## 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.

<table>
<thead>
<tr>
<th>AD Number</th>
<th>Description</th>
<th>Applicability</th>
<th>Requirement</th>
<th>Compliance</th>
<th>Effective Date</th>
<th>Note</th>
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<tbody>
<tr>
<td>DCA/MOL/1</td>
<td>Elevator - Inspection and Modification</td>
<td>Model PIK 20 S/N 20004 through 20058</td>
<td>Molino OY SB M5</td>
<td>As detailed</td>
<td>24 September 1975</td>
<td>Note: Requirement notified to registered owners on effective date</td>
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<tr>
<td>DCA/MOL/2</td>
<td>Rudder Operating Cable - Modification</td>
<td>Model PIK 20 S/N 20004 through 20058</td>
<td>Molino OY SB M6</td>
<td>Before next flight</td>
<td>24 September 1975</td>
<td>Note: Requirement notified to registered owners on effective date</td>
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<tr>
<td>DCA/MOL/3</td>
<td>Flap Drive Crank - Modification</td>
<td>Model PIK 20 S/N 20004 through 20058</td>
<td>Molino OY SB M7</td>
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<td>24 September 1975</td>
<td>Note: Requirement notified to registered owners on effective date</td>
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<tr>
<td>DCA/MOL/4</td>
<td>Tow Hook Installation - Modification</td>
<td>All model PIK 20, 20B and 20D up to S/N 20548</td>
<td>Eiravion OY SB M14</td>
<td>Before next winch launch</td>
<td>31 August 1977</td>
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</table>
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 Issoire 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