



## AIRWORTHINESS DIRECTIVE

TYPES AFFECTED:

Pik 20 All variants

DEFECT DETAILS:

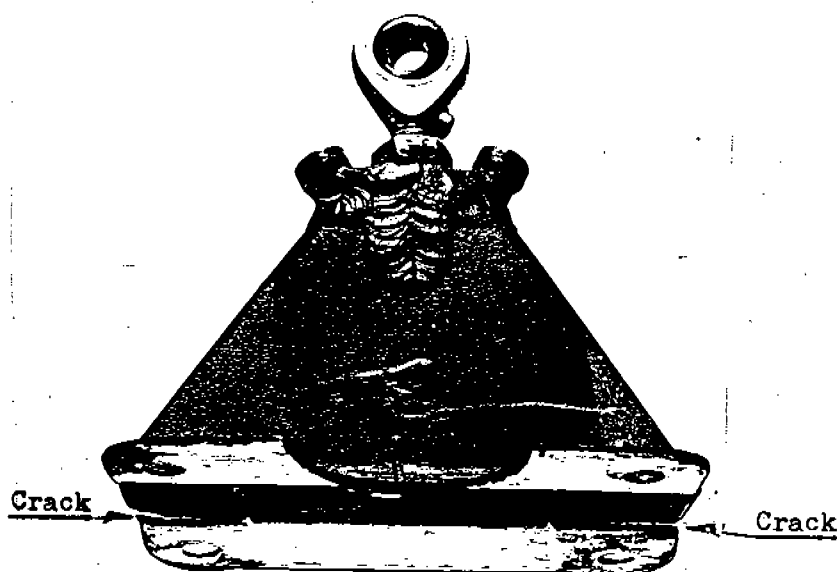
Cracks in lower rudder hinge

BACKGROUND:(Issue 1 1980)

Inspection of a Pik 20D revealed cracks in the bend zone of the lower rudder hinge attached to the fin post. It is suspected that flapping of the rudder in the wind while the glider was tied down may have been a contributing factor, but also the fact that in the subject fitting it appears that the bend was made along the "grain" of the material.

(Issue 2 1987)

Crack length limit of 15mm removed. Heavy landings are known to contribute to this problem, which since 1980 has been found extensively overseas and in Australia.

REQUIRED ACTION:

At every Form 2, and following ground loops or heavy landings, rudder hinge is to be inspected for cracks in the areas shown in the illustration. The inspection may be carried out by the holder of an Airworthiness Inspector Certificate DOA 1109 endorsed for replacement of components or higher rating. (any type). If cracks are present, the fitting may be repaired by welding carried out by an approved aircraft welder, or replaced with a new bracket.

COMPLIANCE:

The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to Air Navigation Regulations under authority delegated by the Secretary of the Department of Aviation.

Issued by:

Chief Technical Officer,  
Airworthiness

For and on behalf of:

GLIDING FEDERATION OF AUSTRALIA

16/9/1987

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