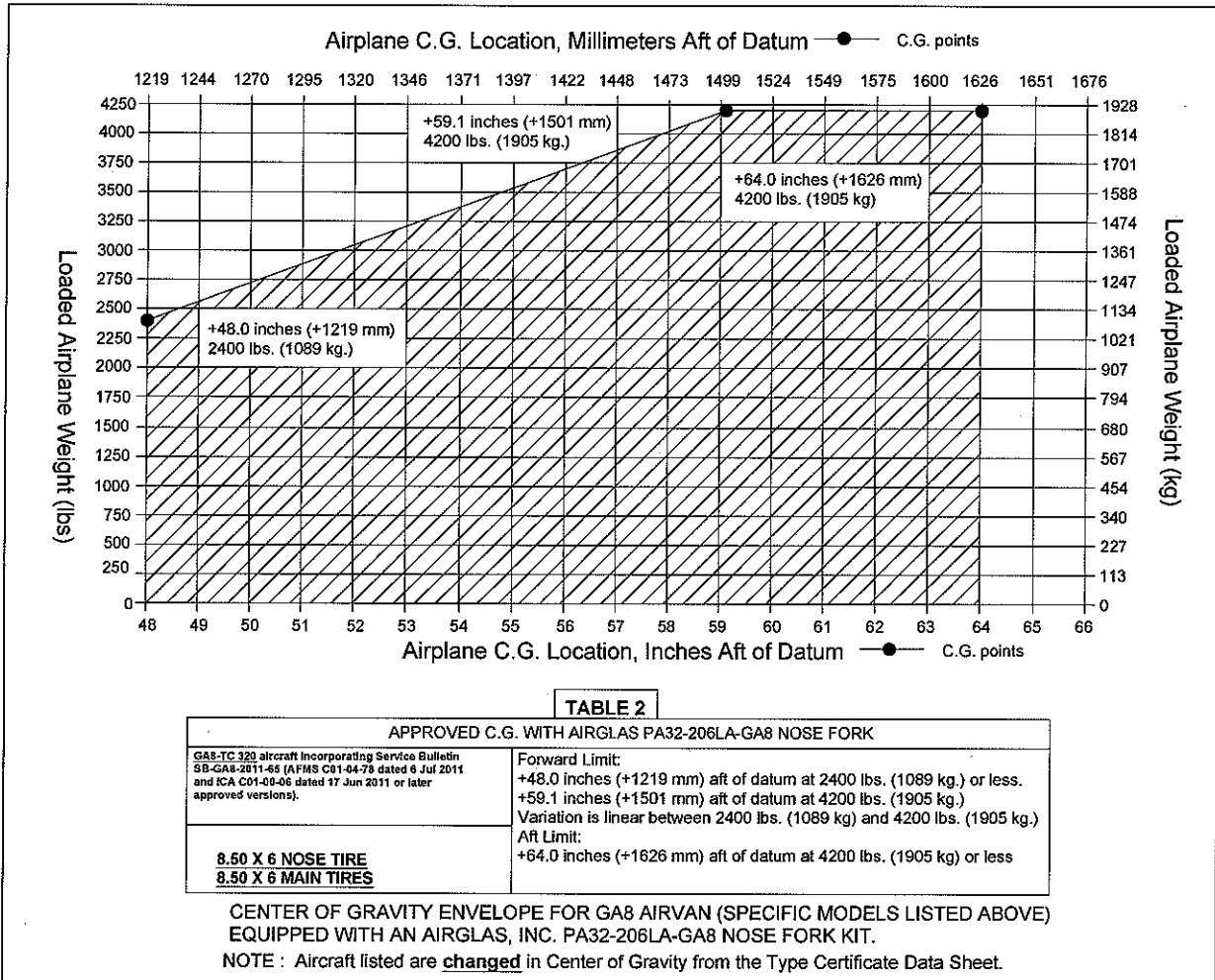
This airplane is equipped with an Airglas, Inc., PA32-206LA-GA8 nose fork kit. The tire inflation pressure is 23 psi. The tire and wheel are unchanged and wear indications should follow that specific manufacturer's recommendations.

SECTION VIII. Handling, Servicing and Maintenance

All handling procedures for this modification are standard. The PA32-206LA-GA8 nose fork kit may be serviced and maintained in accordance with Part 43 of the Federal Aviation Regulations (FAR 43). Servicing and maintenance in accordance with FAR 43 is adequate to insure the continued airworthiness of this modification. Information on installing the PA32-206LA-GA8 nose fork assembly can be found in the Instructions for Continued Airworthiness Including Installation, Maintenance and Service Instructions.



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