



Manufacturing & Design, LLC

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SAFETY ALERT

Release Date:

Wednesday, October 29, 2008

Effective Date:

Immediately, before next flight.

Subject/Purpose:

Control cable tension and inspection of ailerons and rear wing root

Limitations:

None

Affected Models:

Zodiac CH 601 XL and CH 650

Serial numbers:

All CH 601 XL;
CH 650 model: Up to 650-104

Notification Number:

October 29, 2008

Does this Notice supersede another document?

Notification letter of August 11, 2008

*Performed
See Aircraft Log
date 11/10/08*

Discussion:

This Safety Alert is in response to a September 2008 accident of a Zodiac CH 601 XL built by Czech Aircraft Works of the Czech Republic and the accident of another Zodiac built by the same company. Both aircraft had a wing destroyed in the air. It is likely that flutter may be the cause of this, based on a letter that Chris Heintz, designer of the Zodiac, received from a Zodiac kit builder who experienced wing flutter on the first flight. After safely landing, it was concluded that the flutter was due to loose aileron control cables.

There have not been any similar reports from an AMD SLSA built Zodiac.

Corrective Action:

To be completed by certified A&P. Log book entry to be made.

a) Inspect all of your control cables as per the following:

Rudder tension should be about 22 lbs +/- 5
Aileron tension should be about 30 lbs +/- 5
Elevator tension should be about 40 lbs +/- 5

b) Inspect both ailerons for any type of deformation of the skins at the piano hinge area and root rib area. Immediately contact AMD if anything unusual is found.

c) Inspect the rear spar attachment area at the wing root. Look for deformation, loose rivets, deformation around the rear spar attachment bolt etc. Immediately contact AMD if anything unusual is found.

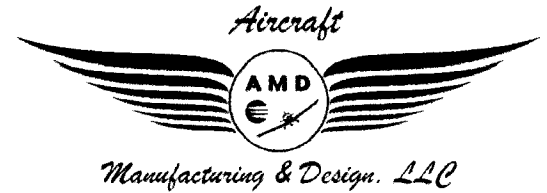
Reminder

AMD reminds the Owner/Operator of AMD aircraft that compliance with all Safety Directives, Aircraft Operating Instructions, Maintenance Manuals as well as the reporting of any and all Safety of Flight or Service Difficulties by the Owner/Operator is *mandatory* for the operation of an SLSA aircraft.

Notice Of Corrective Actions can be viewed at:

http://www.newplane.com/amd/CH2000_Service.html

Also, see AMD Zodiac Notification letter of April 2008 regarding canopy opening in flight.



Oct. 31, 2008

To all AMD Customers,

Attached you'll see a "safety alert" notice letter that we are initiating. This is in response to a CH601 aircraft that went down in the Netherlands. This aircraft was built by the Czech Aircraft Works of the Czech Republic.

There has been no reports of any AMD or Zenith home built aircraft with this situation. Please do not over react to the safety letter. We are being pro-active to insure your aircraft are looked at and any adjustments made if necessary.

Our manufacturing methods for the flight control cables are different than the home built, in that we build cables that do not lend themselves to stretching. So once they are set, there is little adjustments needed. This is a one time inspection. These items are also on the inspection and will be looked at in subsequent inspections. Be sure that this is annotated in the aircrafts log books.

Please forward any information or questions to AMD.

Happy Flying.....

Garry Webster

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