

Zenair Europe

Service Letter



This Service Letter (SL) has been issued by Zenair S.A.R.L. (Europe)

S.L. Number:	ZE-2009-02 (also known as ZE-2009-02A)
Date of issue:	June 2, 2009
Subject:	Verification of proper installation of fuselage-mounted “Torque Tube Stop” as per original CZAW drawing 6-B-17CZ.
Affected Models:	All Zenair Zodiac CH 601 XL (factory-built ULM and kit-built models) that are certified to the German “LTF-UL (2003)” ultralight standards.
Serial Number(s)	All Affected Models (mostly German-registered)
Manufactured by:	Czech Aircraft Works (CZAW) and others.
Purpose:	The Zenair Zodiac CH 601 XL certified to LTF-UL standards calls for the installation of a “Torque Tube Stop” mounted at the rear of the control stick, inside the fuselage (drwg. ref. 6-B-17CZ). The purpose of this stop is to better protect the aileron control system from mishandling or abuse – see page 2 for details. Because this “Torque Tube Stop” (which also acts as an aileron stop) was installed when the ultralight was certified, the aircraft is out of compliance if flown without it in Germany.
Directed Action(s):	<p>a) Before the next flight, inspect the area around the back end of the central control stick torque tube to confirm the presence of the torque tube stop (part #6B17-7CZ). Note: Access to the area is provided behind the seat backs (right or left).</p> <p>b) When properly installed, the control stick horn strikes against the “Torque Tube Stop” when in the full “right” or “left” positions. This should happen just before (or just when) the ailerons strike the wing-mounted aileron stops (part #6W10-4) located on the rear spar channel.</p> <p>c) If the “Torque Tube Stop” is not installed, obtain and install the missing parts using instructions provided on Page 2. If the stop is installed and adjusted as necessary, no further action is needed.</p>
Effective date:	Immediately.
Compliance:	Mandatory before the next flight for German-registered aircraft. Recommended for all others (see ‘Remarks’ below).
References:	Note: This is NOT a new part or modification. Affected models should already be equipped with the referenced Torque Tube Stop; See standard CZAW drawings (6-B-17CZ) for dimensions and location of the part(s).

Remarks:

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

ZE-2009-2B has been created by Zenair as an improved substitute for the parts described in ZE-2009-02(A).

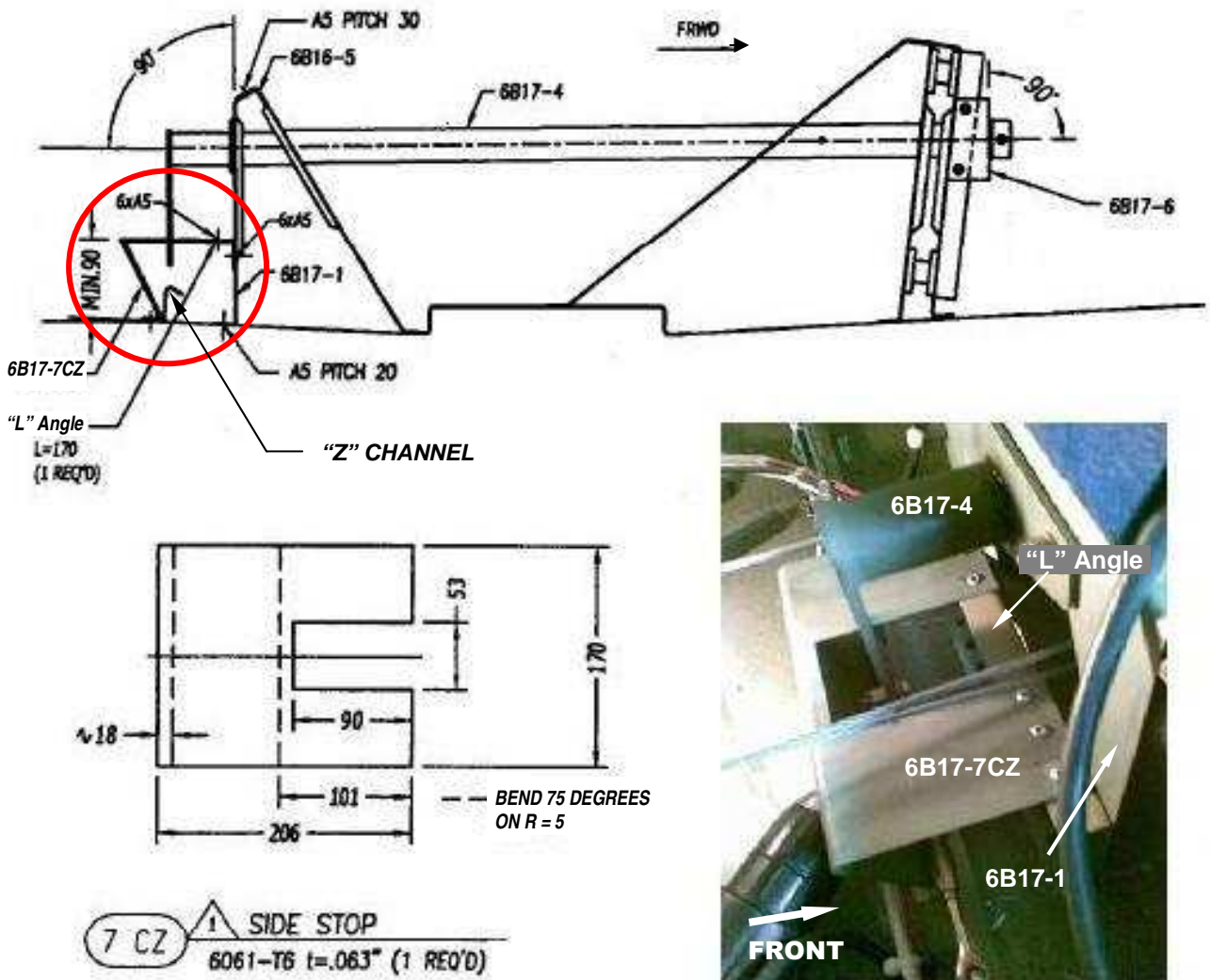
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Procedure for compliance with ZE-2009-02/ZE-2009-02A:

Note: The following Torque Tube (aileron) stop design was installed by CZAW when the company certified the CH 601 XL to LTF-UL standards. While this control stop is a little trickier to install and weighs more than the wing-mounted aileron stops commonly in use, it protects the control system better 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. To comply with original LTF-UL certification documents, this Torque Tube Stop is mandatory for German-registered Zodiac aircraft.



CZ.A.W. CH 601 XL	CONTROL STICK TORQUE TUBE	6-B-17CZ	REV. 12/2002
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Parts needed: 1 Torque Tube Stop 6B17-7CZ
1 Aluminum “L” Angle 6061-T6 (t=.025, ℓ=170mm)
20 Avex blind rivets Standard “A5”

Access to install this part is through the bottom fuselage inspection door – or behind the seat backs if a bottom door is not available. After checking that all parts match and fit as shown above, install “L” angle to 6B17-1; drill out rivets on bottom “Z” channel and place 6B17-7CZ in position. Check that stick is properly centered and that it contacts the Torque Tube Stop when ailerons are fully deflected (or when they hit the wing-mounted aileron stops). Make adjustments as necessary, then drill holes through “L” angle at the top and back-drill holes from underneath at the bottom. Attach all parts with rivets. Make sure all controls move freely and fully when done. **All parts are available from www.ULM-Technologie.com /+33 (0)3 27 33 20 20.**