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SERVICE LETTER / NOTIFICATION - JAN 2016

Issue Date

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Subject/Purpose

Wing strut and general corrosion inspection, lubrication and general aircraft maintenance

Affected Models

All Chris Heintz (CH) designs

Compliance Time

Within the next 50 hours

Maintenance

As per FAA AC 43.13-1B

Required Parts

As required

Inspection Frequency

Annual (on-going)

Subject/Purpose

As many Chris Heintz (CH) aircraft are now more than 10 years old, it is important to properly continue inspecting the aircraft for corrosion, lubrication and general on-going maintenance.

Preventative Measures/Inspections

All moving parts must be lubricated and must remain free of corrosion. The attached lubrication chart is from the CH2000 Service Manual and is a general purpose chart to illustrate items that need to be lubricated. Please note that this chart may not be specific to your aircraft model and, therefore, may not include all the items that must be lubricated. Controls such as the rudder pedals and yoke system are not shown on the chart but **MUST** be inspected and lubricated.

All steel and aluminum parts must be inspected for lubrication and corrosion. This is especially necessary for owners who did not assemble their aircraft. Note that inspecting the inside of tubes is the only way to be sure that there is no corrosion. Please see FAA AC 43.13-1B for acceptable inspection methods of removing corrosion (Chapters 5 and 6 etc). It is recommended that corroded structural items be replaced.

Corrosion inspection of wing struts (steel tubes). It is recommended that wing struts be removed from the aircraft and inspected for rust inside. If corrosion is present inside the struts, it is recommended that they be replaced. An alternative to replacing the wing struts is to take ultrasonic thickness measurements of the strut. Refer to the airframe drawings for the required material thickness of the struts. For details on the inspection and severity of wing strut corrosion, see “The New Piper Aircraft, Inc. Model J-2 airplanes equipped with wing lift struts AD 99-26-19” or similar. If unsure, hire the services of a Certified Aircraft Mechanic.

For replacement of wing struts on the CH 701, replace with new steel struts as outlined in the airframe drawings, or install the new streamlined aluminum struts similar to those used on the Zenith STOL CH 750. Both can be ordered from Zenith Aircraft Co. at www.zenithair.com.

For low wing aircraft, some of the many areas to inspect for corrosion are the wing main and rear spar splice areas. Check for corrosion around the main spar bolts, spar caps, and other major structural members. If unsure, remove the wings and inspect inside the wing and fuselage.

General maintenance of your experimental aircraft.

When your aircraft was built, the CH airframe drawings (blue prints) as well as other documentation such as the Design Construction Standards manual and Photo-Assembly guides were used. A Flight Manual /POH or a Service Manual are not supplied by the basic airframe kit/parts manufacturer as each aircraft is assembled by an individual, equipped differently, and therefore unique. The first owner completes such manuals as part of Phase 1 flight-testing. Referring to the original airframe drawings and other documents used during the original assembly is highly recommended when maintaining your amateur-built (“Experimental”) aircraft. Rivet types and the methods used to install them etc. are well defined in the Design Construction Standards manual. Your powerplant and its installation may be unique where you cannot get a service manual; when unsure, hire the services of a Certified Aircraft Mechanic. For engines such as a Rotax, Lycoming, Jabiru, Continental etc. contact the manufacturer for a copy of the service manual and other relevant documents.

Zenith Aircraft has its own service area on the internet. Each Zenith customer must have a Builder Number in order to access this service area and/or to purchase spare or replacement parts. Non-original aircraft owners (second owners) also need to register with Zenith for access to the password-protected service area of the website. This is the only way to stay updated with continued airworthiness issues and/or design-related updates that Zenith Aircraft Co. may from time-to-time publish.

Important links:

For CH2000 and Zodiac or STOL 750 “SLSA” owners.

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

Zenith Aircraft Co.

www.zenithair.com

Zenair Ltd.

www.zenair.com

LUBRICATION CHART FOR ZENAIR CH-2000

LUBRICANT		LUBRICANT	
HOURS		HOURS	
100	HORIZONTAL TAIL HINGES	150	HORIZONTAL TAIL PULLEYS
100	HORIZONTAL TAIL TRIM TAB	100	CABIN DOOR HINGES AND SUPPORT
100	RUDDER HINGES AND HORN	100	SEAT ADJUSTMENT
100	TRIM TAB MECHANISM	100	CONTROL COLUMN
100	ACCESS DOOR HINGES	50	BRAKE MASTER CYLINDERS MAINTAIN FLUID
100	AILERON AND FLAP TORQUE TUBE, PULLEYS, BELLCRANK, FLAP MECHANISM	100	RUDDER PEDALS
50	LEFT AND RIGHT HINGES	100	NOSE WHEEL STEERING
100	MAIN WHEEL BEARINGS LEFT AND RIGHT	100	NOSE WHEEL BEARING
		50	ENGINE OIL TANK DRAIN AND REFILL 6 QTS

NOTE

MISCELLANEOUS - DURING ROUTINE MAINTENANCE CHECKS,
APPLY LUBRICATION TO MISCELLANEOUS LINKAGES AND
ALL PARTS WITH RELATIVE MOTION

LEGEND

- ✓ MTL-L-7870 OIL-GENERAL PURPOSE
LOW TEMP. LUBRICATION
- △ MTL-L-7711 GREASE-LUBRICATION
GENERAL PURPOSE AIRCRAFT
- MTL-L-3343 GREASE-LUBRICATION
HIGH TEMP.
- MTL-D-3606 HYDRAULIC FLUID (RED)
- ENGINE SAE 13 W 50 or 20 W 50
SEE LYCOMING SERVICE INSTRUCTIONS
NO. 1014 FOR USE OF DETURGENT OIL.

CAUTIONS

- DO NOT USE A HYDRAULIC FLUID WITH A CASTOR OIL OR ESTER
BASE.
- DO NOT OVER - LUBRICATE
- DO NOT APPLY LUBRICANT TO RUBBER PARTS