With major repairs on the control surfaces there is always the
danger that their weight and tail-heavy moment then exceed the
limits. This can lead to control surface flutter and we recommend,
therefore, to take care from the first that repairs on control
surfaces are made as light-weight as possible.
A table showing the permissible weights, the static tail-heavy mo-
ments, and the permissible play of the control surfaces is provid-
ed in the Appendix (p.50). If these limits are exceeded, you
should contact the manufacturer.

After repainting on the control surfaces, e.g application of an-
ti-collision or ornamental paintwork, advertisings or competition
letters, the tail-heavy static moments must be new established in
all cases; for the static balance measurement see the drawing in
the Appendix (p.49).
After painting jobs we recommend to check carefully that no ven-
tilation or drainage holes have been filled up with filler or
paint. In case of doubt new holes must be drilled in a place
where water penetration, icing-up, and dirt are unlikely.

The strong peddle springs (5 kp = 11 lb, tension unexpanded;
c = 1,5 kp/cm = 8,4 lbs/in) must not be exchanged against weaker
ones, because they are required for a sufficient high rudder cir-
cuit frequency, in order to prevent flutter. Worn out springs
must be replaced by new ones.

Prevention against flutter by checking the sealing of the wing
control surface gaps:
a) Sealing with a plastic-treated fabric tape (TESARAN): the
plastic coat on the fabric must not be damaged, discolored or
even weather-worn. The tape must not tighten with full con-
trol surface deflections (negative). If the fabric tape is re-
cessed into the wing contour, a tubular tape (zig-zag or nap
tape) must be fixed in addition directly in front of the fab-
ric tape.
b) Sealing with an elastic lip (steel) or plastic respectively:
Check that there is a Teflon sealing tape underneath and that
it is not damaged. Even with full control surface deflections
(negative) a 100 % airtight fit of the steel (or plastic) lip
must be guaranteed.
Maintenance Instruction G:
Installation of turn point cornerse.

Maintenance Instruction H:
Adjusting the tow hook after an unintentional release.
(This Maintenance Instruction has already been included into the present Manual Issue.)

Maintenance Instruction I:
Adjusting control surfaces if there is a tendency of the aircraft to pull to one side in level flight.

Maintenance Instruction J, Issue III, dated 34.04.87:
Covering the control surfaces gap on the wing under and upper sides by an elastic lip seal.