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SERVICE LETTER / NOTIFICATION – OCT 28, 2024

Issue Date

October 28, 2024, Rev. 0

Subject/Purpose

Nose wheel strut inspection / update

Affected Models

CH 801 series

Compliance Time

Before next flight

Inspection Frequency

Ongoing

Background

Nose wheel strut tube bending.

Subject/Purpose

The original CH 801 series of aircraft designs uses a steel nose wheel strut tube of 2" diameter with a wall thickness of 0.065".

This has worked out well over the years. However, when doing a hard nose landing or when taxiing at high speeds on rough surfaces, it's possible that the strut tube could start to bend.

Additionally, when installing heavier engines or with a gross weight exceeding 2,200 lbs, a 2" diameter with a wall thickness of 1/8" (0.125") is recommended.



Bent nose wheel strut.

Inspection - Action

Inspect the nose wheel strut steel tube. Also inspect the general area for cracks / damage. This includes the firewall area, the top and bottom nose strut bearings, nose wheel fork area etc. This is a simple and quick inspection.

In the event that there is slight bending or wearing of the nose wheel strut steel tube, it must be replaced before the next flight. When replacing, purchase a new one from Zenith Aircraft Co. The wall thickness of the new strut is thicker at 1/8" (0.125").

For the installation of the bungee, please see https://youtu.be/bP06iXla_G8 or link to the file at www.newplane.com

When inspecting and maintaining your aircraft, use the aircraft Construction Standards manual, aircraft blue prints, and FAR 43.13-1B & 2B if required.

Remember to check www.newplane.com for all the latest service documentation.
For additional information contact Zenair Ltd.