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*ZENAIR LTD, HURONIA AIRPORT, MIDLAND, ONTARIO, CANADA L4R 4K8
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SERVICE LETTER / NOTIFICATION – July 28, 2020

Issue Date

July 28, 2020, Rev. 0

Subject/Purpose

Control surface clearances

Affected Models

All aircraft – CH designs

Compliance Time

Before next pre-flight inspection

Inspection Frequency

On-going

Background

A Zenith Aircraft customer reported that his Cruiser – CH750 elevator was interfering with the tip rib. “I chose to leave a very small gap, and now due to a slight expansion, the plastic tip rib rubs on one side of the elevator. If I would have left a 'normal' size gap, it would be a non-issue”.

Subject/Purpose

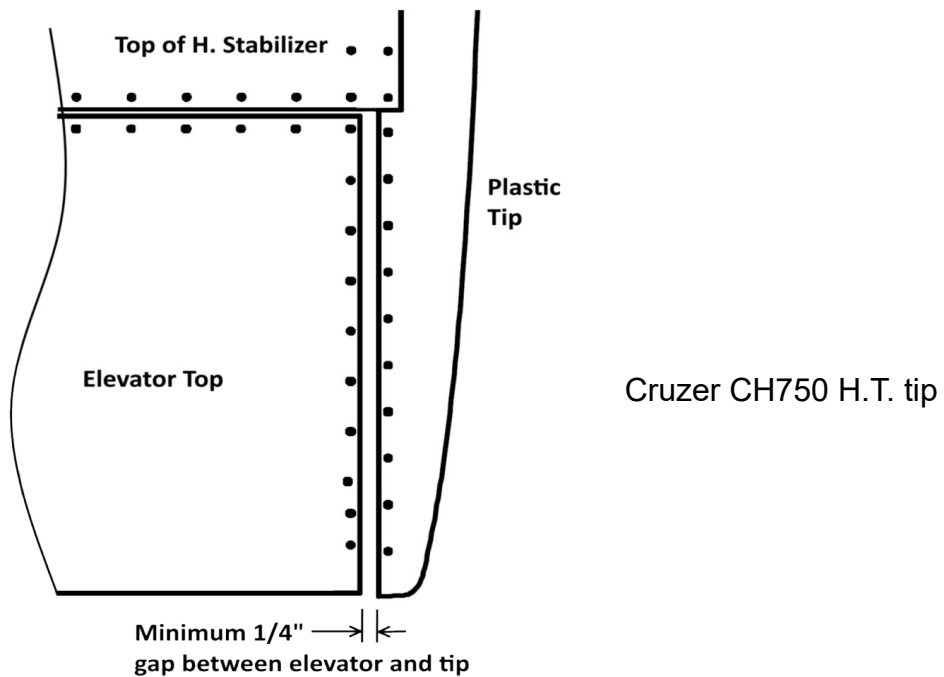
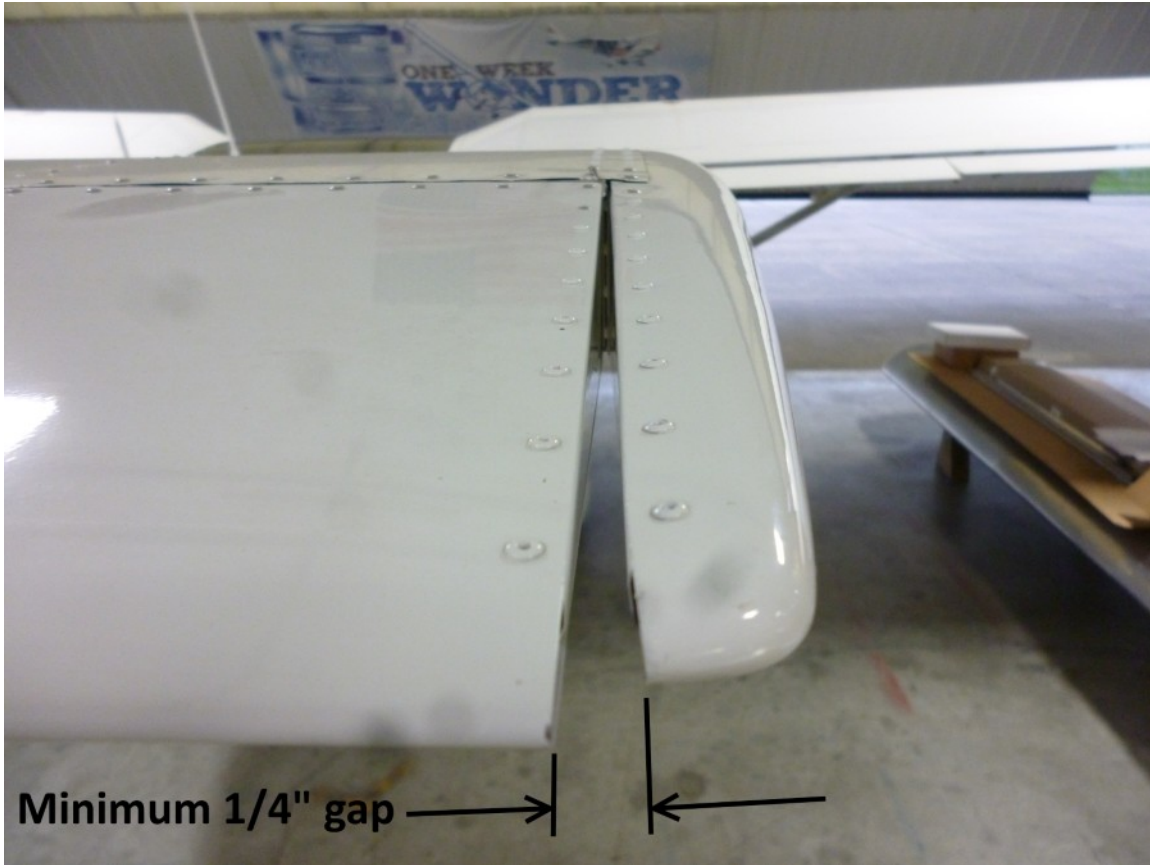
Confirm that flight surfaces when deflected move freely, without interference.

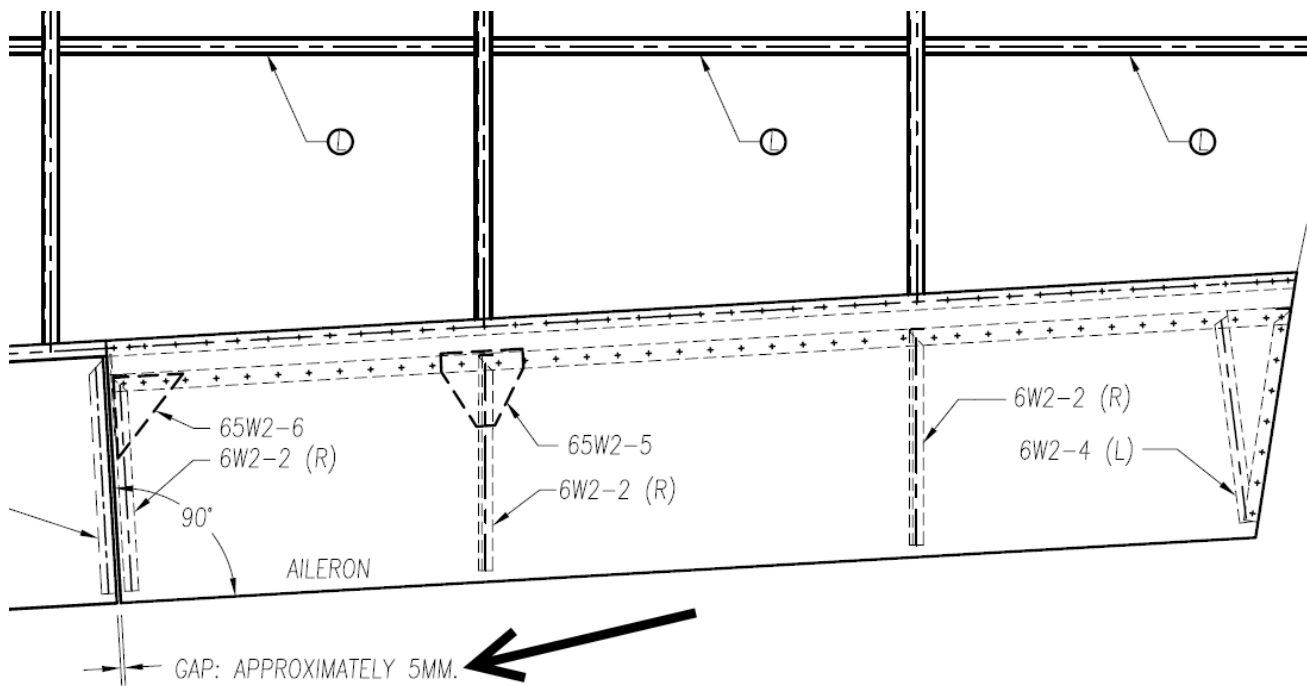
Fix from customer – Cruiser CH750

“For my fix, I chose to drill out the rivets from the aft edge of the stab back towards the tip. Then I moved the rib over slightly and drilled new holes. Then just trimmed the edge of the plastic tip to make a larger gap”.

Inspection

Confirm that flight surfaces when deflected move freely, without interference, that there is adequate clearances, that the control cables are properly tightened and that there is no "play" in them. To check for play in the control surfaces, have someone hold the control stick tightly – centred. At the control surface, try moving it. There should not be any "play". This requires 2 people.





GAP: APPROXIMATELY 5MM. ←
 CHECK: AILERON BOLT DOES NOT TOUCH FLAP.
 IF NECESSARY, MOVE AILERON OUT TO INCREASE GAP TO MAINTAIN SUFFICIENT DISTANCE
 BETWEEN HEAD OF AN5 BOLT THROUGH HORN 6W2-1 AND FLAP: REF. 6-W-10

Above is from the Zodiac 650 drawings. A 5mm gap (about 3/16") is recommended between the aileron and the flap.

For additional informational, please contact Zenair Ltd.

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