

October 15, 2001

Dear STOL builder:

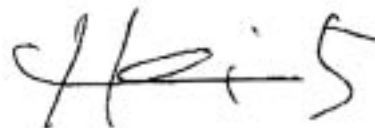
Many STOL CH 701s and 801s are used in various utility applications by their owners, and are often equipped with heavier and more powerful engines. However, that means that sometimes the airplanes are subjected to loads that exceed the standard design limitations.

For those of you who may be operating the aircraft in excess of the published VNE and/or at weights higher than the published gross weight figures (you know who you are!), I recommend that the Top Channel be reinforced (see following drawing F5-3Z). Two such aircraft have been reported to have shown signs of buckling along the middle portion of the Top Channel.

While this change is not a required for those of you operating the aircraft in "normal" conditions, I would suggest you inspect the part for any signs of deformations. For those of you using the aircraft in "utility" applications, I suggest reinforcement of the doubler.

Contact me if you have any questions regarding this, or contact Zenith Aircraft Company.

Regards,



Chris Heintz,
Designer.

Enclosures.

The part (see following drawing) is available from Zenith Aircraft Company:

7F5-3Z: \$15.00

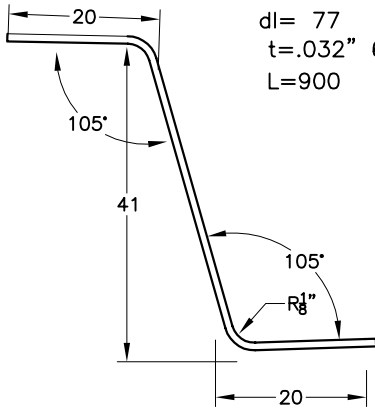
7F5-3SP: \$26.00

8F5-3Z: \$16.00

8F5-3 (t=.063"): \$28.00

STOL 701

PART NUMBER: 7F5-3Z

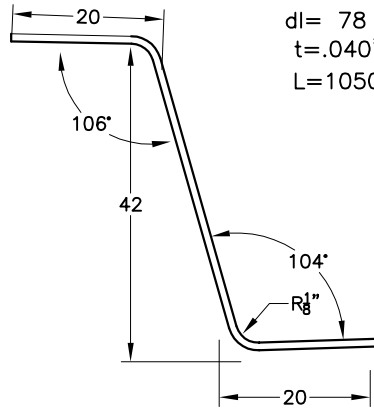


dI= 77
t=.032" 6061-T6
L=900

ADDITIONAL REINFORCEMENT Z ANGLE
WHEN 7F5-3 OR 7F5-3SP IS t=.040"
(NOT REQUIRED IF 7F5-3SP IS
t=.063")

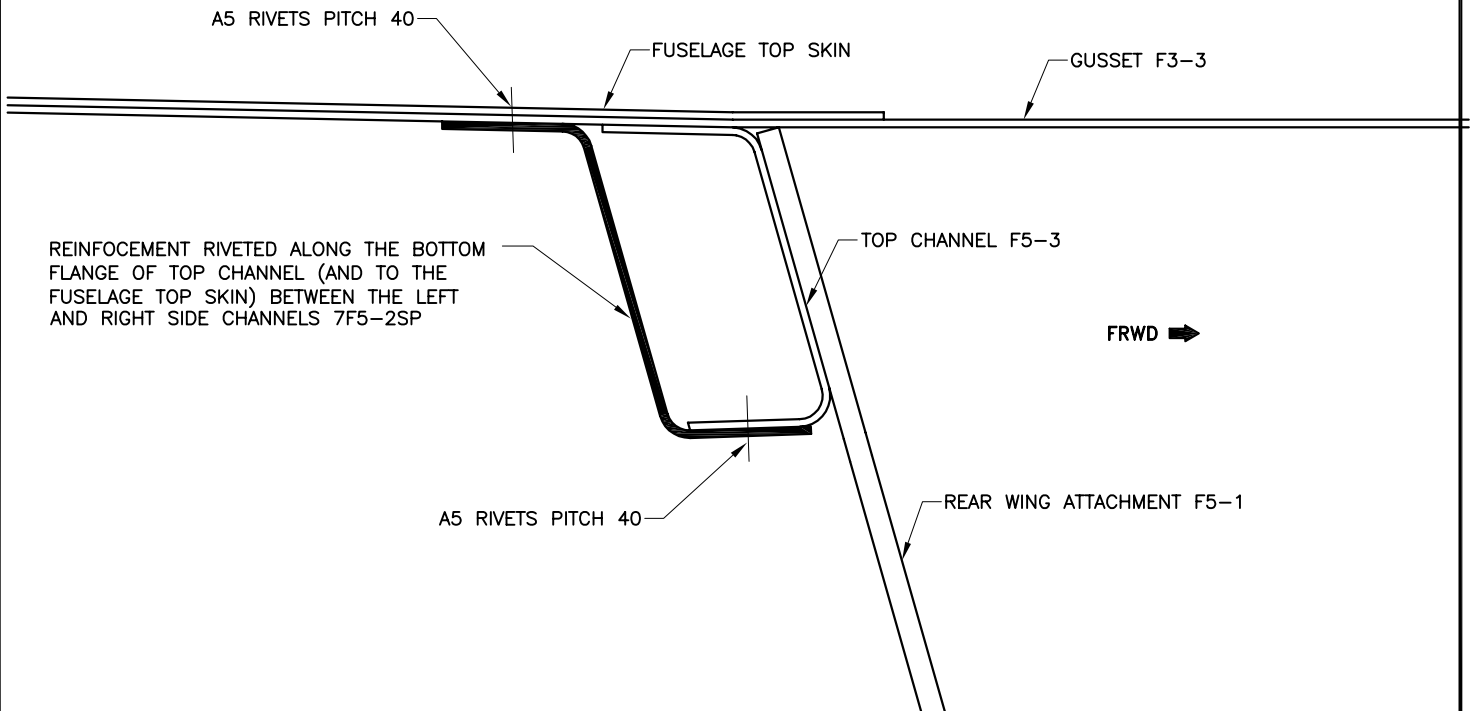
STOL 801

PART NUMBER: 8F5-3Z



dI= 78
t=.040" 6061-T6
L=1050

ADDITIONAL REINFORCEMENT Z ANGLE
WHEN 8F5-3 IS t=.040"
(NOT REQUIRED IF 8F5-3 IS t=.063")



STOL
701/801

10/03/01

DESCRIPTION

TOP CHANNEL ZEE REINFORCEMENT

MATERIAL 6061-T6

QTY 1

PART NO.

F5-3Z

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