

# Zenair Europe

## Mandatory Service Bulletin



This Bulletin is issued by Zenair SARL (Europe) on behalf of Zenair Ltd, owner of CH type certificates.

<b>S.B. Number:</b>	<b>ZE-2008-01</b>
<b>Date of issue:</b>	<b>October 28, 2008</b>
<b>Subject:</b>	<b>Verification and adjustment of control cables for adequate tension.</b>
<b>Affected Models:</b>	<b>All Zenair Zodiac CH 601XL (ULM and Homebuilt Models)</b>
<b>Serial Number(s)</b>	<b>All</b>
<b>Manufactured by:</b>	<b>Czech Aircraft Works (CZAW) and others.</b>
<b>Purpose:</b>	<b>Under certain conditions, loose control cables can lead to flutter of control surfaces in some types of aircraft; Flutter has been experienced in the Zodiac CH 601 XL aircraft as reported by two pilots. The actions outlined in this directive are to eliminate the possibility of flutter in this aircraft design when the aircraft is flown within its design parameters.</b>
<b>Directed Action(s):</b>	<p><b>a) Inspect all control cables and adjust as necessary so that they are within the following parameters:</b></p> <p style="padding-left: 40px;">Rudder cable tension should be 22 lbs +/- 5 lbs  Aileron cable tension should be 30 lbs +/- 5 lbs  Elevator cable tension should be 40 lbs +/- 5 lbs</p> <p><b>b) Inspect both ailerons for any type of deformation of the skins at the piano hinge and root rib area. Contact Zenair immediately if anything unusual is found.</b></p> <p><b>c) Inspect the rear spar attachment area at the wing root. Look for deformation, loose rivets, etc. and contact Zenair immediately if anything unusual is found.</b></p>
<b>Effective date:</b>	<b>Immediately.</b>
<b>Compliance:</b>	<b>Mandatory. Before the next flight and every 50 hours thereafter.</b>
<b>References:</b>	<ul style="list-style-type: none"> <li>• Designer's letter of summer 2008 posted on <a href="#">Zenair News</a>;</li> <li>• AMD Service Letter for Zodiac XL S-LSA – <a href="#">August 11, 2008</a></li> </ul>

### Remarks:

- Compliance with this directive must be recorded in the proper Aircraft Log Book(s) of certificated aircraft.
- Where applicable, the requirements of this directive must be integrated into the aircraft's Maintenance Schedule.
- This manufacturer's directive was originally issued as an Airworthiness Directive (AD); it has been re-issued as a Service Bulletin (SB) in recognition of standard industry conventions.

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