EIRIAVION OY
Kisällinkatu 8
SF-15170 Lahti 17

M733

MUUTOSTIEDOTE 1977-06-17 M 17 1 (1)

AIHE Uumalevyn liimaus siivissä.

KOSKEE PIK-20 D purjelentokoneet sarjanumerot 20510...20532 ja 20534 sekä 20542, 20543, 20544, 20548, 20552, 20555 ja 20556.

SELOSTUS Valmistaja epäilee, että kyseisissä sarjanumeroissa on väärä uumalevyn ja siipisalon yläpaarteen välinen liimasauma johtuen työkalumuutoksesta sarjanumeron 20509 jälkeen aiheuttaen sen, ettei uumalevy mennyt riittävän syvälle U-muotoiseen liimauskanavaan, joka on täytetty puoliksi liima-aineella.

SUORITUS Pakollinen; ennen seuraavaa lentoa.

OHJEET

1. Tarkastusta ja korjausta varten ota yhteys:

   Eiriavion Oy

   38800 JÄMIJÄRVI
   puh. 930-71 200 telex 26254

2. Tarkastus ja korjausohjeet, katso liite 1 (ainoastaan viranomaisille ja korjausasemille, engl.kielinen)

VAIKUTUS MASSARESKIOON Lisää tyhjäpainoa 2 kg ja massamomenttia 4.5 kgm.

Liite 1: Inspecting and repair instructions for PIK-20 D shear web bonding (ainoastaan viranomaisille ja korjausasemille)

ILMAILUHALLITUKSEN HYVÄKSYNTÄ

ILMAILUHALLITUS LUFTFARTSSTYRELSEN

Matti Puhakka

N.B.A. Mandatory

Appendix 1: Inspecting instructions for PIK-20 D shear web bonding

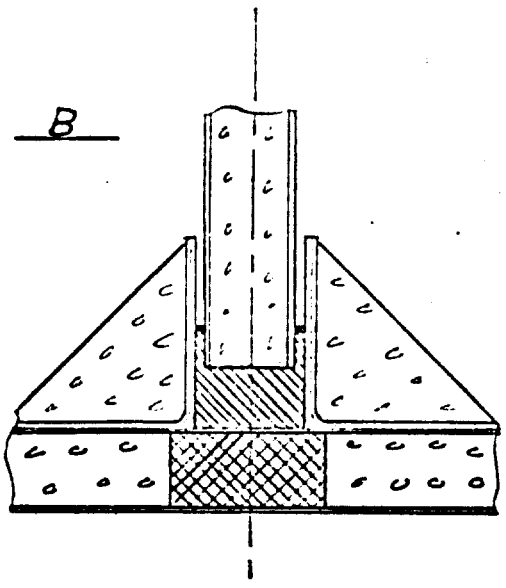
Because the inspecting of bonding line is difficult, the rebonding of all mentioned serial number wings shear web main bonding is recommende

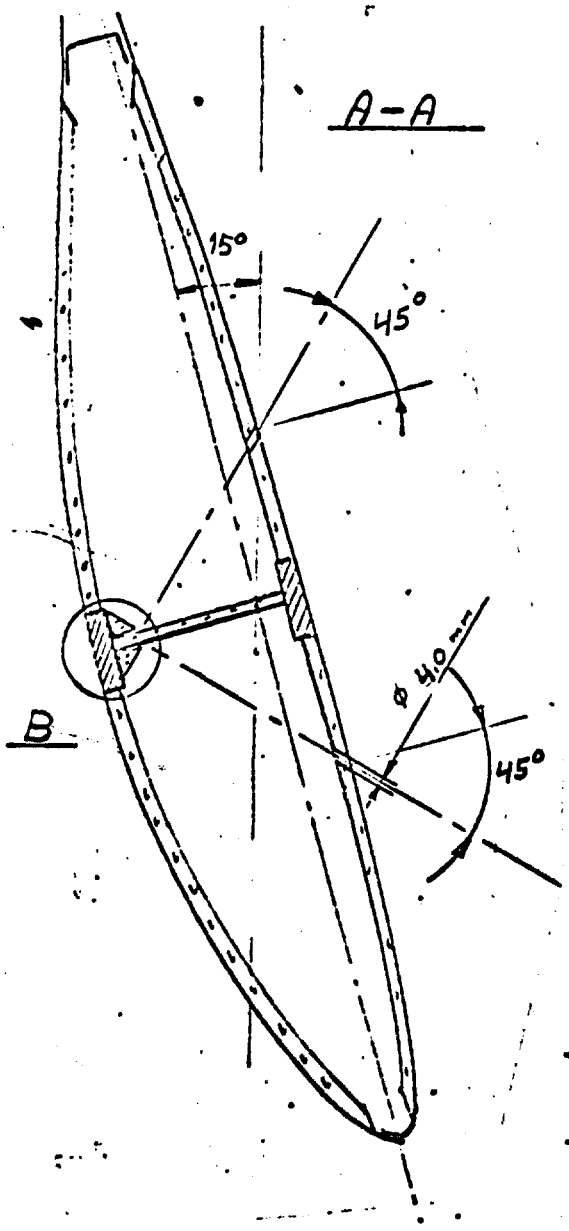
1. Remove the water ballast tanks (See PIK-20 D Repair Manual page III - 12).
2. Remove the sealing thunnels at main rib.
3. Inspect if there is water still in the wing, if there is, dry it by using vacuum cleaner outl air min. 6 hours through the water ballast tank opening in the main rib. (Wing must be in normal position and the water ballast opening sealed around the hose.)
4. Wax the lower surfaces with car wax conteining no silicon.
5. Drill the ø 4 mm holes according to Fig. 1. Be sure about 45° degrees tilting.
6. Support the wing 15 degrees tilted from vertical position nose down. The upper surface bonding line must be absolutely horizontal. Check it by measuring from the floor.
   The bonding line is found from the average measures given in Fig. 1. The wing is easiest to be supported from the root spar with a glamb and wedge and from the tip leading edge.
7. Use a good narrow beam lamp so that you can see the whole shear web from the openings.
8. Make a 120 g L02 and 41 g H91 mixture. See PIK-20 D Repair Manual page III - 16.
   Be sure of the 20 centigrades min. temperature.
9. Put the ø 4 mm needle through the ti most upper hole. Try to reach the web and PVC foam corner and then pull the needle 10 mm backward and spray 60 g of mixed resin on the shear web about one minute. Continue with the next two holes. Then inspect if there is any resin leakage which can be seen with the lamp through water ballast opening. If there is, put a sign on the wing.

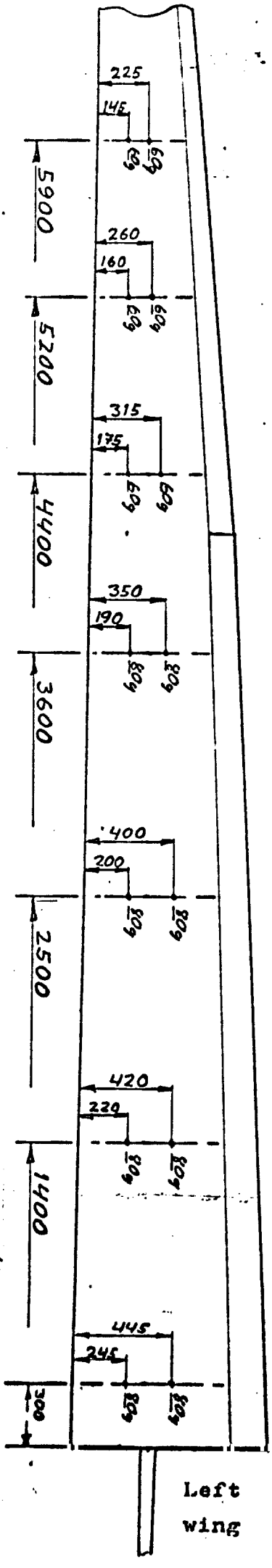
10. Spray the next holes with 80 g mixed resin. Inspect if there is any resin leakage. If the is, put a sign on the wing.
11. If there were these leakages somewhere. tilt t wing after spraying to 45 degrees position.
12. After 1 to 2 hours the wing can be tilted back to 15 degrees position and sprayed again throu the nearest hole to the leaking place. Leave the wing 15 degrees tilted for 2 hours (min. temperature 20°C).
13. Tilt the wing so that the nose is up and you have the same 15 degrees tilting as before.
14. Spray the resin as mentioned in the point 9. There is no more danger for leaking. Keep the wing tilted min. 2 hours.
15. Fill the holes with thin microballoon/resin mixture with the syringe. The wing must be in level, upper side up.
    After filling close the hole with plastic t
16. Wait for curing 2 to 4 hours and sand carefu about ø 10 mm area round the holes.

17. Make a mixture of acrylic paint and harden 2:1 and paint with fine brush.
    Watch for bubbles.
18. After curing (12 hours) sand carefully wi grade 600 wet sanding paper. Polish with pa polishing agent.
19. Install the water ballast bag and sealing thunnels with contact glue.
20. The sailplane is ready for flying after 12 hou curing at least in 20°C.
21. Note! If needed, the holes can be leaved open for 25 flight hours.

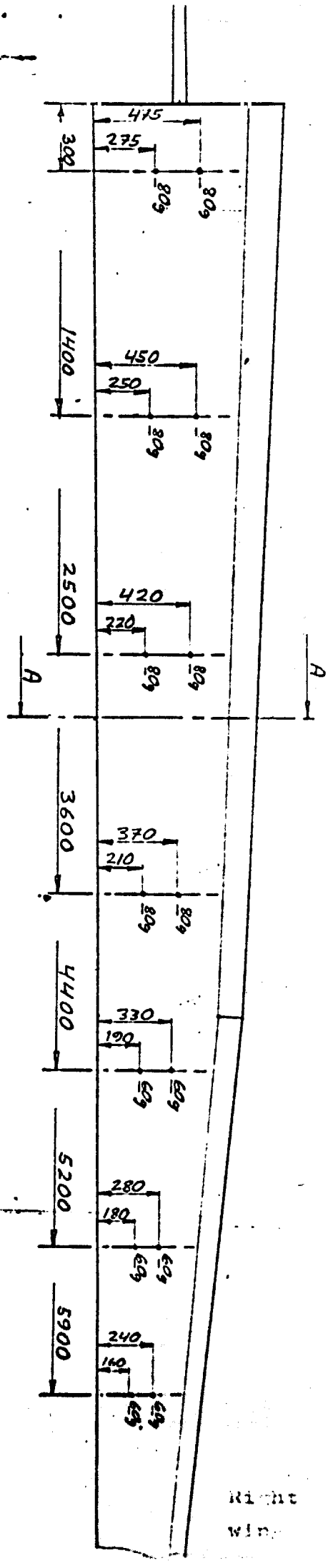
Fig. 1







Left wing



Right wing