

Zenair Europe

Service Letter



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

S.L. Number:	ZE-2009-02B (an improved substitute for ZE-2009-02A)
Date of issue:	November 28, 2009
Subject:	Alternative design for a fuselage-mounted aileron stop (a.k.a. “Torque Tube Stop”)
Affected Models:	All Zenair Zodiac CH 601 XL (factory-built ULM and kit-built models).
Serial Number(s)	All Affected Models
Manufactured by:	Czech Aircraft Works (CZAW) and others.
Purpose:	Most Zenair CH 601 XL built to the LTF-UL standards have a Czech-designed “Torque Tube Stop” mounted at the rear of the control stick (CZAW drwg. ref. 6-B-17CZ) to protect the aileron control system from mishandling or abuse. This Service Letter proposes a differently designed “stop” which allow for easier maintenance/adjustments of nearby control cables. In cases where the original CZAW part is not yet installed, Zenair recommends installation of the new design (drwg. 6Z-3G) in all affected aircraft.
Directed Action(s):	If a “Torque Tube Stop” is not yet installed in an affected aircraft, obtain this newly designed “aileron stop” (drwg. 6Z-3G) and install the parts using the information provided on the drawings (Page 2). If the CZAW-style stop is already in place, no further action is needed: replacement is acceptable but not necessary.
Effective date:	As soon as practicable.
Compliance:	Zenair highly recommends compliance with ZE-2009-02A or ZE-2009-02B as soon as practicable for all affected models. Local requirements may vary - always comply with applicable regulations.
References:	<ul style="list-style-type: none">• Zenair Drawing No. <u>6Z-3G (Nov.30)</u>• See ZE-2009-02A for additional helpful details (optional)

Remarks:

Compliance with this S.L. should be recorded in the aircraft’s maintenance log where applicable.

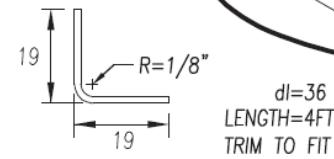
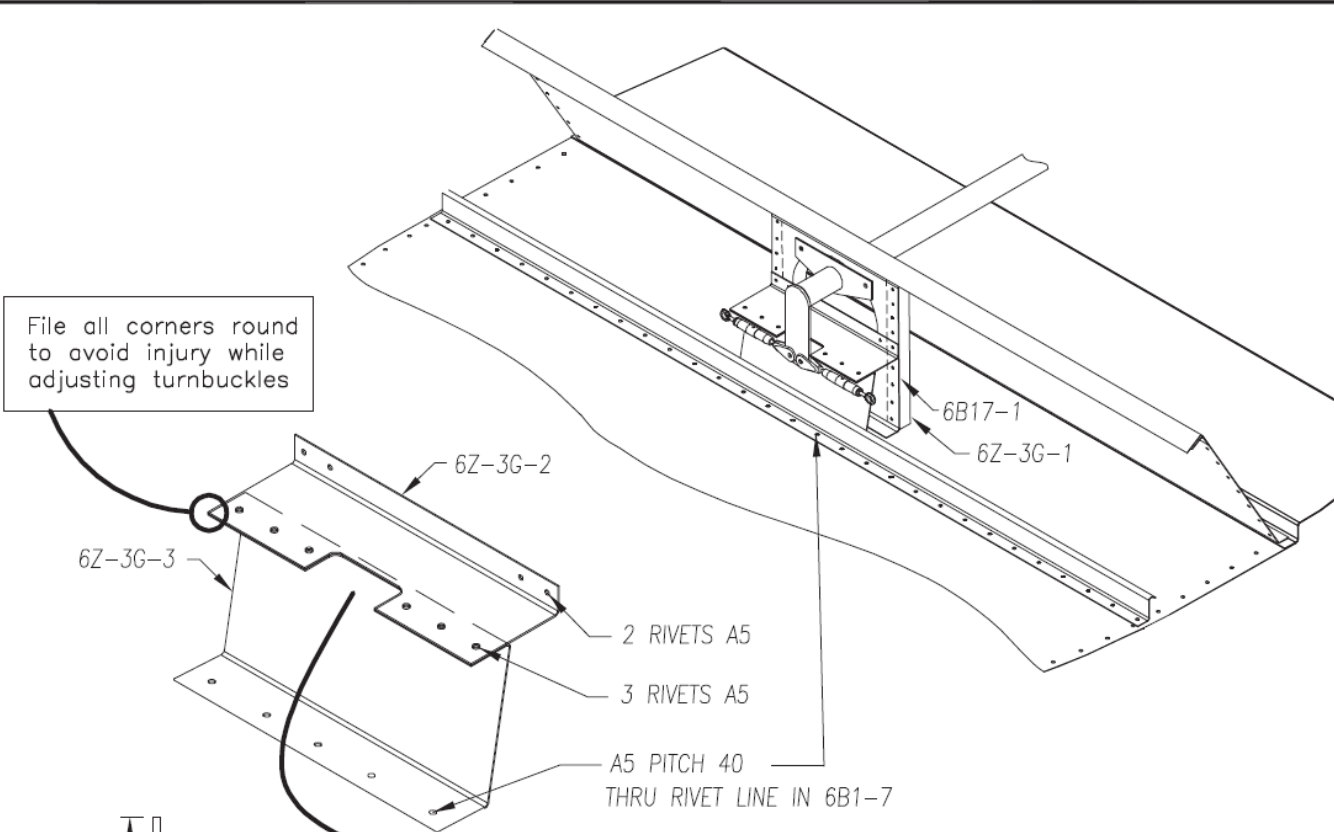
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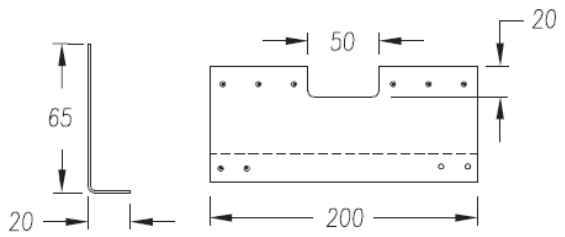
www.zenairulm.com

The following Torque Tube (aileron) stop was designed by Zenair to protect the control system from rough hangar handling, high winds when tied down outside, or from exceedingly heavy loads applied to the stick(s) by pilot or passenger when getting in and out of the aircraft. The advantage of this new design is that it allows easier access to nearby control cables and turnbuckles than the previous design proposed by CZAW. To comply with original LTF-UL certification documents, a Torque Tube Stop is mandatory for German-registered Zodiac aircraft (it is highly recommended for all others) and either design is acceptable (see ZE-2009-02A or ZE-2009-02B).

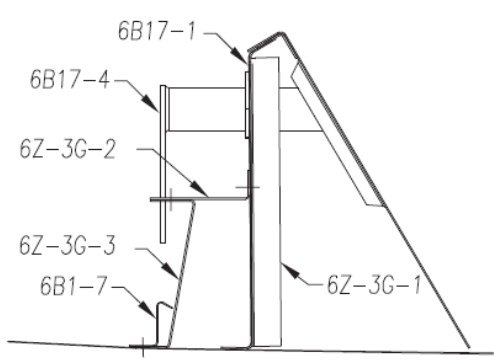


6Z-3G-1 STANDARD L ANGLE
 $t=.025''$ 6061-T6 (1REQ'D)

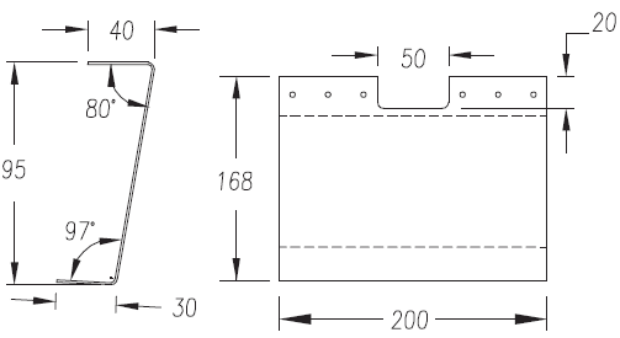
6Z-3G-2
 AILERON CONTROL STOP.
 FILE CUTOUT TO INCREASE DEFECTION AS NECESSARY.



6Z-3G-2 AILERON CONTROL STOP
 $t=.040''$ 6061-T6 (1 REQ'D)



6Z-3G-1
 ADD AN L ANGLE TO SIDES OF REAR TORQUE TUBE BEARING SUPPORT 6B17-1
 A4 PITCH 30



6Z-3G-3 AILERON STOP SUPPORT
 $t=.040''$ 6061-T6 (1 REQ'D)

ZODIAC CH 601 XL / 650E	Aileron Control Stop	6Z-3G
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