

**ILMAILULAITOS**

CIVIL AVIATION ADMINISTRATION

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**LENTOTURVALLISUUSHALLINTO**

FLIGHT SAFETY AUTHORITY

**LENTOKELPOISUUSMÄÄRÄYS**

AIRWORTHINESS DIRECTIVE

**M 218/63**

15.5.1963

The modification described in this Airworthiness Directive is necessary for the continuous airworthiness of the aircraft. The work performed is to be filed in the Journey Log Book.

**The elevator's arm and the mounting tabs of the stabilizer****Applicability:** PIK-16C sailplanes, serial numbers 1 to 6.**Reference:** Experience gained.**Action to be performed:** Part I: The modification has to be performed as soon as the fault has been observed, the inspection daily before this.

Part II: Modification before the next assembly of the sailplane.

**Action:**

Part I:

1. Inspect before the first flight of the day that the 5 mm wide flanges of the elevator's actuating arm are not broken. The inspection has to be performed before the modification is made. During the assembly of the sailplane, while installing the stabilizer it is possible that the arm is bent sideways in such an extent that the flange is broken.
2. If the flange is broken, a new elevator actuating arm according to drawing R 27-1 has to be installed before next flight ("OSA I" in the enclosed drawing). The manufacturer supplies this arm without charge.

Part II:

The sharp edge of the guiding cone in the mounting tab of the stabilizer is rounded in accordance with the drawing enclosed ("OSA II").