

Lentokelpoisuusmääräyksen noudattaminen on ilma-aluksen jatkuvan lentokelpoisuuden edellytyksenä. Määräyksen mukaisen toimenpiteen saa tehdä ja kuitata, ellei määräyksessä toisin mainita, se jolla ilmailumääräyksen AIR M2-1, AIR M4-1, AIR M5-3, AIR M5-10, AIR M6-1, OPS M2-10, JAR-OPS 1 tai JAR OPS 3 mukaisesti on oikeus tehdä ilma-aluksen tai -välineen määräaikaishuoltoja. Tehty toimenpide on merkittävä ilma-aluksen teknilliseen päiväkirjaan tai purjelentokoneen matkapäiväkirjaan. Lentokelpoisuusmääräys on annettu ilmailulain (1242/05) 22§:n perusteella.

Eiriavion. Inspection of flap and aileron balance weights

Applicability: All PIK-20 and PIK-20B sailplanes

Reference: The Gliding Federation of Australia Airworthiness Directive no. GFA AD 303

This AD becomes effective: 1st February 1988

Action:

- A. Within 25 hours of flight, remove the flaps and ailerons to confirm the existence of lead mass balance strips. If lead balance strips are not fitted, no further action is required, and the AD shall be signed as completely complied with in the sailplane journey log book. If lead balance strips are fitted, perform the inspection in accordance with paragraph **B** of this AD before further flight.
- B. Inspect the lead mass balance strips at every annual inspection or at an interval not exceeding 500 flight hours, whichever comes first for cracks, principally at the attachment rivets using at least a 10 power magnifying glass.
If cracks are detected, the cracked strip shall be replaced before further flight in accordance with paragraph **C**.
Insert the inspection procedure in the sailplane's service manual.
- C. Replace cracked mass balance strips in accordance with the following procedure.
 - Replacement lead strips shall be of the same weight and length as the original.
 - The strips shall be made of good quality lead, preferably extruded and shaped to fit, or cast without being granular and brittle.
 - The strips shall be attached at the original rivet holes, using an epoxy resin or similar, to bond the lead in place.
 - Counter bores shall be kept to minimum depth.
 - The rivets shall have washers on the GRP face. The rivets should not be increased in diameter.
 - The final mass balance of the flaps and ailerons shall be checked after installation in accordance with the sailplane's maintenance manual.

This airworthiness directive replaces the airworthiness directive M1479/87.