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SERVICE LETTER / NOTIFICATION – OCT 22, 2024

Issue Date

October 22, 2024, Rev. 0

Subject/Purpose

Seat back tube inspection and reinforcement

Affected Models

CH 750 – STOL / CRUZER / SD

Compliance Time

Before next flight

Inspection Frequency

Ongoing

Background

Seat back steel tubing damage.

Subject/Purpose

Some seat back steel tubs (C75F13-4) at the bottom have shown signs of damage. Applying an excessive amount of breaking force will result in a huge amount of pressure on the seat back, and this can damage the tube.



Seatback tube damage

Inspection - Action

Inspect the seat back bottom area on both seats. Also, its an opportunity to inspect the general areas of the seat. Check the welded pins on the seat back, to make sure that the tube at the weld has not cracked, check the rivets around the seat pan etc. Also inspect the welded rudder pedals tubing and area for cracks / damage. This is a simple and quick inspection.



Typical damaged seat back tube, at the bottom.



Remove the seat back and straighten the tube back to its original round shape. This can be done as shown in the above photo. Clamp the tube to round it out if possible.



Install a metal rod to reinforce. The rod should touch the seat back welded hinge pin. Add 2 rivets A4 so that the rod does not fall out.

Note that proper bleeding of the breaks will make them more effective, so less leg force is need. Applying excessive pressure on the break pedals is not suggested.

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.