

Zenair Europe

Service Letter



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

S.L. Number:	ZE-2009-07																											
Date of issue:	December 4, 2009																											
Subject:	Airframe Upgrades for ULM versions of the CH 601 XL/CH 650E.																											
Affected Models:	All CH 601 XL/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 built by CZAW or assembled from a CZAW kit. All affected models assembled from a US-made kit, up to serial #6(5)-6890																											
Manufactured by:	Czech Aircraft Works (CZAW) and others.																											
Purpose:	To stiffen and strengthen the rear-spar channel, center spar section and cabin area of the aircraft, thereby also reducing the effect of non-linear vibrations that may occur if certain aircraft components are poorly built, inadequately maintained or damaged.																											
Directed Action(s):	<p>These upgrades include three (3) doublers per wing against to the rear spar channel, two (2) doublers affixed to the top and front of the center-spar, “Z” angle stiffeners on the cabin sides, and extra rivets through the fuselage uprights and the center spar web. Caution: Use correct the ‘head’ on riveting tool when setting all A4 and A5 rivets.</p> <p>Parts include:</p> <table border="1"> <thead> <tr> <th>DESCRIPTION</th> <th>PART NUMBERS</th> <th>QTY.</th> </tr> </thead> <tbody> <tr> <td>Top Rear Channel Angle</td> <td>6Z – 2G – 1</td> <td>2</td> </tr> <tr> <td>Aileron Rod Hole Doubler</td> <td>6Z – 2G – 2</td> <td>2</td> </tr> <tr> <td>Rear Channel Doubler</td> <td>6Z – 2G – 3</td> <td>2</td> </tr> <tr> <td>Center Spar Top Doubler</td> <td>6Z – 4G – 1</td> <td>1</td> </tr> <tr> <td>Seat Front Angle (doubler)</td> <td>6Z – 4G – 2</td> <td>1</td> </tr> <tr> <td>Cabin Side “Z” Angles</td> <td>6Z – 5G – 1</td> <td>2</td> </tr> <tr> <td>Rivets: Uprights to Spar Web</td> <td>A5</td> <td>20</td> </tr> <tr> <td>Rivets and Hardware</td> <td>Misc.</td> <td>Pkg.</td> </tr> </tbody> </table> <p>See references for materials, dimensions, locations and installation details.</p>	DESCRIPTION	PART NUMBERS	QTY.	Top Rear Channel Angle	6Z – 2G – 1	2	Aileron Rod Hole Doubler	6Z – 2G – 2	2	Rear Channel Doubler	6Z – 2G – 3	2	Center Spar Top Doubler	6Z – 4G – 1	1	Seat Front Angle (doubler)	6Z – 4G – 2	1	Cabin Side “Z” Angles	6Z – 5G – 1	2	Rivets: Uprights to Spar Web	A5	20	Rivets and Hardware	Misc.	Pkg.
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Effective date:	As soon as practicable.																											
Compliance:	Zenair recommends compliance prior to disregarding the operating limitations outlined in German DAeC advisory number LTA08-011-1 (or similar). Caution: Local conditions may vary - always comply with applicable regulations.																											
References:	<ul style="list-style-type: none"> Zenair Drawings No. 6Z-2G, 6Z-4G, and 6Z-5G. <i>For helpful tips on how to build a CH 601 XL, refer to the Construction Manual.</i> 																											

Remarks:

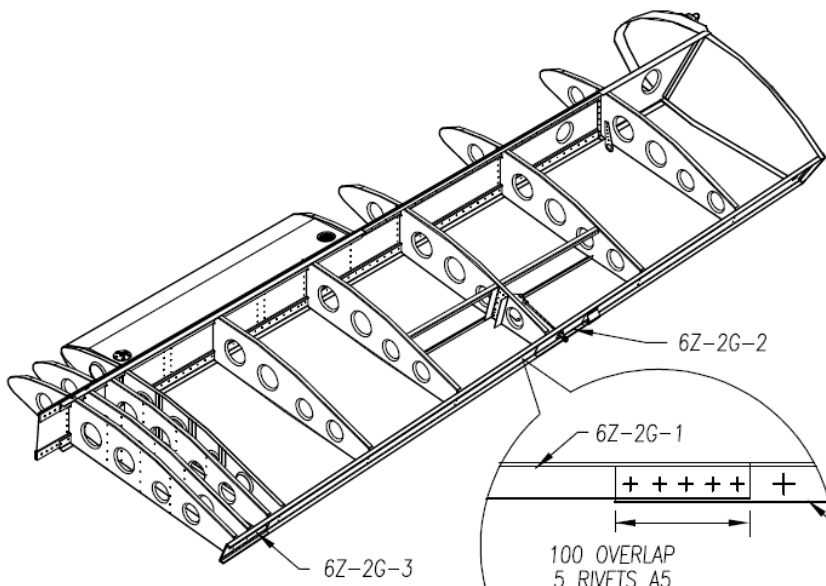
Compliance with this Service Letter should be recorded in the aircraft’s maintenance log.

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

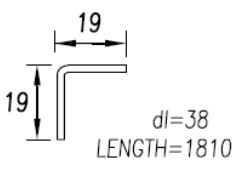
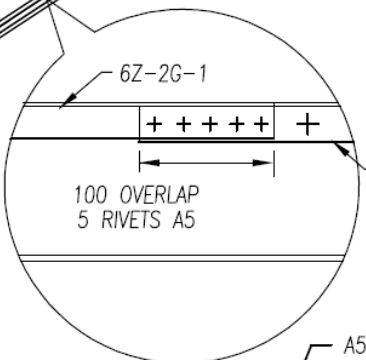
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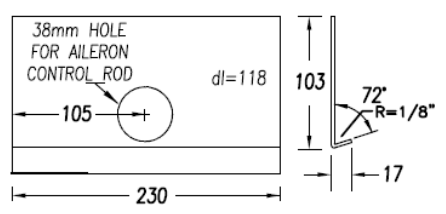
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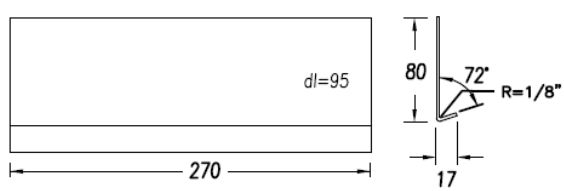
- 6Z-2G-1**
TOP FLANGE OF REAR CHANNEL IS DOUBLED ALONG FULL LENGTH WITH SPAR ANGLE 6Z-2G-1
OVERLAP EACH PIECE 100MM
- 6Z-2G-2**
ADD DOUBLER PLATE CENTERED ON HOLE FOR AILERON ROD.
- 6Z-2G-3**
REPLACE HINGE DOUBLER 6W7-3 WITH REAR DOUBLER 6Z-2G-3



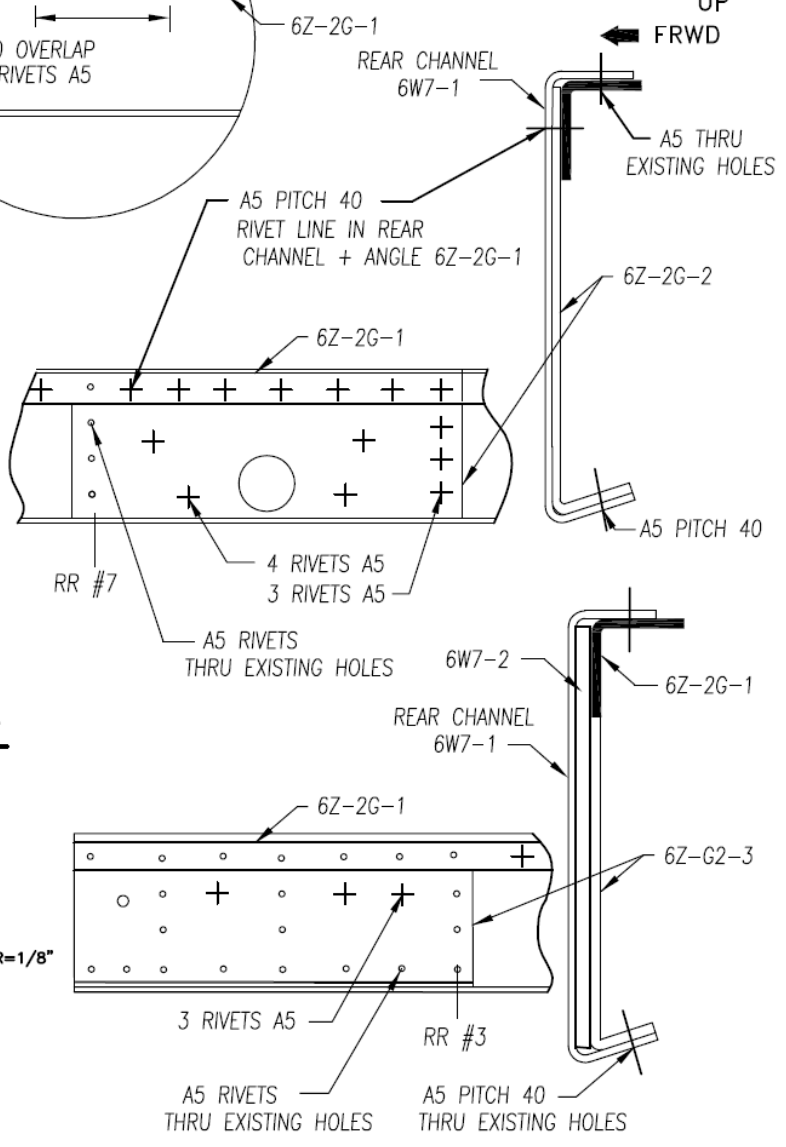
6Z-2G-1 TOP REAR CHANNEL ANGLE
t=.040" 6061-T6 (4 REQ'D)



6Z-2G-2 AILERON ROD HOLE DOUBLER
t=.032" 6061-T6 (2 REQ'D)

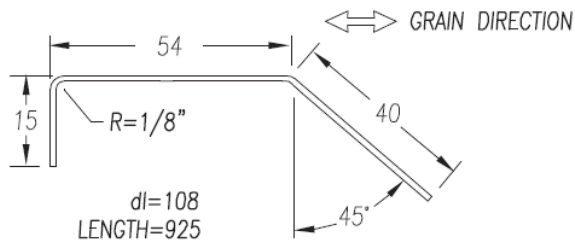


6Z-2G-3 REAR CHANNEL DOUBLER
t=.040" 6061-T6 (2 REQ'D)

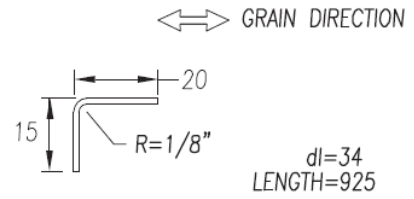


↑ UP
← FRWD

ZODIAC CH 601 XL / 650	Rear Channel Upgrades	6Z-2G
	Copyright© 2009 CHRIS HEINTZ	DATE: 10 DEC 2009

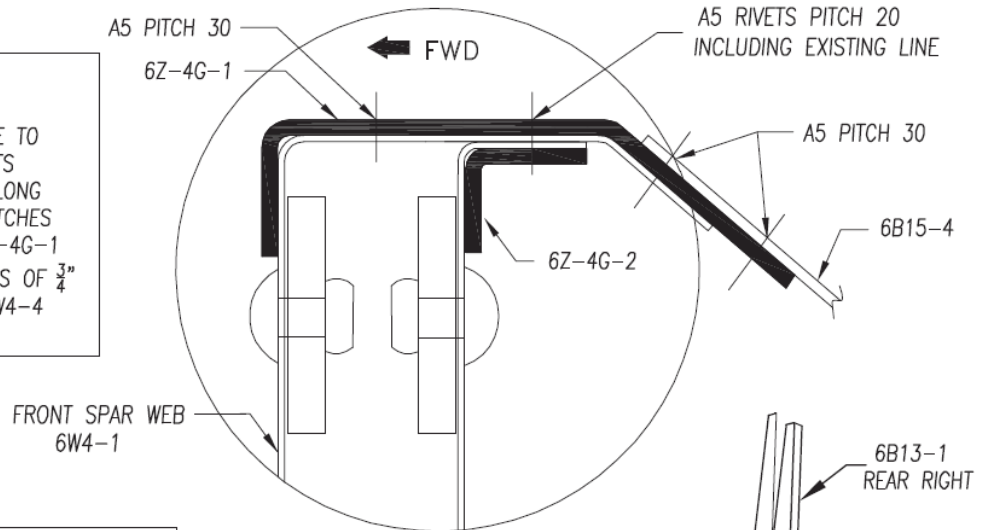


6Z-4G-1 CENTER SPAR TOP DOUBLER
t=.063" 6061-T6 (1 REQ'D)

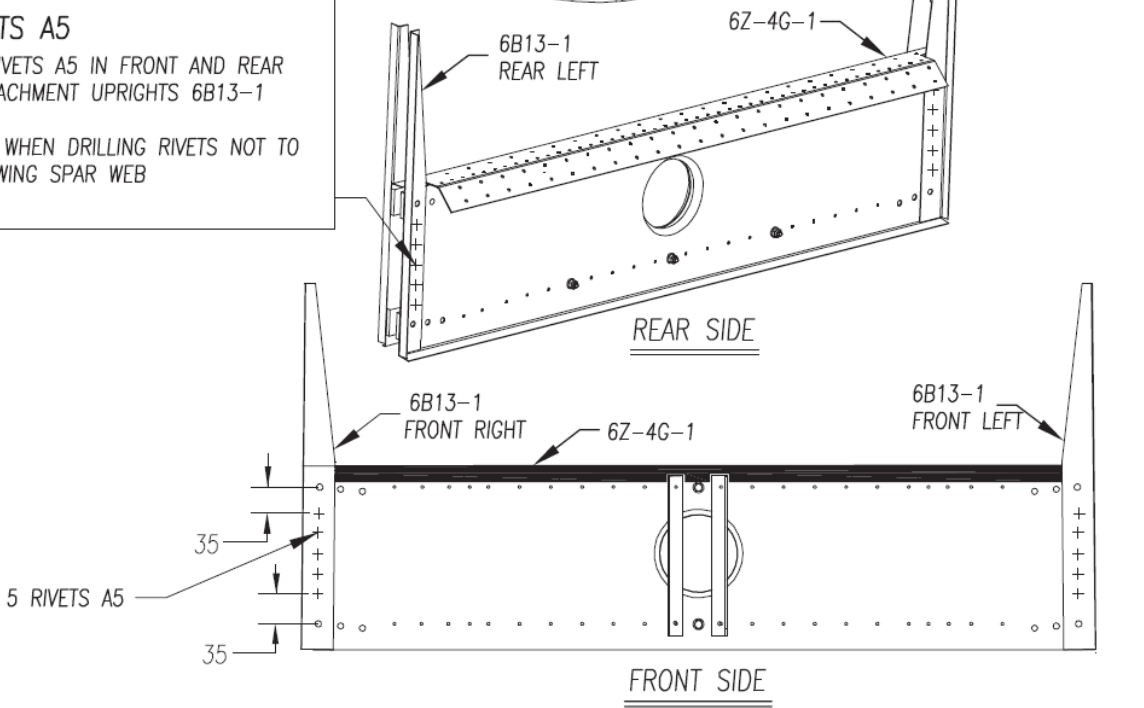


6Z-4G-2 SEAT FRONT ANGLE
t=.063" 6061-T6 (1 REQ'D)

6Z-4G-1
REMOVE CENTER CONSOLE TO DRILL OUT EXISTING RIVETS ON TOP OF SPAR AND ALONG FRONT OF SEAT. CUT NOTCHES IN FRONT FLANGE OF 6Z-4G-1 TO MAKE ROOM FOR ENDS OF 3/4" EXTRUSIONS UPRIGHTS 6W4-4

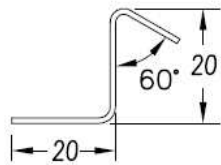
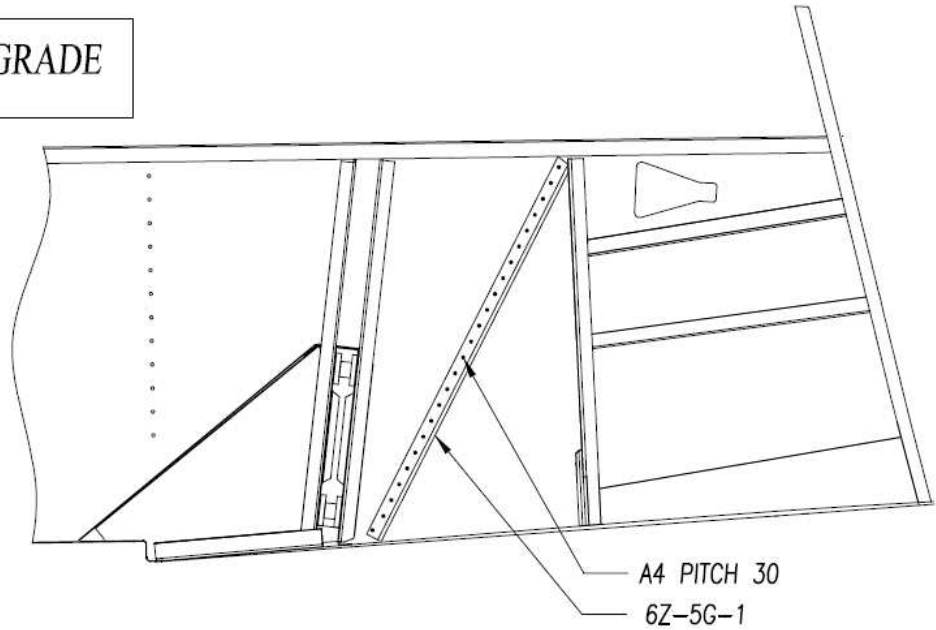


5 RIVETS A5
ADD 5 RIVETS A5 IN FRONT AND REAR WING ATTACHMENT UPRIGHTS 6B13-1
CAUTION: WHEN DRILLING RIVETS NOT TO DAMAGE WING SPAR WEB



ZODIAC CH 601 XL / 650E	ULM Fuselage Upgrades	6Z-4G
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ULM FUSELAGE UPGRADE



dl=50
LENGTH=4FT TRIM TO FIT

6Z-5G-1

STANDARD Z ANGLE

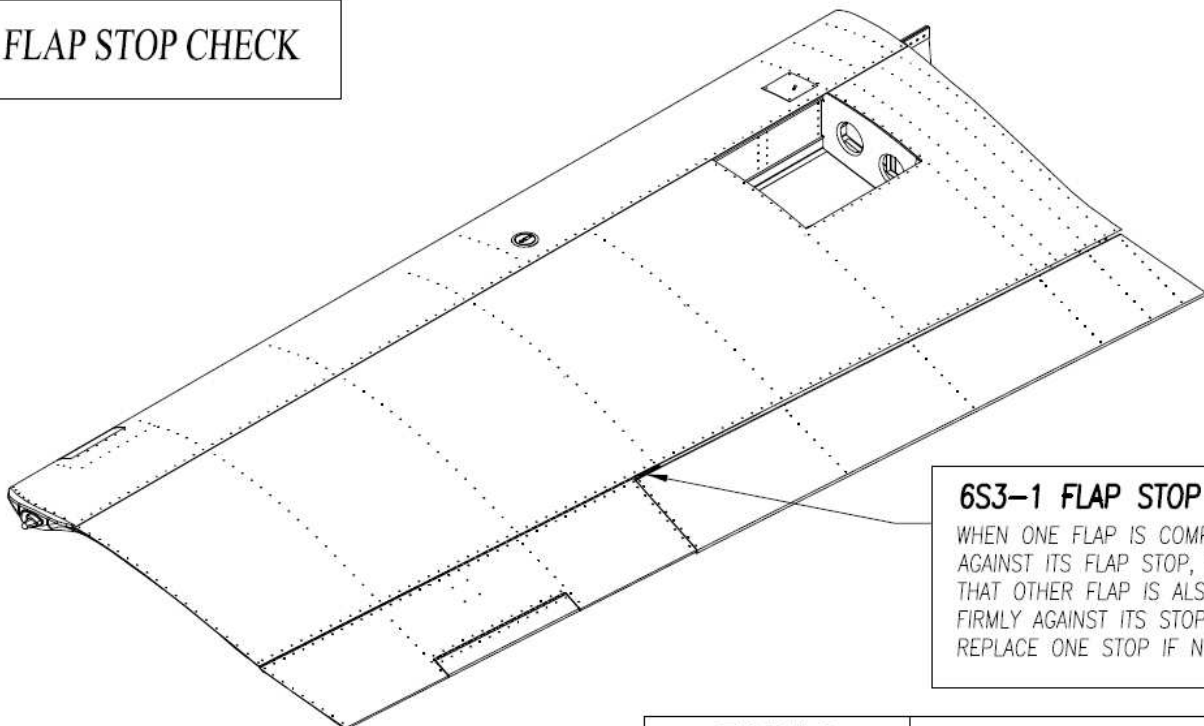
t=.025" 6061-T6 (1 REQ'D)

6Z-5G-1

ADD A Z ANGLE A4 RIVETS PITCH 30
SET RIVETS ABOVE WING FROM THE OUTSIDE;
SET REMAINING RIVETS FROM INSIDE CABIN.

Actual conditions may vary slightly. Rivets that interfere with strap and/or strap cover of ballistic recovery system may be left out.

FLAP STOP CHECK



6S3-1 FLAP STOP

WHEN ONE FLAP IS COMPRESSED AGAINST ITS FLAP STOP, CHECK THAT OTHER FLAP IS ALSO PUSHED FIRMLY AGAINST ITS STOP. REPLACE ONE STOP IF NECESSARY.

ZODIAC
CH 601 XL / 650

ULM Fuselage Upgrades
Flap Stop Check

6Z-5G

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DATE: 22 FEB 2010