

NEW ZEALAND CIVIL AIRWORTHINESS REQUIREMENTS
VOLUME 2
AIRWORTHINESS DIRECTIVES

SECTION A
GLIDERS EIRAVION OY PIK 20 AD SCHEDULE

In addition to the ADs scheduled below, relevant ADs in the 'AIRCRAFT GENERAL' AD Schedule and any other relevant ADs in Section C 'COMPONENTS AND EQUIPMENT' shall be complied with

DCA/MOL/1 Elevator - Inspection and Modification

Applicability: Model PIK 20 S/N 20004 through 20058

Requirement: Molino OY SB M5

Compliance: As detailed

Effective Date: 24 September 1975

Note: Requirement notified to registered owners on effective date

DCA/MOL/2 Rudder Operating Cable - Modification

Applicability: Model PIK 20 S/N 20004 through 20058

Requirement: Molino OY SB M6

Compliance: Before next flight

Effective Date: 24 September 1975

Note: Requirement notified to registered owners on effective date

DCA/MOL/3 Flap Drive Crank - Modification

Applicability: Model PIK 20 S/N 20004 through 20058

Requirement: Molino OY SB M7

Compliance: Before next flight

Effective Date: 24 September 1975

Note: Requirement notified to registered owners on effective date

DCA/MOL/4 Tow Hook Installation - Modification

Applicability: All model PIK 20, 20B and 20D up to S/N 20548

Requirement: Eiravion OY SB M14

Compliance: Before next winch launch

Effective Date: 31 August 1977

DCA/MOL/5	Flap Operating Mechanism - Inspection and Modification
Applicability:	All model PIK 20 and 20B
Requirement:	Eiravion OY SB M16
Compliance:	Within the next 25 hours TIS
Effective Date:	31 August 1977
DCA/MOL/6	Safety Harness - Modification
Applicability:	All model PIK 20 with two-part harness
Requirement:	Fit four part harness per Eiravion OY SB M15, or affix following placard in full view of pilot. "CLOUD OR COMPETITION FLIGHT NOT PERMITTED"
Compliance:	By 30 April 1978
Effective Date:	31 March 1978
DCA/MOL/7	Rudder Cables - Inspection
Applicability:	All model PIK 20 and PIK 20B
Requirement:	Eiravion OY SB M18
Compliance:	Within the next 25 hours TIS, but not later than 30 June 1978
Effective Date:	28 April 1978
DCA/MOL/8	Landing Gear - Inspection
Applicability:	All model PIK 20 and PIK 20B with unpainted landing gear
Requirement:	Inspect for corrosion per Eiravion SB M22. Repair and/or rework and protect as necessary
Compliance:	By 31 August 1979 unless already accomplished
Effective Date:	3 August 1979
DCA/MOL/9	Rudder Installation - Inspection
Applicability:	All model PIK 20, PIK 20B and PIK 20D
Requirement:	Inspect per Eiravion KY SB M20-26. Repair cracked parts as prescribed before further flight
Compliance:	By 31 October 1984 and thereafter at intervals not exceeding one year until repair/reinforcement per SB M20-26 embodied
Effective Date:	14 September 1984

DCA/MOL/10**Engine Studs - Inspection****Applicability:**

All model PIK 20E2F and PIK 30 with Rotax 505 engine in S/N range 3,332.580 through 3,332.689

Requirement:

To prevent possible engine failure resulting in damage to aircraft, inspect engine for broken cylinder-to-crankcase attachment studs per Rotax Technical Note 505-01 and Isoire Aviation SB 28. Renew defective parts before further engine use

Compliance:

Prior to next engine run

Effective Date:

11 July 1986

Note: Requirement notified to registered owners on effective date

DCA/MOL/11**Flap and Aileron Balance Weights - Inspection****Applicability:**

All model PIK 20 and 20B

Requirement:

To preclude possibility of balance weight detachment, accomplish the following:

1. Remove flaps and ailerons and confirm existence of lead mass balance strips. If not fitted, no further action required. If fitted, inspect as follows.
2. Inspect strips for cracking, particularly at attachment rivets using at least 10 power magnification. If cracking is detected, renew strips before further flight using the following procedure.
 - (a) New strips must be of the same weight and length as originals and must be of good quality lead, preferably extruded and shaped to fit, or cast without being granular and brittle.
 - (b) Strips are to be attached at the same rivet holes, using an epoxy resin or similar to bond the lead in place.
 - (c) Counter bores must be kept to minimum depth.
 - (d) Rivets must not be increased in diameter and must have a washer on the GRP face.
 - (e) The final mass balance of each flap and aileron must be checked per the manufacturer's service manual.

Compliance:

Within the next 25 hours TIS, but not later than 29 February 1988 and thereafter at intervals not exceeding 12 months

Effective Date:

31 December 1987

Note: Requirement notified to registered owners on effective date

DCA/MOL/12**Propeller Mounting Nut Lock Plate - Inspection****Applicability:**

All model PIK 20E

Requirement:

To prevent failure of the propeller mounting nut locking plate which may result in separation of the propeller accomplish the following:

Remove the propeller and discard the locking plate. Ensure that the edges of the propeller shaft wedge groove are still in such condition that they are able to carry the load from the locking plate. If the groove is deformed, in front of the bearing install a washer with the same diameter as the inner bearing ring, and the same thickness as the deformation. Check the condition of the mounting nut and bearing, and renew if necessary. Install a new locking plate, P/N SKF MB-7 or equivalent and refit the propeller.

Compliance:

Prior to next flight, and thereafter at intervals not to exceed 25 hours of engine running time or 12 months whichever is the sooner

Effective Date:

19 November 1990

Note: Requirement notified to registered owners on effective date