

PIK-20 E Flight manual

FLIGHT MANUAL
for
SELF-LAUNCHING SAILPLANE
PIK-20 E

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

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PIK-20 E

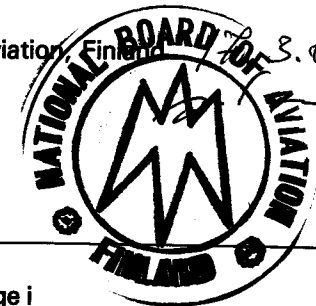
SERIAL NO:

REGISTRATION:

This sailplane must be operated in compliance with this Manual.

THIS MANUAL MUST BE KEPT IN THE SAILPLANE AT ALL TIMES.

Approved by National Board of Aviation, Finland



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SF-15170 Lahti 17

PIK-20 E Flight manual

I FLIGHT MANUAL TABLE OF CONTENTS

	Page
1. TECHNICAL DATA	I- 1
1.1 Main technical data	I- 1
1.2 Wing	I- 1
1.3 Horizontal stabilizer and elevator	I- 2
1.4 Vertical stabilizer and rudder	I- 2
1.5 Fuselage	I- 2
1.6 Engine	I- 3
1.7 Propeller	I- 3
1.8 Weights and loads	I- 3
2. SAILPLANE DESCRIPTION	I- 3
2.1 General description	I- 3
2.2 Flight control and flap system	I- 4
2.3 Dive brake control	I- 4
2.4 Engine controls	I- 5
2.5 Engine retracting system	I- 5
2.6 Landing gear control	I- 5
2.7 Other controls	I- 5
2.8 Fuel system	I- 6
2.9 Electrical system	I- 6
2.10 Water ballast system	I- 6
3. LIMITATIONS	I- 8
3.1 Airspeed limits	I- 8
3.2 Flight load factors	I- 9
3.3 Operating limits	I- 9
3.4 Weight and C. of G. limits	I-10
3.5 Rated load in aero tow	I-10
3.6 Powerplant limitations	I-10
3.7 Maximum crosswind	I-10
4. MARKINGS	I-11
4.1 Placards	I-11

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

page ii

PIK-20 E Flight manual

4.2 Symbols of the Controls	I-13
4.3 Flight Instrument Markings	I-15
5. NORMAL PROCEDURES	I-17
5.1 Normal procedures check lists	I-17
5.2 Amplified normal procedures, general	I-23
5.3 Refueling	I-23
5.4 Water ballast filling instructions	I-23
5.5 Daily check	I-24
5.6 Before starting the engine	I-24
5.7 Starting the engine	I-25
5.8 Warm-up and taxiing	I-25
5.9 Ground test	I-26
5.10 Before takeoff	I-26
5.11 Takeoff	I-26
5.12 Takeoff in aerotow	I-28
5.13 Takeoff in winchtow	I-28
5.14 Climb	I-29
5.15 Cruising	I-29
5.16 Stopping and retracting the engine in the air	I-30
5.17 Glide	I-31
5.18 Restarting the engine in the air	I-31
5.19 Stalls	I-32
5.20 Approach and landing	I-33
5.21 Stopping the engine on the ground	I-34
5.22 Outlanding	I-34
5.23 Aerobatics	I-34
5.24 Cloud flying	I-35
5.25 Flying in the rain	I-35
5.26 Flying in icing and low temperature conditions	I-36
5.27 Flying at high altitudes	I-36
6. WEIGHT AND BALANCE	I-37
6.1 Preflight check	I-37
6.2 Calculations for actual C. of G. location	I-39

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

page iii

PIK-20 E Flight manual

6.3	Sample Problem: Actual weight and C. of G. in flight	I-40
6.4	Weight and Balance Record	I-41
7.	PERFORMANCE	I-42
7.1	Performance in glide with engine retracted	I-42
7.2	Performance with extended powerplant	I-43
7.3	Use of flaps	I-49
7.4	McCready curves	I-52
7.5	The use of the water ballast	I-53
7.6	Pitot static system calibration	I-54
8.	EMERGENCY PROCEDURES	I-55
8.1	Engine failure	I-55
8.2	Fires	I-55
8.3	Jettisoning the canopy	I-56
8.4	Jumping with a parachute	I-57

PIK-20 E Flight manual

LOG OF REVISION

Any revision of the present Manual must be recorded in the following table. The new amended text in the revised page will be indicated by a black vertical line in the left hand margin and the Revision No. and date will be shown on the bottom of the page.

Rev. No.	Revised Pages	Description of Revision	Date	Signed
Edition 2	All pages	New Edition (Replaces previous edition dated November 1978)		
Rev. 1	I-6, I-8, I-13, I-48	New Fuel tank. S/N:s 20215, 20221 and up	Jan 80	EIRI
Rev. 2	I-9, I-11, I-21, I-28	Tow hook at station 1850 for winch- and aerotow operation S/N:s 20215, 20221 and up	Jan 80	EIRI
Rev. 3	I-7	Assembly of starter emergency relay S/N:s 20213, 20214, 20217 and up.	Jan 80	EIRI
Rev. 4	I-3, I-6, I-10	Change in water tank volume S/N:s 20347 and up	Jan 80	EIRI

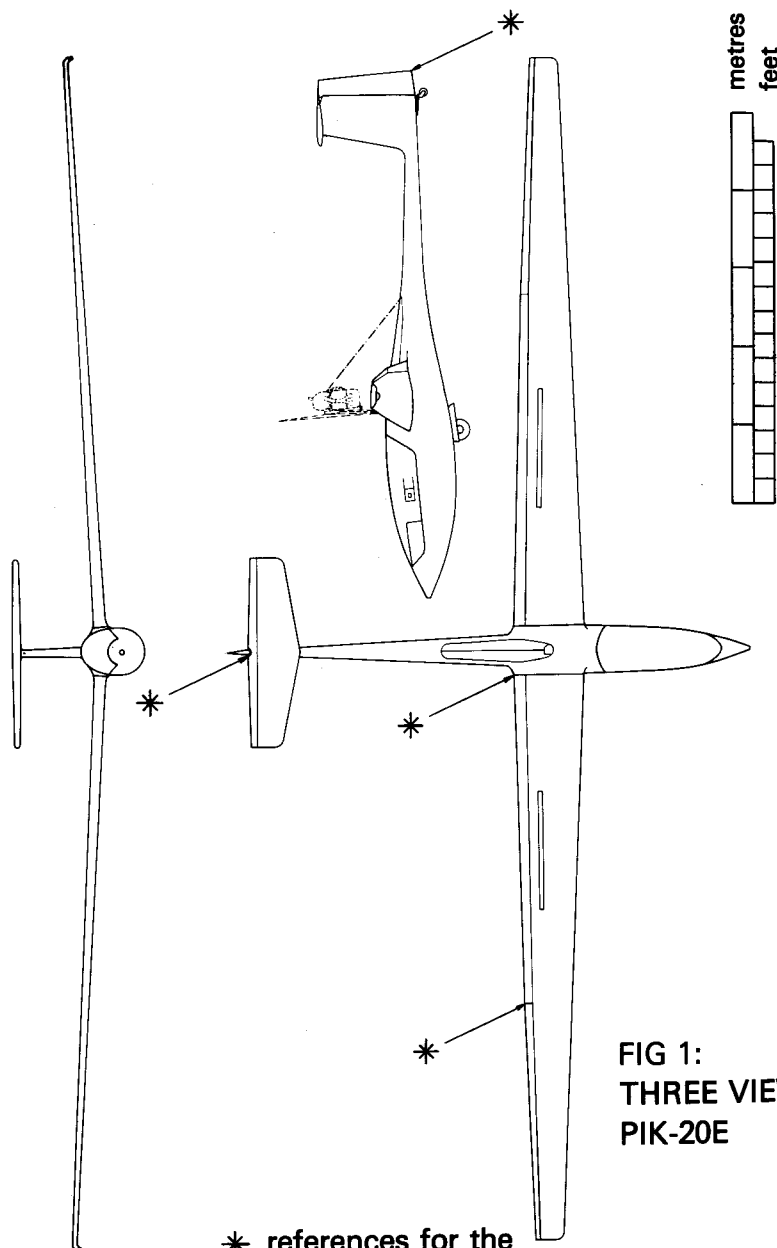


FIG 1:
THREE VIEW
PIK-20E

* references for the
control surface movements

1. TECHNICAL DATA

1.1 Main technical data

- Span	15 m (49.2 ft)
- Length	6.53 m (21.4 ft)
- Height	1.47 m (4.8 ft)

1.2 Wing

- Wing area	10.0 m ² (107.6 sqft)
- Aspect ratio	22.5
- Dihedral angle	3°
- Sweep-back angle (quarterchord line)	1.36°
- Angle of incidence	1°
- Root chord	0.90 m (2.95 ft)
- Mean chord	0.65 m (2.13 ft)
- Tip chord	0.36 m (1.18 ft)
- Mean aerodynamic chord (MAC)	0.70 m (2.30 ft)
- Root profile	FX 67-K-170
- Tip profile	FX 67-K-150
- Flap area	2 × 0.80 m ²

- Flap movements

+ 16° ± 1° down	flap root	46 ± 2.5 mm
	aileron root	30 ± 1.8 mm
0° ± 1°	flap root	0 ± 2.5 mm
	aileron root	0 ± 1.8 mm
-12° ± 1° up	flap root	35 ± 2.5 mm
	aileron root	22.5 ± 1.8 mm

- Aileron movements

+ 16° flap	(13° ^{+2°} _{-1°}) up	flap root	38,0 ^{+5.0} _{-2.5} mm
		aileron root	24,5 ^{+3.6} _{-1.8} mm
(12.5° ^{+2°} _{-1°}) down	(12.5° ^{+2°} _{-1°}) down	flap root	36,0 ^{+5.0} _{-2.5} mm
		aileron root	23,5 ^{+3.6} _{-1.8} mm

PIK-20 E Flight manual

0° flap		flap root	35,0 ^{+5.0} _{-2.5} mm
	(12° ^{+2°} _{-1°}) up	aileron root	22,5 ^{+3.6} _{-1.8} mm
		flap root	31,0 ^{+5.0} _{-2.5} mm
	(11° ^{+2°} _{-1°}) down	aileron root	21,0 ^{+3.6} _{-1.8} mm
– 12° flap		flap root	32,0 ^{+5.0} _{-2.5} mm
	(11° ^{+2°} _{-1°}) up	aileron root	21,0 ^{+3.6} _{-1.8} mm
		flap root	27,0 ^{+5.0} _{-2.5} mm
	(9,5° ^{+2°} _{-1°}) down	aileron root	18,0 ^{+3.6} _{-1.8} mm

1.3 Horizontal stabilizer and elevator

– Area	1.25 m ² (13.45 sqft)
– Span	2.4 m (7.87 ft)
– Aspect ratio	4.6
– Angle of incidence	-2°
– Profile	FX 71-L-150/20
– Elevator movements	Up and down 20° ± 1° (47 ± 2.5 mm)

1.4 Vertical stabilizer and rudder

– Area	1.02 m ² (10.98 sqft)
– Height	1.2 m (3.94 ft)
– Profile	FX 71-L-150/30
– Rudder movements	Right and left 33° ± 2° (179 ± 11 mm)

(Control surface movement references, see three view on page vi.)

1.5 Fuselage

– Height at the cockpit	0.86 m (2.62 ft)
– Width	0.60 m (1.97 ft)
– Main wheel	5.00 - 5
– Tail wheel	100 × 36 mm (4.0 × 1.5 in)

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page I-2

PIK-20 E Flight manual

1.6 Engine

- Engine Manufacturer: Rotax GmbH, Gunskirchen, Austria
- Engine Model: Rotax 501
- Engine Type: Retractable aircooled 2-stroke 500 ccm
2-cylinder engine with 1:2 toothed belt
transmission to the propeller
- Power Rating: 31.7 kW (43 hp) at 6200 rpm

1.7 Propeller

- Propeller Manufacturer: 1. Propellerwerk Hoffman GmbH,
Rosenheim, Federal Republik of
Germany
2. Lentokonekorjaamo E Pankkonen,
Järvenpää, Finland
- Propeller Model: 1. Ho 11* 127B 87
2. EP P127/87
- Propeller Diameter: 1270 mm (50 in)
- Propeller Type: 2 blade, wooden, fixed pitch

1.8 Weights and loads

– Empty weight	approx. 300 kg (660 lbs)
– Gross weight	470 kg (1036 lbs)
– Maximum water ballast	80 kg (176 lbs)
– Wing loading	36. . .47 kg/m ² (7.37. . .9.63 lbs/sqft)

2. SAILPLANE DESCRIPTION

2.1 General description

The PIK-20 E is a single seat unlimited 15 m class Utility Category sailplane with self launching capability. It is designed in accordance with OSTIV- Airworthiness Requirements For Sailplanes 1976 and German LFSM issue 1975.

The whole sailplane is made of epoxy resin laminates. The shoulder configuration wing and the control surfaces are of rigid sandwich struc-

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SF-15170 Lahti 17

page I-3

Revision 4.21.1.-80

PIK-20 E Flight manual

ture, PVC-foam between epoxy laminates. The wing spar caps are made of carbon fibre.

The fuselage is made of epoxy laminates stiffened with seven ribs in the fuselage and two in the fin.

The cockpit area is reinforced with a double bottom and two carbon fibre beams.

The engine opening is stiffened with two large diameter beams. The retractable engine is situated behind the wing in the fuselage. The retractable main landing wheel is equipped with a drum brake. The steerable tail wheel is located under the vertical stabilizer. The whole trailing-edge flap (flaperon) is utilized as aileron and flap control. Aileron neutral position travels with flap setting up 12° to down 16°. Flaps may be used to improve performance while thermalling and gliding and during landing as landing flaps. The "T"-configuration tail unit has conventional elevator and rudder surfaces.

2.2 Flight control and flap system

The primary flight control surfaces (ailerons, elevator and rudder) are connected to a conventional control stick and rudder pedal arrangement.

The elevator trim is controlled by a green knob located on the left side console. It is connected to the elevator control system by a spring.

The trim is also connected to the flap deflection so that you have to trim the sailplane only once at your weight to fly with 0° flaps at 100 km/h. After that you trim the sailplane by moving the flap control arm, and you will then automatically have the optimum flap deflection for any speed (see 7.3.1). The positive range is optimized for circling and the negative range for cruising. For landing, the sailplane has to be trimmed once again.

The black trailing edge flaps control arm is located to the left of pilot's seat. The markings for flap deflection are on the side panel. Full negative position is forward.

2.3 Dive brake control

The blue dive brake control is situated together with the flap control on

PIK-20 E Flight manual

the left side panel of the pilot's seat. The overcenter locking system is in both wings.

The dive brakes are closed in the forward position.

2.4 Engine controls

Choke, decompression and throttle are situated on the left of the instrument panel. Below them are the fuses for alternator, fuel pump, radio and other instruments. Next to the throttle is the start button and below it switches for main power, ignition and fuel pump.

2.5 Engine retracting system

The powerplant is retractable into the fuselage through a 1.4 m (4.6 ft) long opening which is closed with two doors. The engine retracting system is operated with a crank on the right cockpit wall. Retracting needs 15 turns and is balanced with a gas spring. Engine doors, propeller brake and engine locking are operated with the same lever behind retracting crank on the right wall.

The doors are closed and the locking is on in the forward position. The propeller brake is on, the locking off and the doors open in the rear position.

2.6 Landing gear control

The retractable main landing gear is operated by means of lever located on the right side of the cockpit. It is lightened by a spring. In the forward position the main wheel is down — in the rear position up.

The wheel brake handle is attached to the control stick.

2.7 Other controls

The yellow tow coupling release knob is located uppermost on the left side auxiliary panel. The tow coupling hook is located on the underside of the fuselage below the instrument panel or below the fuel tank. Winch tow can be made only with the rear tow hook. The water ballast draining knob is located just under the release knob. The forward position is closed — the rear position open. The ventilation knob is located under the water ballast knob. The forward position is closed — the rear position open.

PIK-20 E Flight manual

The canopy is hinged to the fuselage nose cone and can be opened by pushing the both white levers forward at both sides of the frame. Jettisoning occurs by pushing the canopy levers forward and by pulling the red knob right in the instrument panel and lifting the canopy.

The grey coloured pedal adjustment knob is located in front of the control stick on the right, below the instrument panel. The seat back adjustment knob is on the left side of the cockpit. The neck rest, if fitted, can be adjusted by lifting the support rod and moving the neck rest to desired position.

2.8 Fuel system

The 29 litres (7.7 gal U.S.) capacity fuel tank is situated behind the backrest. 1 litre (0,25 gal U.S.) of unusable fuel is included. Filling opening is on the left side of the fuselage between the rear canopy frame and wing. The fuel tank vent is in the cap on the left side of the fuselage. Accumulated water and sediment can be drained and checked by using the sampler cup when draining the fuel tank daily prior to first flight. The drain valve is situated on the left side of the fuselage. The in-line fuel filter is situated after the fuel cock in the baggage compartment. The electrical auxiliary pump is situated down in the engine compartment. The engine has an impulse driven primary fuel pump.

2.9 Electrical system

PIK-20 E is equipped with 12 V electrical system consisting of 12 Ah battery in the engine compartment or below the instrument panel and an alternator. The power is rectified and regularized with a Tympanium-type rectifier. The engine has an 0.4 hp electrical starter.

2.10 Water ballast system

The 40 litre nylon reinforced plastic bags are filled through the draining hole on the underside of the fuselage behind the geardoor.

Note 1: 1 m is the maximum filling height (distance from the funnel to the wing). Higher pressure than this, 0.1 Bar (kp/cm²), can cause serious damages to the wing.

No pressurized filling system is allowed.

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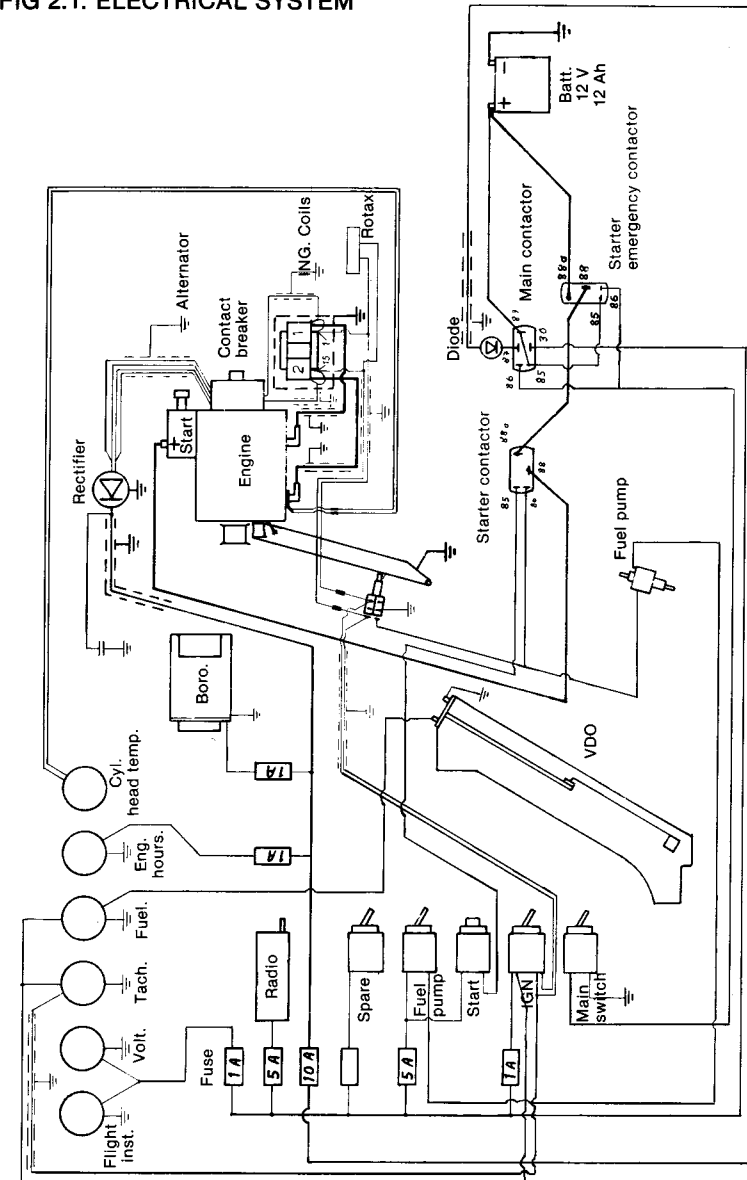
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page I-6

Revision 1.21.8.-79
Revision 4.21.1.-80

PIK-20 E Flight manual

FIG 2.1: ELECTRICAL SYSTEM



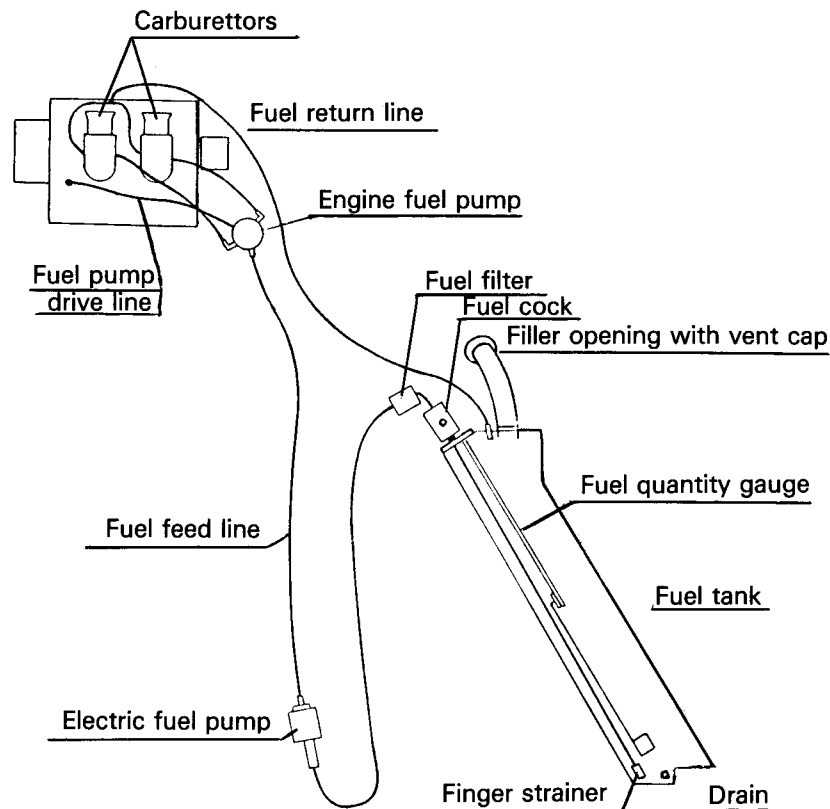
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page I-7

Revision 3.21.8.-79

FIG 2.2: FUEL SYSTEM



3. LIMITATIONS

3.1 Airspeed limits (I.A.S.)

Never exceed (V_{NE})	280 km/h (174 mph, 151 kts)
In rough air (V_B)x)	215 km/h (135 mph, 116 kts)
Maneuvering (V_A)	190 km/h (118 mph, 103 kts)
In aerotow (V_T) xx)	190 km/h (118 mph, 103 kts)
In winch tow (V_W) xx)	125 km/h (78 mph, 67 kts)
With engine extended	195 km/h (121 mph, 105 kts)
Extending and retracting the engine	135 km/h (84 mph, 73 kts)

- x) Rough air means such movements of air as in eg. leewave rotors, thunder clouds, visible whirlwinds or when overflying mountain crests.
- xx) Aerotow and winchtow are allowed only if the original tow hook kit is installed. Winchtow is allowed only with the tow hook at rear station 1850 mm (72,8 in).

3.1.1 Maximum airspeed for deflected flaps

σ_f	°	+ 16	+ 12 ... + 2	0 ... - 12
V	km/h	155	215	280
	mph	96	134	174
	kts	84	116	151

+ 16 flap deflection is only for landing and for takeoff on soft fields.
Note! All the speeds given in this manual are indicated airspeeds (I.A.S.) assuming zero instrument error.

3.2 Flight load factors

- Flap setting
- Maximum positive
- Maximum negative

+ 16°	+ 12° ... - 12°
+ 4	+ 5,3
0	- 2,65

3.3 Operating limits

- Minimum equipment list: airspeed indicator, altimeter, magnetic compass, ball type slip indicator, tachometer, fuel quantity indicator, cylinder head temperature indicator, safety belts, seat cushion, hour meter and mirror for checking the propeller position.
- Cloud flying, provided that the following instruments installed: minimum equipment and turn and slip indicator, variometer.
- Approved aerobatics:
Looping, stall turn, steep turn, lazy eight, chandelle and spin. Flap deflections from neutral to 12° up allowed.
- During aerobatics the engine must be retracted.

PIK-20 E Flight manual

4.1.3 In full view of the pilot

Pre-flight check
Loading and ballastchecked
Barograph (if installed)on
Parachutesecured
Seat and rudder pedalsadjusted
Safety harnessfastened
Canopylocked
Main switchon
Engine and engine gaugestested and checked
Flight instrumentschecked
Flapsset
Trimset
Airbrakesclosed and locked
Controlsfree
Chokeoff
Fuel cock(in tow: off).....on
Electrical fuel pump(in tow: off).....on
Tow rope (in tow)coupled

Before landing

Engineretracted
Water ballastdrained
Landing geardown
Flaps12° . . .16° down
Trimset for landing

4.1.4 Other placards

Adjacent to tow coupling RATED LOAD 6000 N (1320 lbs)
Above the main wheel2.5 bar (35 psi)
Adjacent to static pressure entry
on fuselage skin STATIC PRESSURE KEEP CLEAR
Adjacent to oxygen control valve
(if installed) DURATION TABLE
On fuselage nose (inside) BALLAST

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PIK-20 E Flight manual

Near the luggage compartmentMAX RATED LOAD 15 kg (33 lbs)
Near the fuel filler opening2-STROKE FUEL. OIL MIXTURE
RATIO 1:40 MIN. 96 OCT. (RON)
SUPER GASOLINE OR AVGAS
100 LL USABLE CAPACITY 28 L
Near the fuel valveON . . . OFF
Near the fuel tank ventilationVENT, KEEP CLEAN

4.2. Symbols of the Controls



Tow release



Canopy Lock



Canopy jettisoning



Landing Gear up



Landing Gear down



Trim control – Nose down

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Trim control Nose up



Flaps – down



Flaps – up



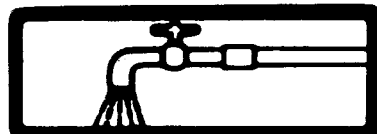
Airbrakes – open



Pedal adjustment



Cabin ventilation

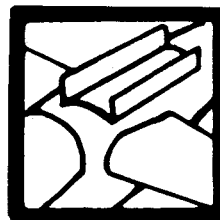


Water ballast

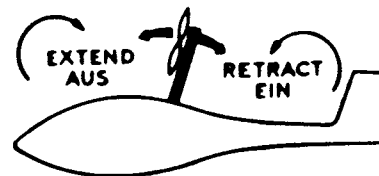


Engine doors closed

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Engine doors open



Engine extending/retracting

CHOKE
DECOMP, PUSH TO CLOSE
MAIN ON
START
PUMP ON
IGN. ON

Choke
Decompression
Main switch
Start button
Fuel pump switch
Ignition switch

4.3 Flight Instrument Markings

4.3.1 Air Speed Indicator

- Maximum;

	280 km/h (174 mph, 151 kts)
--	-----------------------------
 - Caution range;

Red radial		280 km/h (174 mph, 151 kts)
Yellow arc	215. . . 280 km/h (135. . . 174 mph, 116. . . 151 kts)	
 - Normal range;

Green arc	100. . . 215 km/h (62. . . 135 mph, 54. . . 116 kts)	
(100 km/h is the speed for the best blimb)		
 - Operating range for landing flaps

White arc	84. . . 155 km/h (52. . . 96 mph, 45. . . 84 kts)	
Yellow triangle	100 km/h (62 mph, 54 kts)	
- Recommended landing speed without water ballast

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PIK-20 E Flight manual

4.3.2 Accelerometer

- Maximum positiv; Red radial + 5.3
- Maximum negative; Red radial - 2.65

4.3.3 Engine instrument markings

- Tachometer; Red line at 6800 rpm
Yellow arc 6000–6800 rpm
Green arc 5000–6000 rpm
- Cylinder head temperature indicator;
Red line 250°C (480°F)
Yellow arc 230°C – 250°C (445–480°F)
Green arc 160°C – 230°C (320–445°F)

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page I-16

PIK-20 E Flight manual

5. NORMAL PROCEDURES

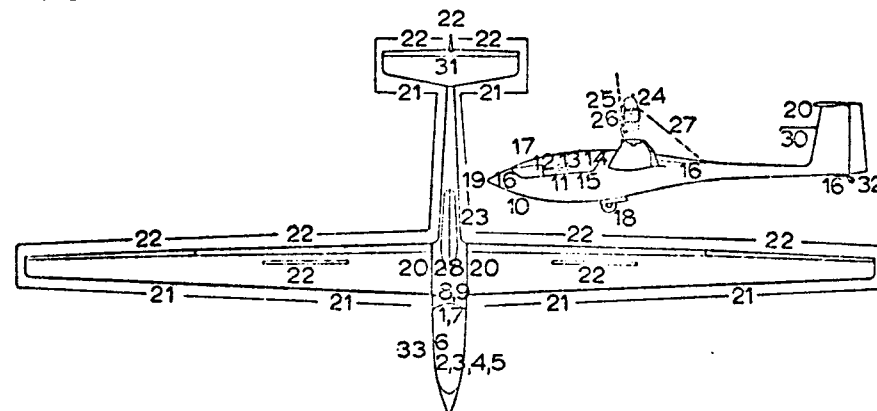
Normal procedure check lists are mainly to ease the operation with the engine.

5.1 Normal procedures check lists

Daily check

To be made after the sailplane has been rigged and before the first flight of the day.

FIG 5.1: DAILY CHECK



1. Fuel quantity
2. Fuel quantity gauge
3. Other instruments
4. Main switch off
5. Ignition off
6. Extend engine
7. Fuel-tank vent clean, drain and examine fuel
8. Main wing pin secured
9. Water ballast system in condition and functioning properly, hoses connected
10. Tow coupling clean and functioning properly or covered with tape if not needed

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SF-15170 Lahti 17

page I-17

PIK-20 E Flight manual

11. Control stick, pedals, flaps, trim and airbrakes operating properly
12. Decompression, throttle and choke functioning properly
13. Wheel brake functioning properly
14. Safety belts in condition
15. No foreign or loose objects in the cockpit
16. Ballast properly fastened
17. Canopy clean and locking mechanism in condition
18. Tyre in condition and right pressure
19. Pitot tube free
20. Tapes at wing roots and horizontal stabilizer adherent (if fixed)
21. Wings, fuselage and empennage clean and checked for damages, dents or cracks
22. Flaps, ailerons, airbrakes, elevator and rudder functioning properly and checked for slackness
23. Engine extending mechanism and doors in condition
24. Engine baffles, muffler and engine mechanisms in condition
25. Propeller drive belt, bearing, and brake in condition. Check play at the propeller tip. Check that the engine is cranking without abnormal sound or friction and check that the decompression valves are tight when rotating the propeller by hand.
26. Propeller in condition and propeller bolts safetied
27. Engine safety cable tautened
28. Quick release locks connecting flaps and airbrakes safetied
29. Static pressure vents free
30. Venturi tube correctly installed
31. Horizontal stabilizer mounted correctly and locking pin all the way in and safetied. Quick release for elevator control rod safetied.
32. Tail wheel working properly and locking pin removed
33. Required documents on board

Before starting the engine

Brakesset
Fuel cockon
Engine doorsclosed
Decompressorclosed

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Starting the engine when cold

Throttle1/4 open
Choke3/4 on
Main switchon
Ignitionon
Electric fuel pumpon
Propeller areaclear
Starterengage
Chokeadjust

Starting the engine when hot

Throttle1/2 . . .1/1 open
Chokeoff
Main switchon
Ignitionon
Electric fuel pumpon
Propeller areaclear
Starterengage
Throttleadjust

Warm-up and taxiing

Throttle2000 . . .5700 RPM

Ground test

The engine must run 5600 RPM smoothly also with the electrical fuel pump off.

Engine is warm when the throttle can be opened without the engine faltering. Check the engine gauges.

Pre-flight check

Loading and ballastchecked
Barograph (if installed)on
Parachutesecured
Seat and rudder pedalsadjusted

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Restarting the engine

Speed	100 km/h
Doors	open
Engine	extend
Doors	close
Propeller	check in mirror that the propeller is rotating slowly
Ignition	on
Fuel cock	on
Electrical fuel pump	on
Choke	3/4 on if cold
Throttle	1/4 open
Starter	engage
Choke and throttle	adjust

Note! The engine begins rotating without using the starter when the speed is 165 km/h.

Before landing

Engine	retracted
Water ballast	drained
Landing gear	down
Flaps	12° . . . 16° down
Trim	set for landing

Approach and landing

Approaching speed	95 km/h (370 kg)
	105 km/h (470 kg)

Stopping the engine on the ground

Idle at	2000 RPM
Electric fuel pump	off
Radio	off
Ignition	off
Main switch	off

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5.2 Amplified normal procedures, general

The following explains the check lists more in detail and includes also outlandings, aerobatics, cloud flying and other normal operations.

5.3 Refueling

Fuel: Min 96 octane (RON) super gasoline or Aviation gasoline 100 LL.
Oil: Two-stroke, **super** quality, mixing ratio 1:40. (e.g. castrol super TT)

The mixture must be done in a separate can. The can must be shaken before refueling.

The use of a chamois funnel is recommended for proper filtering and for water separating. The earth wire can be connected to the engine body.

Use only well stored gasoline and clean containers to avoid water.

Note: When flying at temperatures below 0°C, automotive fuel anti-icing fluid (carburettor alcohol) must be used in the fuel. Mixture ratio is 1 to 100.

5.4 Water ballast filling instructions

1. Install the 2—4 m long filling tube with threaded filling connector into the outlet hole.
2. Keep the wings in level. Open the ballast valve and fill the system through a funnel.

Note 1: 1 m is the maximum filling height (distance from the funnel to the wing). Higher pressure than this, 0.1 BAR (0.1 kp/cm²), can cause serious damages to the wing.

No pressurized filling system is allowed.

3. When filled, check the equal amount (wings stay in level).
4. If the amounts are not equal, then keep the valve open and lift the heavier wing and wait for the water to flow. Check, if the wings are not yet in balance, then shake the wing, having the lightest tip down.
5. If the balance is not achieved, then you have to put the lightest tip down and let the water flow out through the filling hose.
6. When the amounts are equal, shut the valve and remove the filling hose.

Note 2: When maximum amount of water is needed, it is recommended before filling to suck all the air from the system through the filling hose (eg. with a vacuum cleaner).

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

5.5 Daily check

The daily check should be carried out every day and after the sailplane has been rigged. Fuel quantity, mass and C. of G. should be checked, taking into account the flying task. Fixed ballasts should correspond to the ballasts given in the last Weight and Balance Record.

The takeoff distance should also be checked for a safe operation. It is normal that the maximum allowed water ballast is used during the take-off and this affects the takeoff distance.

If the takeoff is intended to be made in tow, the tow hook should be checked for proper function. Specified checking procedures are given in the tow hook manual. It is recommended that the tow hook is covered with tape if not used.

Note: Winch launches are allowed only with the tow hook at rear station 1850 mm.

The wing surfaces should be clean and dry to ensure the right performance of the glider.

The inflation pressure in the main wheel tyre should be right to ensure the proper function of the landing gear. With too low pressure the tyre may bottom the rim flange in a rough landing and this may damage the rim and the landing gear. Too high pressure makes the landing gear too stiff and the energy will not be absorbed during the landing.

The engine should be checked carefully and cleaned from dust and oil. The engine compartment should also be kept clean.

The propeller should be checked and cleaned carefully. Specified checking procedures are given in the Propeller Manual. There should be no play when moving the propeller blade forwards and backwards.

The engine safety cable should be in proper tension when the engine is fully extended. Too loose wire may cause premature wear to the attachments.

Check that the tail wheel locking pin is removed.

5.6 Before starting the engine

Before starting the engine it should be checked that the engine compartment doors are closed. The propeller brake operation is connected to the engine doors. Starting with doors open and brake on will make the rotating difficult and it will wear the brake lining very soon.

The electric fuel pump helps the starting and it should be on. The decompressor must be closed. Turn radio and other electrical equipment off.

5.7 Starting the engine

When starting the engine 3/4 choke is required. The throttle should be opened about 1/4. When connecting the main switch and the electric fuel pump on, the sound from circling fuel can be heard when everything is in order. If the engine does not start within ten seconds, the starter should be allowed to cool down a little before the next attempt.

When the engine is running the choke must be adjusted. Otherwise the mixture is too rich.

When starting a hot engine no choke is required. The throttle should be more than half opened. If the engine has just been running, the electric fuel pump may be left off.

If the engine does not start, some choke and less throttle may be used.

If there is a reason to think that the engine is flooding, the choke should be fully off and throttle fully open. By pulling the decompression lever and at the same time cranking the engine with the starter, the extra fuel is effectively removed from the engine. When the decompression valves are closed, the starting can be continued normally.

5.8 Warm-up and taxiing

Let the engine run for about 2 min. with 2000 rpm. The warm-up can be made during taxiing. The choke can usually be closed soon after the engine has started. The throttle may be handled with rather fast movements to get a good engine rpm response.

More than 2000 rpm should be used during the warm-up and normal operation, in order to have the engine running smoothly.

The engine is warm when the throttle can be opened without the engine faltering. This corresponds to about 100°C cylinder head temperature.

During taxiing one wingtip wheel is down and the stick fully pulled. The flaps are recommended to be kept up (negative), in order to have more ground clearance at the ailerons.

PIK-20 E Flight manual

On a normal grass field it is easy to taxi alone with help of the steerable tailwheel. The ground clearance at the lower wing should be taken into account. The turning radius is smaller when turning around the lower wing.

The proper function of the wheel brake should be checked before taxiing.

On soft ground eg. sand with C. of G. in the forward position and with water ballast tanks partly filled some experience is required to taxi without assistance, especially in strong crosswind. It is then easier to have an assistant walking at the wing tip.

When turning in windy conditions, it is normally easier to keep the wing turned to the wind, and then turn around the lower wing tip.

When taxiing longer distances in good conditions, eg. on a runway, the wings may be levelled and taxiing made only on the main wheel.

5.9 Ground test

When the engine is warm, it can be tested for proper running. When the engine is functioning properly, it must run at least 5600 rpm smoothly.

The test can be done shortly or during taxiing, so the nose does not go down. The throttle can be pushed with a rather fast movement to get a good rpm response.

The function of the alternator can be checked from the battery voltage gauge. Proper alternator function should raise the gauge to the higher voltage area.

By turning the electric fuel pump off, the function of the engine's own fuel pump can be tested. The engine should run smoothly at all power settings with its own fuel pump.

5.10 Before takeoff

The pre-flight check must be done before the takeoff. The electric fuel pump must be on and the choke must be fully off and the decompressor closed.

5.11 Takeoff

During a normal takeoff flaps should be +4° down or neutral. The trim is about 1/4 from aft position with the C. of G. in central position.

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

PIK-20 E Flight manual

When the throttle has been fully opened, it takes about 30 m ground run, before the wings can be levelled. With partly filled water ballast tanks the distance to level the wings is longer.

Lift off speed:

80 km/h (50 mph, 43 kts) for 370 kg weight or

90 km/h (56 mph, 49 kts) for 470 kg weight.

After the lift off accelerate to the optimum speed for best rate of climb

90 km/h (56 mph, 49 kts) for 370 kg weight or

100 km/h (62 mph, 54 kts) for 470 kg weight.

At a safe altitude the power should be set to maximum continuous power 6000 rpm at 100 km/h. The electric fuel pump can be turned off at desired altitude.

On a soft field or a short field the shortest takeoff distance is achieved with the flaps +16° down. The trim should be in the middle position with normal C. of G. position.

Lift off speed:

70 km/h (44 mph, 33 kts) for 360 kg weight or

80 km/h (50 mph, 43 kts) for 470 kg weight.

The speed for the best angle of climb:

80 km/h (50 mph, 43 kts) for 360 kg weight or

90 km/h (56 mph, 49 kts) for 470 kg weight.

Retract the gear to get better rate of climb.

When reaching the safe altitude, accelerate to the optimum speed for climbing with flaps neutral and retract the flaps.

Especially on a soft field it is best to use the maximum possible lift of the wing during the ground run to minimize the drag from the wheel. This is achieved by keeping the tail wheel about 40 cm (1 ft) off the ground.

With a strong crosswind, when the C. of G. in the fore position, maintaining the right direction during the beginning of the ground run is difficult. An assistant at the wing tip is then recommended.

Maximum crosswind is 10 kts.

Negative flap positions shall not be used in any condition because of the increasing stalling speed.

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

PIK-20 E Flight manual

Takeoff in the rain is prohibited

With wet or frosty wings the takeoff distance is remarkable longer and the wings must be kept clean and dry before takeoff.

Prolonged flying in the rain may cause wearing of the leading edge of the propeller and the drag is doubled referred to the given values in chapter 7: "Performance".

5.12 Takeoff in aerotow

The flaps are recommended to be neutral or +4° down. The trim is slightly back of central position. During tow +8° down can be used.

Recommended towing speeds are 105 km/h (65 mph, 57 kts) with 370 kg weight and 120 km/h (75 mph, 65 kts) with 470 kg weight.

-12° up deflected flaps are not allowed in aerotow because of high stall speed and poor controllability at low speeds. Maximum airspeed in aerotow is 190 km/h (118 mph, 103 kts). Maximum crosswind is 10 kts.

Before coupling the towing wire the pilot should check that the right towing ring and weak link is used.

5.13 Takeoff in winchtow

The flaps are recommended to be in position +4° down. Negative and more than +8° down flap position are not allowed during takeoff because of difficult handling. To get as much height as possible, the takeoff can be made with +4° down deflected flaps and from 100 m (300 ft) height use +12° down deflected flaps.

With central C. of G. position and flaps +4° down the trim should be in the middle and with +8° flaps 1/3 from the forward position.

Recommended airspeeds are 110 km/h to 125 km/h (68. . .78 mph, 59. . .67 kts). Maximum airspeed in winchtow is 125 km/h (78 mph, 67 kts).

Maximum crosswind is 10 kts.

Before coupling the towing wire the pilot should check that the right towing ring and weak link is used. Winch tow is allowed only with the rear tow hook installation at station 1850 mm.

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

page I-28

Revision 2.21.8.-79

PIK-20 E Flight manual

5.14 Climb

Optimum speed for best rate of climb is

90 km/h (56 mph, 49 kts) for 370 kg weight and

100 km/h (62 mph, 54 kts) for 470 kg weight.

Both speeds are with neutral flaps. The power setting for maximum continuous power is 6000 rpm at 100 km/h (62 mph, 54 kts). The best rate of climb is achieved with the gear retracted.

The electric fuel pump can be turned off at the desired altitude. The fuel consumption is about 1 l/h (0.26 gall U.S./h) greater when the electric fuel pump is on.

For noise abatement over noise-sensitive areas, the pilot can choose his climbing route so that the noise disturbance is minimized.

The route should, however, of course follow the Air Traffic Control clearances and instructions.

If possible when taking account of obstacles and other circumstances, the power can be decreased below the maximum continuous power to reduce noise.

The certificated noise level of PIK-20 E is 63.2 dB (A) in overflight at 300 m (1000 ft) with maximum continuous power 6000 rpm at 100 km/h. By using 5800 rpm at 100 km/h the noise is reduced to about 60 dB (A).

5.15 Cruising

Cruising is normally performed with maximum continuous rotational speed 6000 rpm. The maximum level speed is then 135 km/h (84 mph, 73 kts) and this corresponds to 75 % power. To lower the fuel consumption the electric fuel pump should be off.

The maximum allowed speed with engine extended is 195 km/h (121 mph, 105 kts) and the engine rotational speed is then 6600 rpm when the throttle is in idling position. The maximum allowed rotational speed is 6800 rpm and this should not be exceeded.

Long throttle setting below 75 % power should be avoided in climb, cruise and glide for proper lubrication.

Longer glides with closed throttle must therefore be avoided.

Rpm settings which cause excessive vibrations should be avoided.

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

page I-29

5.16 Stopping and retracting the engine in the air

A recommended air speed when stopping and retracting the engine is 100 km/h (62 mph, 54 kts). The propeller will then slow down fast and the retracting can be performed easily. The maximum allowed speed when retracting and extending the engine is 135 km/h (84 mph, 73 kts), but stopping the propeller requires then more experience, and more altitude is lost during the operation.

The stopping of the engine begins by reducing the power and letting the engine idle, ie. about 3000 rpm.

When the cylinder head temperature has dropped to 175°C (350°F), the ignition can be turned off. After some five seconds the propeller slows down a little, but is still rotating as if the engine would be idling. The propeller can then be braked by moving the control lever of the engine compartment doors (propeller brake) fully back (opening the doors). After this the doors must be closed to let the propeller slowly rotate by the air over the compression positions (propeller vertical and horizontal). The propeller position can be checked by looking in the mirror.

When the propeller is approaching the vertical position, the propeller can slowly be braked by moving the engine compartment doors control lever backwards. When the propeller is in right vertical position, the brake should be fully applied by opening the doors fully.

If the braking has been made too late and the propeller has passed the vertical position, the doors should be closed and the braking renewed when the propeller is approaching the vertical position again.

Before the first flight the braking of the propeller should be trained on the ground. The pilot can have another person turning the propeller slowly over the vertical compression position and the pilot brakes the propeller in the right position. The desired propeller position can be checked with the engine retracted and the doors open. **Check, that main and ignition switches are off before rotating the propeller by hand.**



When the propeller is braked in the vertical position, the engine can be retracted with the cranking lever. The lever is first unlocked by pulling the handle out towards the pilot and cranking is made counter-clockwise.

After cranking fifteen turns the engine is retracted and slightly pressed towards the limiter in the rear fuselage. The doors can now be closed by moving the door lever forward. At the same time the engine is locked in down position. Because of the change in the C. of G. position, the trim can be moved some notches forward.

If some extra resistance is felt during the retraction, the right position of the propeller and the door lever should be checked.

To ensure proper braking of the propeller the tension in the brake cable and the proper functioning of the brake should be checked daily.

5.17 Glide

In gliding flight with the engine retracted the sailplane is trimmed with neutral flaps to fly about 100 km/h (62 mph, 54 kts). The trim is connected to the flaps so that the optimum speed for a flap angle is automatically achieved when the sailplane once has been trimmed. The optimum flap angle with speed and other more detailed information and data are given in chapter 7 "Performance".

Note that full aileron deflection is permitted only at speeds below the maneuvering speed (190 km/h, 118 mph, 103 kts). At higher speeds the controls should be moved gently and any sudden movement to the opposite direction should be avoided.

5.18 Restarting the engine in the air

The recommended speed when extending the engine in the air is 100 km/h (62 mph, 54 kts). Then there is no tendency of the propeller to rotate during the extension if the brake is not in proper condition. The maximum allowed speed is 135 km/h (84 mph, 73 kts).

Open the engine compartment doors by moving the door lever backwards. The cranking lever cannot be moved when the doors are closed.

PIK-20 E Flight manual

Unlock the cranking lever and extend the engine by turning fifteen turns clockwise. The lever has to be left in such position that the safety cable is tautened.

When the door/brake lever is moved forward the propeller should rotate slowly in the air. This can be checked in the mirror.

When starting the engine the main switch should be on. Turn ignition and electric fuel pump on. Adjust the choke 3/4 open, if the engine is cold. The throttle should be opened about 1/4. The engine needs now only a kick with the starter and the propeller will then rotate by itself in the airstream. Adjust the choke and throttle when the engine is running.

If the battery is dead or if there is some other reason not to use the starter, the engine can be started by windmilling. The speed required to get the propeller rotating (windmilling) is about 165 km/h (103 mph, 89 kts). When the propeller once is rotating, it can be stopped only by reducing speed and using the brake.

The altitude required to extend and start the engine is normally 60 to 30 meter (200 to 100 feet) when using the starter. In an outlanding this operation can be made safely on the downwind leg. The height in the beginning of the downwind leg should be at least 300 m (1000 ft) to give time enough if something goes wrong. If the engine does not start it is possible to land with the engine extended.

The flight should be planned as a flight with a sailplane without an engine. There should always be the possibility to land and one should not go down over an area unacceptable for outlandings. There is always the possibility that the engine does not start, especially when one tries to start the engine in a rush above a forest or rocky area.

5.19 Stalls

In stall the nose drops without stall warning with retracted airbrakes. With airbrakes extended stall warning is noticed about 10 km/h (6 mph, 5 kts) before the stall. With the engine extended one wing may drop slightly. The altitude loss is about 12 to 6 m (40 to 20 ft). When stalled in a 45° banked turn with the engine and airbrakes extended, the loss of height may be 60 m (200 ft).

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

PIK-20 E Flight manual

Stall speeds for various flap angles and weights are given in chapter 7 "Performance".

Extending the airbrakes increases the stall speed about 8 km/h (5 mph, 4 kts), see 7.1.

5.20 Approach and landing

The landing is recommended to be made with the water ballast drained and the engine retracted. The flaps should be deflected down +12° to +16°. Negative flap angles should not be used because of high stall speed. The trim is a little forward from the central position.

Airbrakes can be used as desired. The approaching speed is 95 km/h (59 mph, 51 kts) with 370 kg weight and 105 km/h (65 mph, 57 kts) with 470 kg weight.

On ground the wheel brake can be used as desired.

In strong crosswind +8° down deflected flaps and a slightly higher approaching speed can be used.

When landing with the engine extended and idling, the airbrakes should not be used fully open near the ground because of the great rate of sink.

To avoid damages to the landing gear doors when landing on soft ground or in long grass, it is possible to keep the landing gear retracted. For inspection after a belly landing, see Service Manual.

If the ground run is going to be too long, it is possible to push the nose down at the same as using the wheel brake to stop the sailplane better.

Note: A wet wing increases the stall speed and rate of sink.

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

PIK-20 E Flight manual

5.21 Stopping the engine on the ground

Before stopping the engine, let the cylinder head temperature fall down to 150. . . 175°C (300. . . 350°F) when idling. Turn off the electric instruments and the electric fuel pump. The engine is stopped by switching off the ignition. The decompression valves must not be used when the ignition is on.

Note: The engine should be kept in retracted position.

5.22 Outlanding

Outlandings should be done as on a normal airfield. If the engine is going to be extended on the downwind leg, the landing circuit initial height should be more than 300 m (1000 ft).

5.23 Aerobatics

Even though PIK-20 E is not especially designed for aerobatics, the following aerobatic maneuvers are approved with the recommended entry speeds listed below:

Steep turn	120 km/h (75 mph, 65 kts)
Looping	185 km/h (115 mph, 100 kts)
Stall turn	170 km/h (106 mph, 92 kts)
Lazy eight	170 km/h (106 mph, 92 kts)
Chandelle	185 km/h (115 mph, 100 kts)
Spin	Use slow deceleration
Stall (except whipstall)	Use slow deceleration

Note: Aerobatic maneuvers with engine extended are not allowed.

Note: Maximum maneuvering speed is 190 km/h (118 mph, 103 kts).

Flap deflections from neutral to -12° up are allowed.

During aerobatic maneuvers an accelerometer should be installed.

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

page I-34

PIK-20 E Flight manual

The spin is possible at all C. of G. positions. However, with the forward C. of G. the sailplane will spin only two or three turns. Entry and control positions are normal (pulled stick, central aileron and rudder in spinning direction). Recovery is normal by neutralizing the controls.

Use airbrakes if the speed tends to increase too much during recovery.

The altitude loss is less than 90 m (300 ft).

Note: Drain the water ballast before aerobatic maneuvers.

5.24 Cloud flying

Minimum instrumentation required during the cloud flying is described in chapter 3: "Limitations":

Do not exceed the rough air speed limit. In severe turbulence less speed should be used. Extend the airbrakes if the speed tends to increase too much.

Observe icing.

5.25 Flying in the rain

Raindrops, ice or frost on the sailplane's surfaces will considerably reduce its performance. The stall speed increases 10 to 20 percent and the rate of sink is also greater than normal.

This must be taken into account particularly during the takeoff, approach and landing. Especially during the takeoff with engine the wing should be clean to assure the performance given in the performance paragraph. The rain will also wear the leading edge of the propeller. **Take-off in the rain is prohibited.**

The gliding performance of the sailplane in the rain is improved if there is no wax on the wing surfaces.

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

page I-35

5.26 Flying in icing and low temperature conditions

The sailplane and engine have no deicing devices. **Flying in icing conditions is prohibited.**

Note: The water ballast freezes rather quickly at low temperatures. Frozen ballast will cause serious damages to the wing. If the ambient temperature is below +4°C (40°F), the water ballast must be drained. A water temperature gauge is recommended. When flying at temperatures below 0°C antiicing fluid must be used in the fuel, see 5.3.

5.27 Flying at high altitudes

If the flight is made above 3500 m (11000 ft) altitude, oxygen equipment must be used.

When using automobile gasoline the use of the electric fuel pump is recommended at high altitudes because of the "vapor lock" possibility.

6. WEIGHT AND BALANCE

6.1 Pre-flight check

Before every flight check that the sailplane is loaded according to the given weight and C. of G. limitations. Weight and Balance Record sheet (6.4) gives the empty weight data after the latest change of equipment or fixed ballast.

Note 1: The sailplane has been weighed with the equipment marked with "x" in the Equipment List (Service Manual 7.). After changing the equipment or fixed nose or tail ballast the new actual empty weight and moment must be determined according to the Service Manual chapter 5.

Note 2: The loading criterias given in 6.1.1. and 6.1.2. have been determined so that

- when the C. of G. in flight is on the aft position there is minimum pilot, unusable fuel 0,7 kg, water ballast tanks empty and engine retracted,
- when the C. of G. in flight is on the fore position there is maximum pilot, usable fuel 23,2 kg (32 litres) and engine extended

When loading in accordance with these criterias, it is possible to keep the C. of G. in flight inside the allowable limits by any amount of fuel or water ballast, the maximum takeoff weight 470 kg shall, however, not be exceeded.

Allowed water ballast amount is:

$$m_w = 470 \text{ kg} - m_p - m_o - m_f$$

where

m_w = water ballast (litres)

m_p = pilot + parachute (kg)

m_o = actual empty weight, see Weight and Balance Record 6.4 (kg)

m_f = fuel weight (kg) (0,725 x fuel amount in litres)

Note 3: Because the minimum pilot weight is based on the aft C. of G. in flight, some 20 mm tolerance is recommended to add stability and convenience during flight, above all during first flights. This equals some 8 kg increase to the minimum pilot.

Note 4: When needed the actual C. of G. in flight can be calculated according to 6.2.

6.1.1. "Empty weight C. of G. range" -criteria

When loading the sailplane you can use the pilot weight range 70 kg to 110 kg (incl. parachute), if the empty weight C. of G. corresponding the actual empty weight is between the allowed limits given in fig. 6.1.

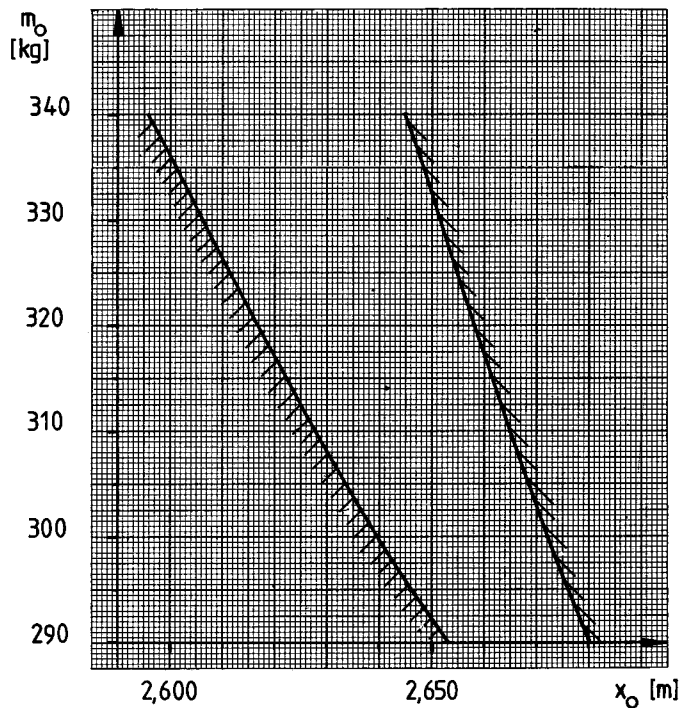


Fig. 6.1: C. of G. range x_0 (m), with different empty weights, m_0 . Minimum pilot 70 kg, max. pilot 110 kg (incl. parachute).

6.1.2. "Actual pilot weight range" -criteria

To use the actual pilot weight range as criteria for loading, the range must be calculated according to Service Manual Chapter 5. After changing equipment or fixed ballast, it is not enough to determine the new actual empty weight and empty weight C. of G., but also the new actual pilot weight range should be calculated and marked on Weight and Balance Record, see 6.4.

6.2 Calculations for actual C. of G. location

The actual C. of G. location can be calculated according to Sample Problem as follows:

1. Take the last empty weight (including all equipment and fixed ballast) and corresponding moment (Record sheet 6.4) and write them down.
2. Put the weights of the fuel m_f (kg) = 0.725 x fuel quantity (l), water ballast and pilot on the left column.
3. Calculate the corresponding moments by multiplying the arms given in the columns with the weights.

Note: The moment arm of the pilot depends on his length ie.
1.42 m for short pilot (length below 1.60 m)
1.50 m for tall pilot (length over 1.90 m)

Calculate all the weights and moments together and you get the total weight and moment. Divide the moment by weight to get the arm

$$\frac{\text{Moment (kgm)}}{\text{Weight (kg)}} = \text{arm (m)} = \text{location of C. of G. (m)}$$

The difference in the maximum L/D of the sailplane between the backmost and the foremost C. of G. location is 2 digits induced by the negative lift at the tail.

Therefore for maximum gliding performance it is better to have the C. of G. location rather near the backmost position.

The backmost C. of G. cannot be reached with a heavy pilot and heavy equipment in the instrument panel. In this case it can be helped by fitting max. 3.0 kg lead to the tail wheel spring.

PIK-20 E Flight manual

C. of G. position limits during flight are minimum 2,267 m and maximum 2,443 m.

6.3 Sample Problem: Actual weight and C. of G. in flight

	Sample sailplane			Your sailplane		
	Weight kg	Arm m	Moment kgm	Weight kg	Arm m	Moment kgm
1. Actual Empty Weight	296.3		793.2			
2. Fuel 20 l	14.5	1.90	27.6		1.90	
3. Water ballast	60.0	2.27	136.2		2.27	
4. Pilot + parachute	78.0	1.48	115.4			
	448.8	2.389	1072.4			

Thus we get C. of G. = $\frac{1072.4}{448.8} \text{ m} = 2.389 \text{ m}$

Without water ballast and fuel we get the backmost C. of G. =

$$\frac{793.2 + 115.4}{296.3 + 78} = \frac{908.6}{374.3} = 2.427 \text{ m}$$

being 16.0 mm forward of the allowed aft limit.

Note 1: The extending of the engine subtracts the moment by 16.5 kgm ie. the extending moves the C. of G. of the loaded sailplane (empty weight + pilot + water ballast + fuel) some 48. . .34 mm forward depending on the total weight of the sailplane.

EIRI KY

Kisällinkatu 8
SF-15170 Lahti 17

PIK-20 E Flight manual

Note 2: The moment arm means the distance between the location of the weight and the reference plane in the nose (vertical plane 2.113 m forward of the first wing fitting tube forward surface).

6.4 Weight and Balance Record

The empty weight includes all equipment marked with "x" in Service Manual 7: "Equipment".

It does not include fuel, water ballast or pilot. The engine is retracted.

Date	Empty weight (kg)	C. of G. (m)	Moment (kg)	Nose ballast (kg)	Tail ballast (kg)	Pilot + parachute weight (kg)		Signature
						min	max	

Note: The minimum and maximum pilot weights are calculated based on the average C. of G. of the pilot. Thus a short pilot, length below 1.60 m, can subtract 3 kg from the minimum and maximum weights given on the list. A very tall pilot, length over 1.90 m can add 1.0 kg accordingly to the given weights. Maximum pilot weight limit is however 110 kg.

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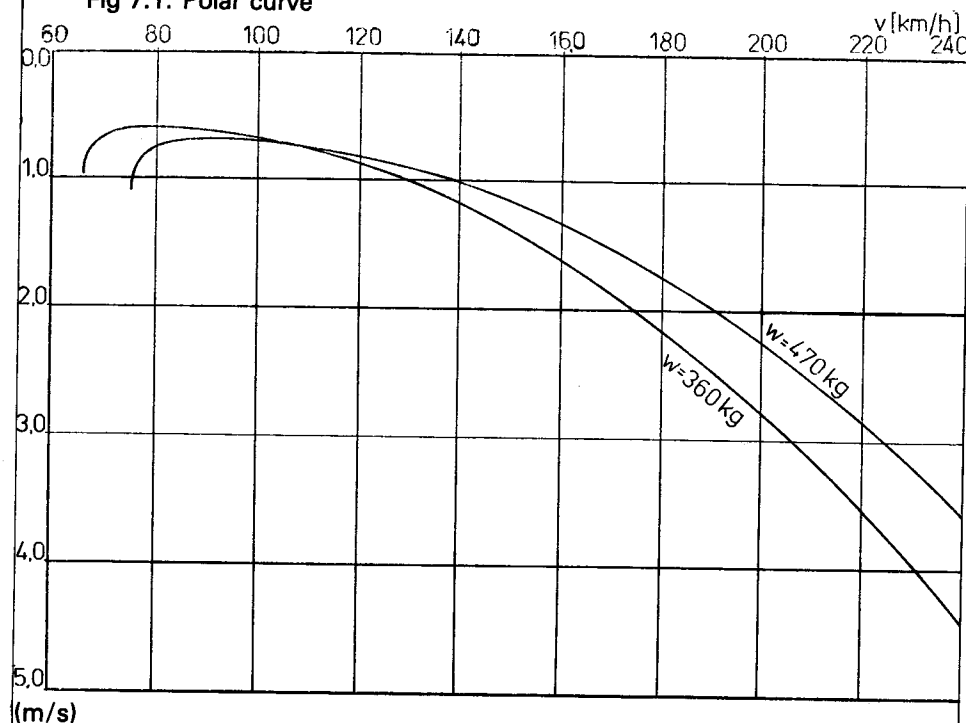
Kisällinkatu 8
SF-15170 Lahti 17

7. PERFORMANCE

7.1. Performance in glide with engine retracted

	Weight 360 kg (794 lbs)	470 kg (1036 lbs)
– Stall speed (airbrakes retracted)		
Flaps: -12°	84 km/h (52 mph, 45 kts)	96 km/h (60 mph, 52 kts)
0°	74 km/h (46 mph, 40 kts)	85 km/h (53 mph, 46 kts)
+12°	68 km/h (42 mph, 37 kts)	78 km/h (48 mph, 42 kts)
+16°	67 km/h (42 mph, 36 kts)	76 km/h (47 mph, 41 kts)
– Stall speed with +16° flaps, landing gear down and airbrakes fully open (landing configuration)		
	74 km/h (46 mph, 40 kts)	84 km/h (52 mph, 45 kts)
– Minimum rate of descent		
at speed	0.61 m/s (120 fpm)	0.70 m/s (138 fpm)
	77 km/h (48 mph, 42 kts)	88 km/h (55 mph, 48 kts)
– Max L/D	39.5	41.0
at speed	103 km/h (64 mph, 56 kts)	117 km/h (73 mph, 63 kts)

Fig 7.1: Polar curve



(m/s)

Note: Values are based on sea level, temperature +15°C.

7.2 Performance with extended powerplant

7.2.1 Power

Take-off power 31.7 kW (43 hp) at 6200 rpm at 100 km/h

Max continuous rpm 6000 at all speeds

Max continuous

power 29.4 kW (40 hp) at 6000 rpm at 100 km/h

22.1 kW (30 hp) at 6000 rpm at 135 km/h

75 % power 22.1 kW (30 hp) at 5500 rpm at 100 km/h

22.1 kW (30 hp) at 6000 rpm at 135 km/h

Max allowed rpm 6800

(The propeller rpm varies with flying speed with constant power. Thus some general valuepairs for rpm/airspeed are given. For additional information see Fig. 7.2.)

PIK-20 E Flight manual

- Note 1:** Use of +8° flaps shortens the takeoff by 15 %.
Note 2: Concrete runway shortens the takeoff by 10 %.
Note 3: 10 km/h headwind shortens the takeoff by 25 %.
 10 km/h tailwind lengthens the takeoff by 30 %.

Example: Weight 420 kg
 Temperature 25°C
 Pressure altitude 1200 m
 Headwind component 10 km/h
 Flaps: neutral and grass runway

From figure 7.3. and 7.4

Ground roll 360 m
 Total to clear 15 m obs. 690 m
 Airspeed at lift-off 86 km/h
 at 15 m 102 km/h

Headwind component correction.

$$690 - \frac{10}{10} \cdot 0,25 \cdot 690 = 520 \text{ m}$$

7.2.4. Climb

Rate of climb with takeoff power. Sea level, temperature +15°C (gear retracted flaps 0° . . . +8°)

W = 360 kg		4.0 m/s (790 fpm)
Optimum speed	flaps 0°	90 km/h (56 mph, 49 kts)
	flaps +8°	85 km/h (53 mph, 46 kts)

W = 470 kg		2.8 m/s (550 fpm)
Optimum speed	flaps 0°	100 km/h (62 mph, 54 kts)
	flaps +8°	95 km/h (59 mph, 51 kts)

Note 1: Use of max continuous power reduces the rate of climb by 0.35 m/s (70 fpm).

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Kisällinkatu 8
 SF-15170 Lahti 17

PIK-20 E Flight manual

Note 2: 20°C increase in temperature reduces the rate of climb by 0.20 m/s (40 fpm).
 (Basic temperature at sea level +15°C. Every 1000 m reduces it by 6.5°C.)

Note 3: Rate of climb speed reduces with the altitude.

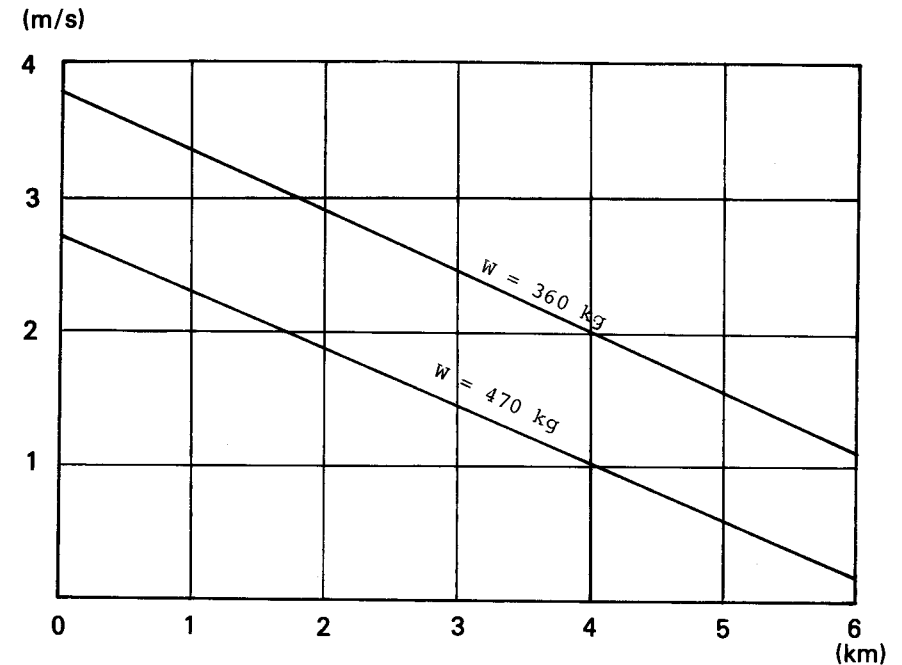


FIG 7.5: Rate of climb in standard atmosphere with max continuous power $\alpha_f = 0^\circ$ $V = 90$ km/h (W=360 kg) $V = 100$ km/h (W=470 kg)

7.2.5 Cruise

Cruising speed is 135 km/h (84 mph, 73 kts) with 75 % power 22.1 kW (30 hp) at 6000 rpm. This equals max continuous rpm.
 Flap setting 0°.

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PIK-20 E Flight manual

7.2.6 Ceiling

With 0.5 m/s rate of climb (see Fig 7.3)

W = 470 kg $h_{max} = 5200$ m (17000 ft)

W = 360 kg $h_{max} = 7200$ m (23500 ft)

7.2.7 Operating range

At cruising speed 135 km/h and 1000 m (3300 ft) altitude the operating range is 230 km (125 miles) without reserve.

The flight can also be done with dolphin techic, ie. climb with max continous power at 100 km/h to max altitude, then retract the engine, glide to starting altitude and make a new climb to max altitude. The range can be extended with this technic even to 450 km (250 miles).

7.2.8 Thrust and drag with extended engine

The thrust/drag graph gives

1. Sailplane drag polars
2. Drag polars with extended engine propeller windmilling
3. Drag polars with extended engine without propeller drag (to use together with thrust curve)
4. Thrust curve with takeoff power.

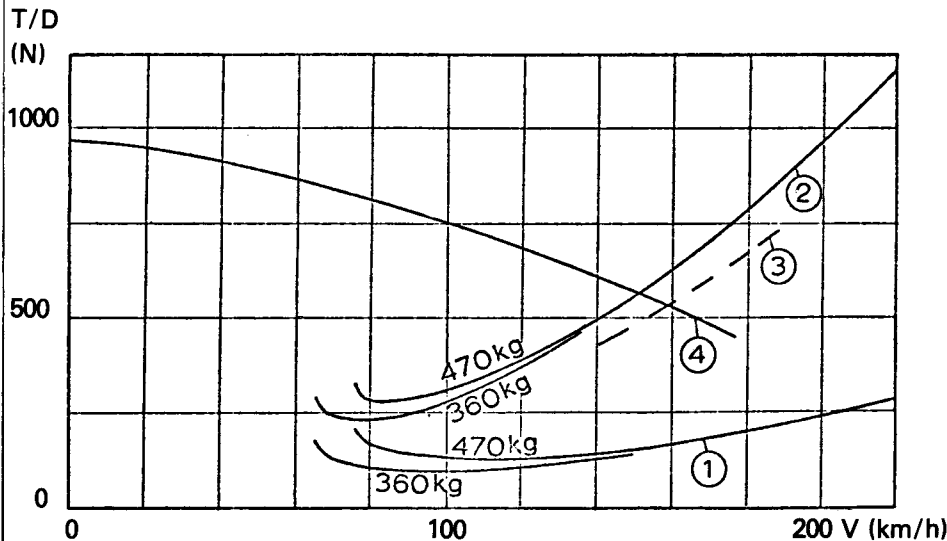


FIG 7.6: Drag and thrust curves

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PIK-20 E Flight manual

Following notes can be seen from the graph:

1. The sailplane drag is 3 to 4 times higher with extended engine

L/D max = 16.5

$w_{min} = 1.25$ m/s W = 360 kg

$w_{min} = 1.45$ m/s W = 470 kg

and with V = 100 km/h

w = 2.0 m/s W = 360 kg

w = 1.9 m/s W = 470 kg

2. Level speed

Max level speed is 160 km/h.

Maximum rpm 6800 limits it to 150 km/h.

7.3 Use of flaps

7.3.1 Optimum flap deflections in glide

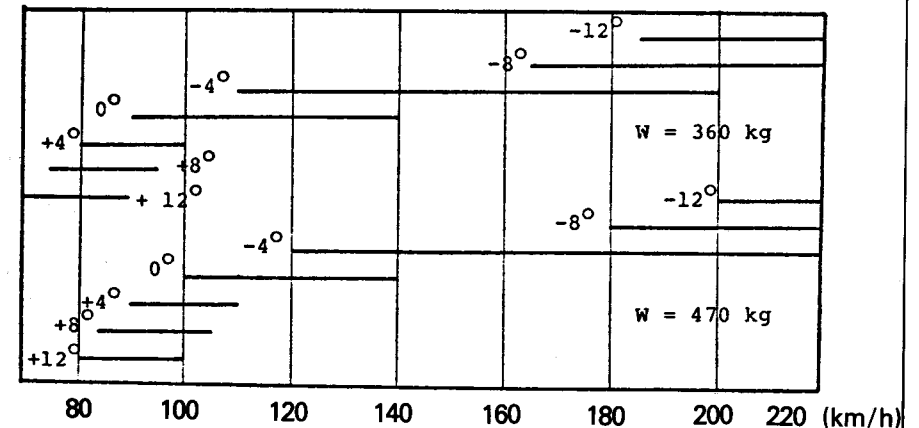


FIG 7.7: Optimum flap deflections in glide

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7.3.2 Circling polars

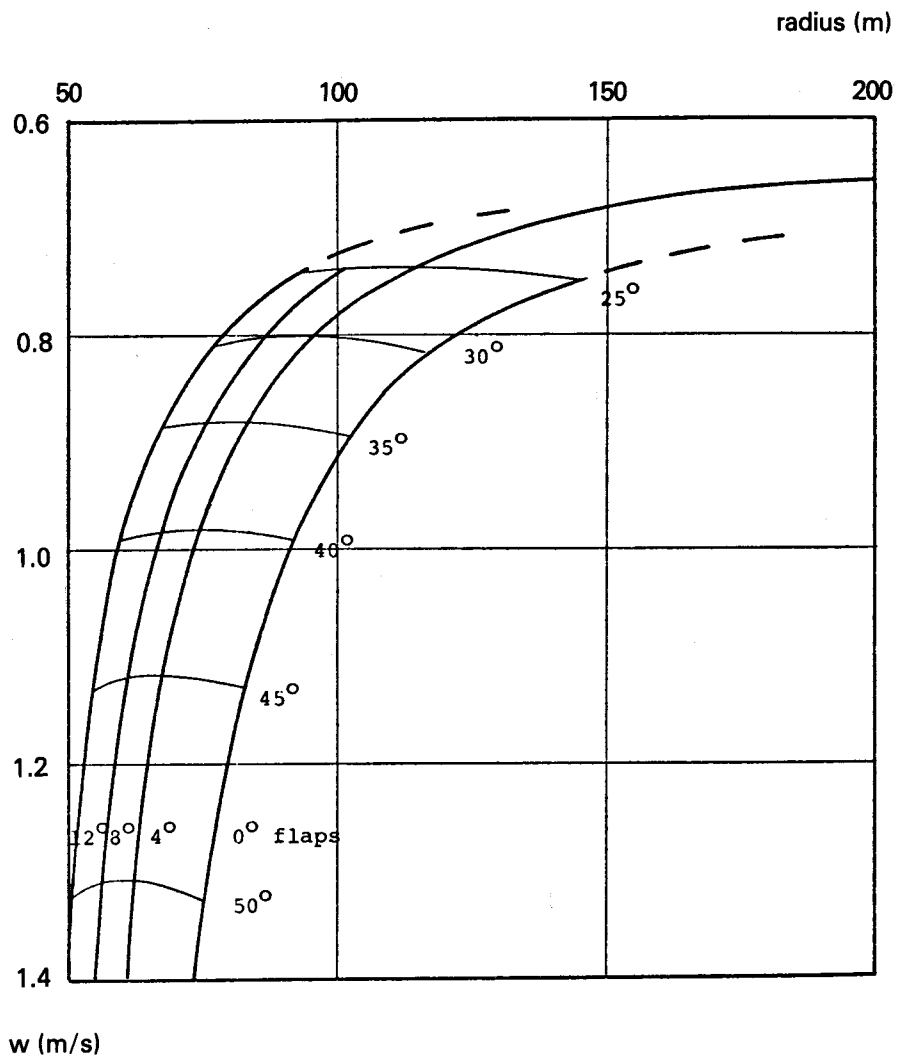


FIG 7.8: Circling polars W = 350 kg

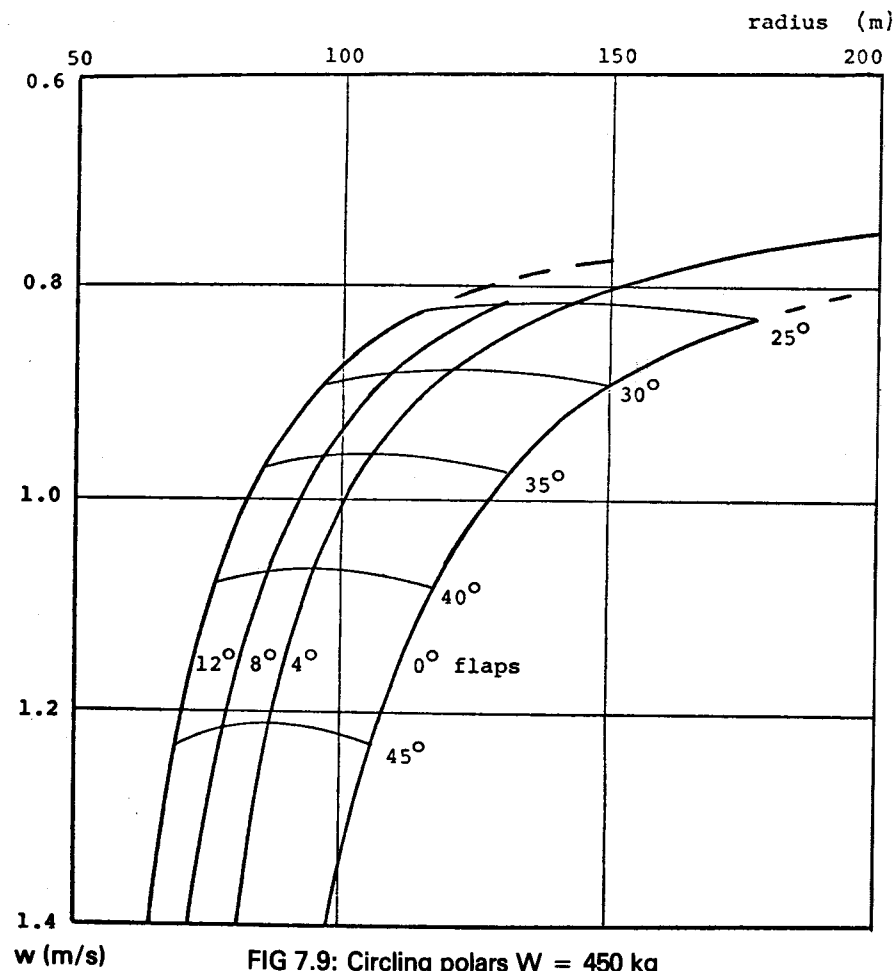


FIG 7.9: Circling polars W = 450 kg

From the curves can be seen that the use of +12° flaps decreases the curve radius by 30–50 m compared to 0° flaps. This means clear increase in the rate of climb in any normal thermal.

Thus the use of even maximum positive flap setting +16 is recommended when thermalling.

The difference in radius depends on the difference in stalling speeds with different flap settings. A 10 % marginal to the stalling speed is included to the curves.

Note: The aileron efficiency decreases with higher positive flaps settings. The use of +8. . . +4 flaps setting is recommended in gusty thermals where is needed also more marginal to the stalling speed.

7.4 McCreeady curves

Following graph give the McCreeady values with the flying speed calculated as normal from the polar curve. The values are given in two altitudes with two weights.

1000 m height is recommended for normal purposes. The atmosphere is 5°C warmer than the normal standard (20°C at sea level).

The airspeed is given in V_{EAS} -scale which the airspeed indicator is showing. The McCreeady values are true sinking speeds.

By plotting the speeds on the ring at the sinking speed shown by the graph taking the variometer scale into account you will get the McCreeady ring.

These curves can also be used for electric "Speed to fly"-variometer.

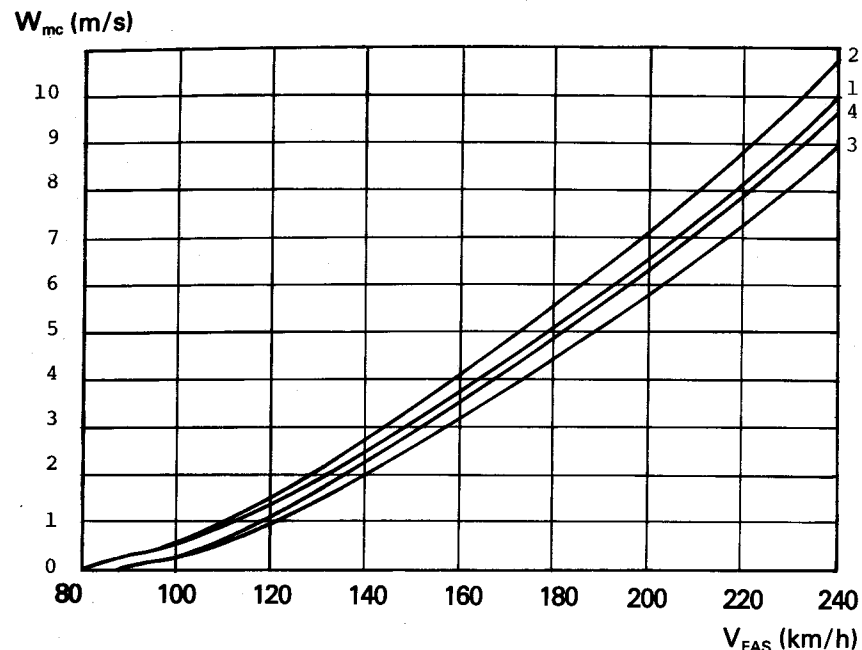


FIG 7.10: McCreeady curves as a function of V_{EAS} at ISA +5°

- 1 $W = 380$ kg $h = 0$ km
- 2 $W = 380$ kg $h = 2.0$ km
- 3 $W = 450$ kg $h = 0$ km
- 4 $W = 450$ kg $h = 2.0$ km

7.5 Use of the water ballast

The optimum use of the water ballast depends on the thermal shape and strength.

The average rate of climb in thermal goes down normally 0.25–0.4 m/s with 100 kg of weight increment. So in normal thermal flight up to 1.5 m/s average climb, the sailplane should be so light as possible ($W/S = 36–38$ kg/m²). With an average climb of 1.5–2.5 m/s the recommended wing loading is ($W/S = 41–43$ kg/m²). Over 2.5 m/s the use of the maximum wing loading ($W/S = 47$ kg/m²) is recommended.

PIK-20 E Flight manual

When using dolphin flying technic it is better to speak about average speeds 80 km/h and 100 km/h gained during the flight for $W/S = 41-43 \text{ kg/m}^2$ and max wing loading limits.

7.6 Pitot static system calibration

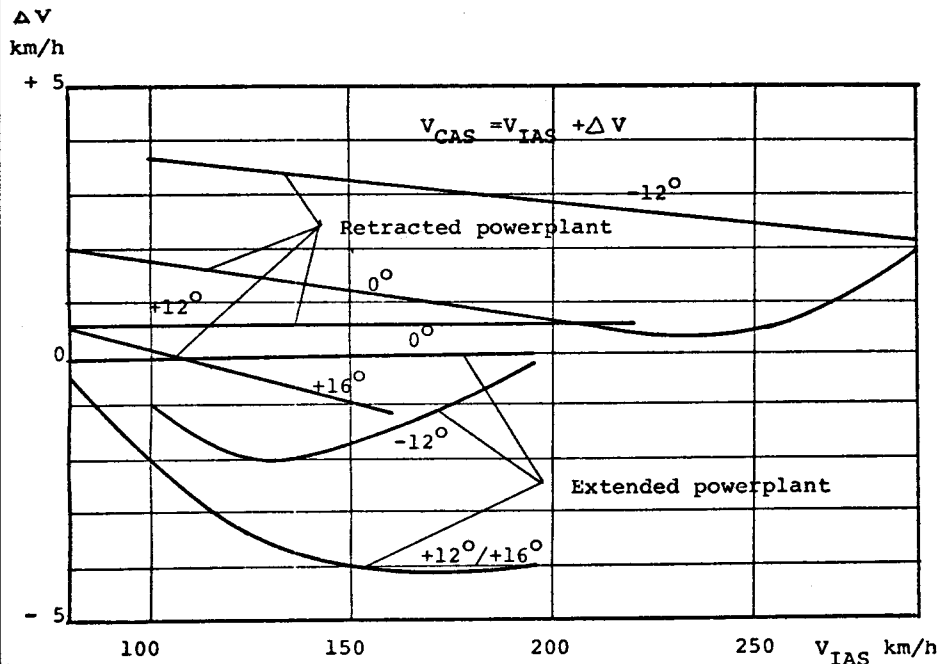


FIG 7.11: Pitot static system error

These errors have been corrected to the given speed limitations. The errors are so small that they can normally be neglected.

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PIK-20 E Flight manual

8. EMERGENCY PROCEDURES

8.1 Engine failure

8.1.1 Power loss during takeoff

Sufficient runway

- land normally straight ahead with engine extended
- flaps $+16^\circ$
- airbrakes as desired
- turn off fuel cock, ignition and main switch

Insufficient runway

- judge based on position, terrain and height
- turn off fuel cock, ignition and main switch
- engine reduces L/D to 16

8.1.2 Power loss during flight

Check

- fuel quantity
- fuel cock position
- choke off
- decompression off
- electric fuel pump on

If no change, retract the engine or land with extended engine.

8.2 Fires

8.2.1 In engine during starting

- turn off main switch and fuel cock
- keep engine extended
- do not open decompression valves
- use extinguisher, cloth or suitable external means

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8.2.2 In engine during starting in flight

- turn off main switch and fuel cock
- open throttle
- choke and decompression closed
- keep the engine extended
- land as soon as possible
- extinguish fire

8.2.3 In the fuselage

Front fuselage (electrical fire)

- search for the source
- main switch off
- close ventilation, open side window
- land as soon as possible if the fire is not damped
(circuits are effectively protected by fuses)

Rear fuselage (engine)

- main switch and fuel cock off
- if smoke prevents flying open ventilation
- when not sufficient, jettison canopy
- land as soon as possible
- extinguish fire

8.3 Jettisoning the canopy

- push both opening levers forward
- pull back the red jettisoning knob
- lift the canopy

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page I-56

PIK-20 E Flight manual

8.4 Jumping with a parachute

- jettison the canopy
- open the safety harness
- jump away from the sailplane
- open parachute after 3 seconds (if the height allows)

If the sailplane for some reason is impossible to fly and land, it is best to leave the sailplane.

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page I-57