

Zenair Europe

Service Letter



This Service Letter (SL) has been issued by Zenair SARL (Europe).

| S.L. Number: | ZE-2009-05 | | | | | | | | | | | | | | | | | | | | |
|----------------------------|---|-----------|--|-------------|-------------|------|----------------------------|-------------|---|--------------------|-------------|---|------------------------|-------------|---|------------------|--|-----------|--|--|--|
| Date of issue: | November 24, 2009 | | | | | | | | | | | | | | | | | | | | |
| Subject: | Aileron Bell-Crank stiffeners for the CH 601 XL/CH 650E. | | | | | | | | | | | | | | | | | | | | |
| Affected Models: | All CH 601XL/CH 650E models built and operated as ULM (MTOM of 450 kg + 5%) as defined by LTF-UL standards (or similar). | | | | | | | | | | | | | | | | | | | | |
| Serial Number(s) | All affected models | | | | | | | | | | | | | | | | | | | | |
| Manufactured by: | Czech Aircraft Works (CZAW) and others. | | | | | | | | | | | | | | | | | | | | |
| Purpose: | According to the <u>Institute for Reliability Engineering</u> at the <i>Technical University of Hamburg, Germany</i> , this modification has the potential to further reduce the possibility of non-linear vibrations in the aileron control system of the affected aircraft. | | | | | | | | | | | | | | | | | | | | |
| Directed Action(s): | <p>This upgrade includes one (1) extra channel per wing to support the aileron bell-crank attachment and additional “L” angles on the top and bottom wing skins as illustrated on the drawings (6Z-1G). See references for exact materials, dimensions, locations and installation details.</p> <p>Parts include:</p> <table border="1"> <thead> <tr> <th>DESCRIPTION</th> <th>PART NUMBER</th> <th>QTY.</th> </tr> </thead> <tbody> <tr> <td>Bell-crank Support Channel</td> <td>6Z – 1G – 1</td> <td>2</td> </tr> <tr> <td>Standard “L” Angle</td> <td>6Z – 1G – 2</td> <td>8</td> </tr> <tr> <td>Inspection door covers</td> <td>6Z – 1G – 3</td> <td>2</td> </tr> <tr> <td>A4 and A5 Rivets</td> <td></td> <td>As needed</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Note: The wing skin does not need to be removed to install this upgrade, however, additional access/inspection holes need to be cut into the bottom wing surfaces to allow for installation of these parts.</p> | | | DESCRIPTION | PART NUMBER | QTY. | Bell-crank Support Channel | 6Z – 1G – 1 | 2 | Standard “L” Angle | 6Z – 1G – 2 | 8 | Inspection door covers | 6Z – 1G – 3 | 2 | A4 and A5 Rivets | | As needed | | | |
| DESCRIPTION | PART NUMBER | QTY. | | | | | | | | | | | | | | | | | | | |
| Bell-crank Support Channel | 6Z – 1G – 1 | 2 | | | | | | | | | | | | | | | | | | | |
| Standard “L” Angle | 6Z – 1G – 2 | 8 | | | | | | | | | | | | | | | | | | | |
| Inspection door covers | 6Z – 1G – 3 | 2 | | | | | | | | | | | | | | | | | | | |
| A4 and A5 Rivets | | As needed | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| Effective date: | As soon as practicable. | | | | | | | | | | | | | | | | | | | | |
| Compliance: | <p>Zenair recommends compliance prior to disregarding the operating limitations outlined in German DAeC advisory number LTA08-011-1 (or similar).</p> <p>Caution: Local conditions may vary - always comply with applicable regulations.</p> | | | | | | | | | | | | | | | | | | | | |
| References: | <ul style="list-style-type: none"> • Zenair Drawings No. <u>6Z-1G (Dec. 7)</u> • Additional info in AMD S-LSA Service Manual for CH 601 XL* <p>* available free on the internet; call for more details.</p> | | | | | | | | | | | | | | | | | | | | |

Remarks:

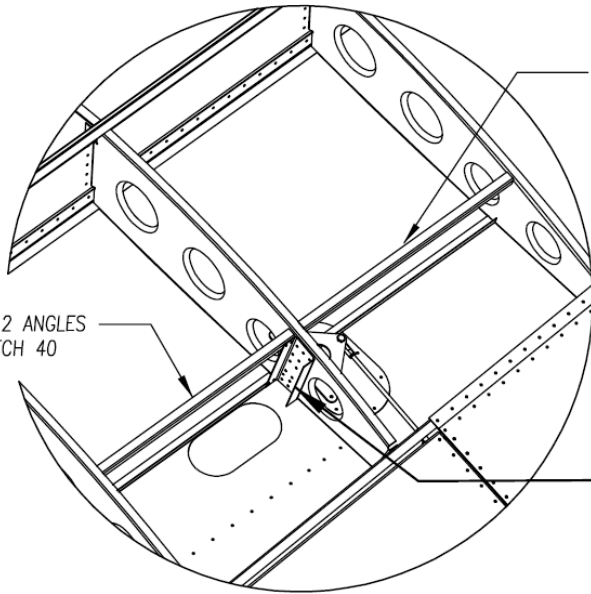
Compliance with this Service Letter should be recorded in the aircraft's maintenance log.

Address inquiries concerning this Service Bulletin to your nearest Zenair representative or to:

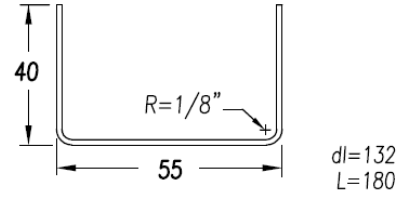
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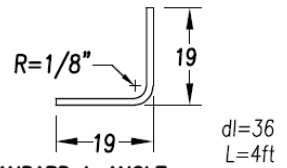


6Z-1G-2 ANGLES
OUTBOARD OF RR #7
TOP AND BOTTOM
A4 PITCH 50

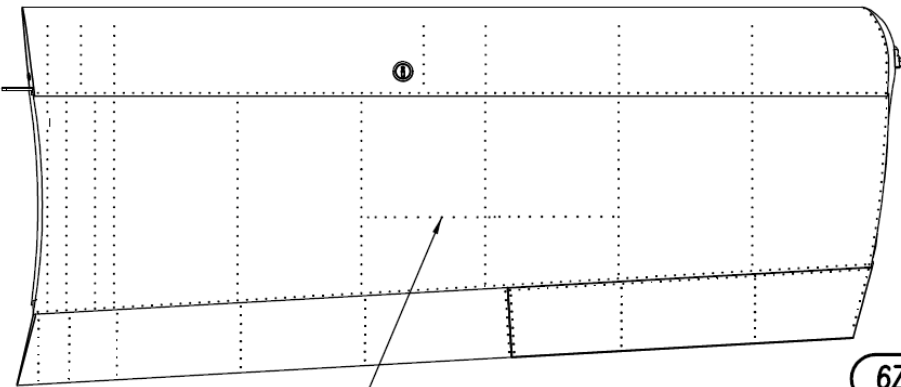


6Z-1G-1 **BELLCRANK SUPPORT CHANNEL**
t=.040" 6061-T6 (2 REQ'D)

6Z-1G-1
REPLACES 6W6-10 BY 6Z-1G-1
ADD 2 RIVETS A5 IN ENDS
OF 6Z-1G-2 ANGLES

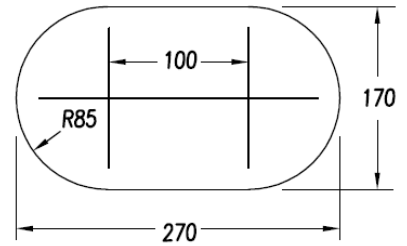


6Z-1G-2 **STANDARD L ANGLE**
t=.025" 6061-T6 (4 REQ'D)
TRIM TO FIT

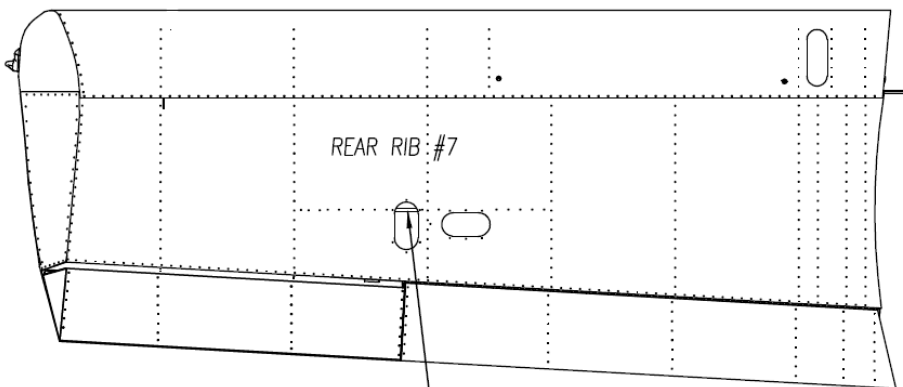


TOP SIDE OF RIGHT WING

6Z-1G-2 ANGLE IN LINE WITH
FRONT FLANGE OF BELLCRANK
SUPPORT CHANNEL 6Z-1G-1
TOP AND BOTTOM

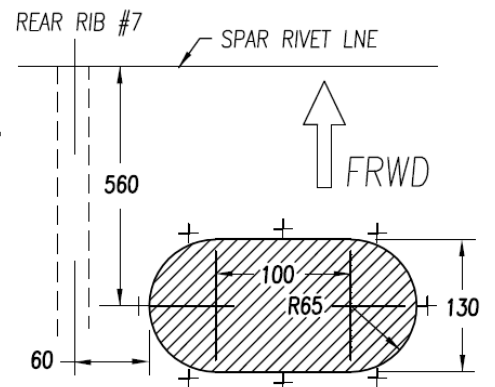


6Z-1G-3 **AILERON ACCESS COVER**
t=.025" 6061-T6 (4 REQ'D)
OVERLAPS ON OUTSIDE



BOTTOM SIDE OF RIGHT WING

AILERON ACCESS COVER IS
REPLACED TO OVERLAP ON
OUTSIDE WITH NUTPLATES
OR RIV-NUTS ON BOTTOM SKIN



CUTOUT IN BOTTOM SKIN 6W8-2
TO REPLACE CHANNEL WITH 6Z-1G-1
AND TO ADD STANDARD L ANGLES.
NOTE: HOLE NOTE REQUIRED IF REAR TOP
IS REMOVED TO DO MODIFICATION.

ZODIAC
CH 601 XL / 650

ULM Aileron Bell-crank Changes

6Z-1G

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DATE: 7 DEC 2009