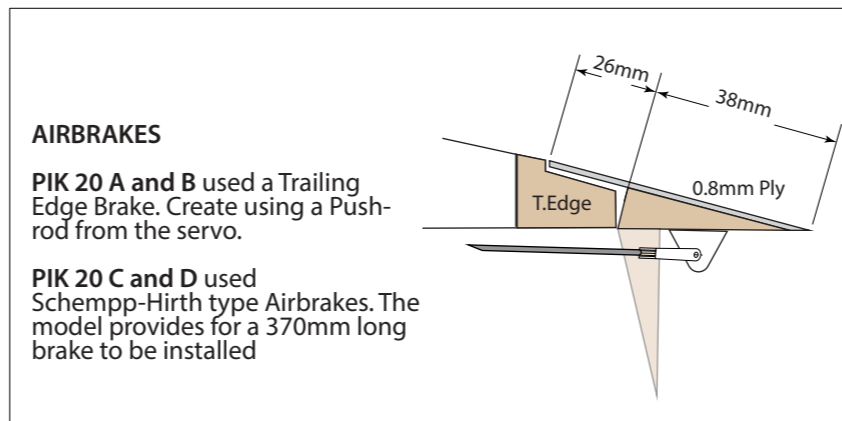
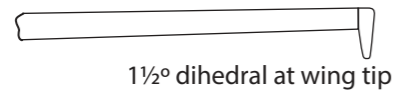
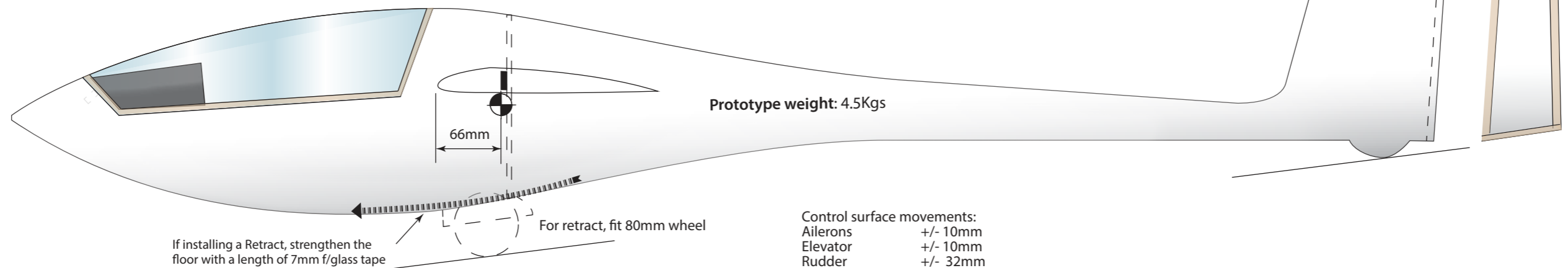
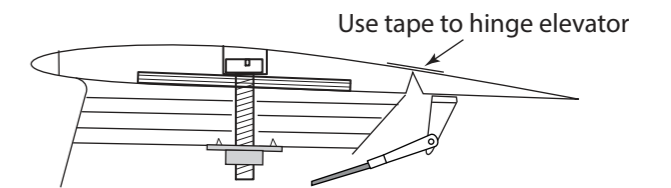
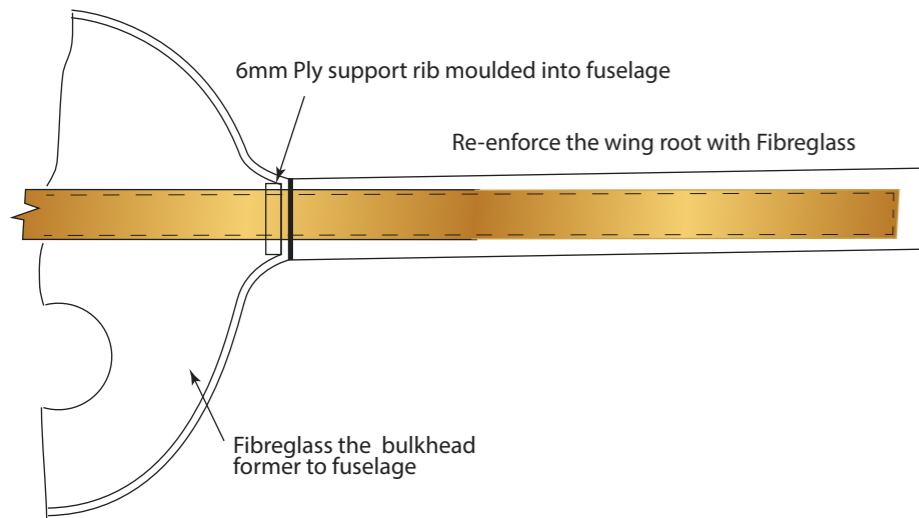


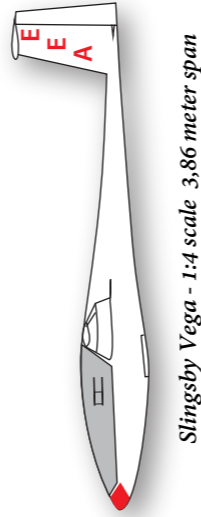
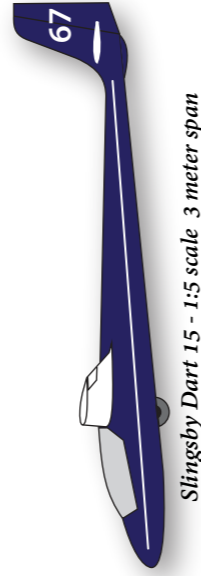
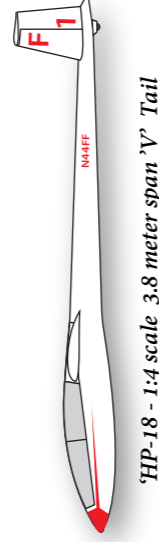
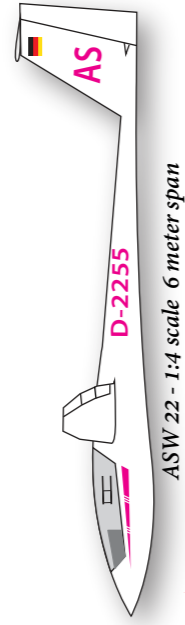
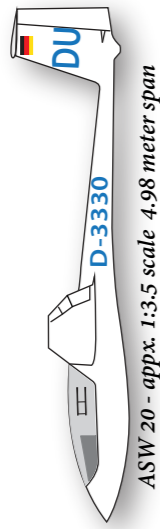
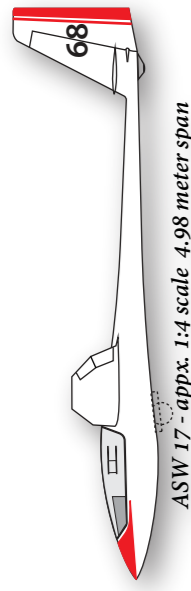
Wing Plan and Ruder/Tailplane Plan on separate sheet



Make ply tailplane seat and fibreglass to fin. Drill for 4mm bolt and captive nut as shown. Epoxy captive nut in place



Other models in the Pat Teakle range



Pat Teakle

The ever popular moulded scale glider series

PRESENTS:

The 3.8 meter

pik20
EIRI AVION

Supplied by:



Full size information

The PIK-20 sailplane was designed at the Helsinki University of Technology by Pekka Tammi, with advice from Ilkka Rantasalo and Raino Nurminen. The prototype first flew in October 1973. It was produced initially by Molino Oy who were taken over by Eiri-Avion Oy (Currently Eirikuva Oy between 1974 and 1980. Later, production was taken over by the French company, Siren SA, under the name Siren PIK-20.

At first it was classified as a Standard Class glider which at the time allowed flaps instead of air-brakes for approach control. The specification of the Standard Class required full air-brakes capable of keeping the speed below the maximum speed in a vertical dive. However at high speed great force was needed to lower the flaps and so a geared crank handle was used.

The first prototype finished 13th in the World Gliding Championships in Walkerie in January 1974 but it performed impressively. (The low placing was caused by a poor decision on the first day of the competition.) The glider was then produced at the rate of two to three per week.

The rules of the Standard Class were changed again to allow the flaps and ailerons to move together (flaperons) and for intermediate settings of the flaps between landing mode and zero. The result was the PIK-20B which won British, American and Finnish National Championships in 1975. In 1976 Ingo Renner won the World Championship with a PIK-20B and second and third places were also taken by this type. Most owners of PIK-20A converted to the B's flaperon arrangements. Carbon fiber spars later became standard.

Another change in the Standard Class rules prohibited flaps completely. As a result the PIK 20C was produced for the new 15 meter class.

PIK 20D added conventional Schempp-Hirth airbrakes, carbon reinforcement strips at critical locations in the fuselage, the nose profile was sharpened, the tail-plane was moved forward and fuselage fairings recontoured to reduce drag. The flaps were limited to -12 to +20 degrees. The first flight of the D was in 1976.

