

The pins are slid out of the fuselage tubes by fitting a steel rod through the hole in the opposite pin, and driving the pin out from the inside with a hammer. After fitting the metal washer, it should be possible to drive the pin back into place, using only a 500 g (1 lb) hammer and a few blows. If it returns too easily, then either secure the pin by means of a 4 mm ϕ (1/6 inch) bolt and nut which you have to drill through the fuselage tube and the pin, or knurl the seating area of the pin slightly until a tight fit is obtained again.

With major repairs on the control surfaces there is the risk that they become heavier and that by this the C.G. of the control surface moves back. This can lead to flutter. It is therefore recommended to make a light weight repair and to contact the manufacturer for the max. permissible tolerances.

During each annual re-inspection the spar inside must be inspected thoroughly for penetrated water, discoloration or wood-destroying mould fungi attack in accordance with TN no.12 "Action point 1.1".

2.9 Appendix

3-side view, rigging data	Page 33
Control surface deflections and tolerances	Page 34
Lubrication Scheme	Page 35
Airspeed indicator calibration	Page 36
Flight tested performance polar	Page 37
Diagram Empty Weight C.G.	Page 38