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NOTIFICATION

Release Date:

Wednesday, January 27, 2010.

Effective Date:

Immediate.

Subject/Purpose:

So that an AMD SLSA Zodiac 601XL/650 aircraft owner/operator can apply to his local FAA FSDO/MIDO for a **Special Flight Permit**.

Using the guidance/limitations in this NOTIFICATION Dated Wednesday, January 27, 2010, a Special Flight Permit may be issued in accordance with Title 14 Code of Federal Regulations (14 CFR) sections 21.197 and 21.199 to operate the aircraft to a location where the requirements of the mandatory upgrade can be accomplished.

Limitations:

The limits are proposed as a safe temporary operating envelope for ferrying an aircraft. See Flight Limitations.

Affected Models:

Aircraft Manufacturing & Development and Aircraft Manufacturing & Design (AMD) Zodiac CH 601 XL and CH 650.

Serial numbers:

All

Notification Number:

Wednesday, January 27, 2010

Does this Notice supersede another document?

Yes. This Notice augments the [AMD safety Alert Rev.1 of November 07, 2009](#) (Mandatory Airframe Upgrade, before next flight) only to relieve the (before next flight) allowing the AMD SLSA aircraft to be ferried to a maintenance facility for the mandatory upgrade.

Discussion:

This Notification outlines the aircraft limitations for the issuance of Special Ferry Permits by the FAA, so that a pilot can operate the aircraft to a location where the requirements of the mandatory upgrade can be accomplished.

Flight Limitations:

- 1, Flights are to be limited to pilot only. No passenger.
- 2, Maneuvering speed V_a of 70 KCAS.
- 2, Maximum speed VNE of 90 KCAS (no maneuvering or operating in turbulence above V_a).
- 3, No baggage is to be carried in the wing lockers or baggage area in cabin.
- 4, Gross weight of the aircraft is not to exceed 1,200 lbs
- 5, Flights must only be made when weather forecasts do not call for turbulence or high winds.
- 6, Maneuvers limited to 30 deg bank, or 2g
- 7, Operator to provide a flight plan to the FSDO for the ferry flight showing refueling stops along the way

Note: Operators need to restrict the weight of the pilot, baggage and the fuel load, or all to keep within the 1200 lb. gross weight limit for a typical ferry flight.

Corrective action:

Record of the following inspection and work performed must be recorded in the aircraft maintenance log by an airframe and powerplant (A&P) mechanic.

1. Check all control cables with a calibrated cable tension gauge. If necessary, adjust the cable tension to the proper values.

WARNING: Do not fly with control cables that are too loose or too tight.

2. Check for free play in the aileron control system. When holding the control stick stationary, beyond minor flexing, there should be no free play in the system when gently pushing up or down on the aileron trailing edges. Note that if the ailerons are not locked when the aircraft is parked outside, wind can damage the system.

WARNING: Do not fly with loose, sloppy or damaged controls.

3. Check the flaps for positive firm contact with the flap stops when in the "up" (retracted) position. Check for movement by gently pushing up and down on the flap trailing edges.

WARNING: The flap system can get damaged if the flaps are stepped on. Do not fly with loose or damaged flaps.

4. Check that your canopy closes and latches properly on both sides. If your canopy does open in flight, keep your hands on the controls, lower your speed to approximately 60 knots, keep flying the aircraft and land as soon as practicable.

WARNING: Do not try to close the canopy in flight: Fly the aircraft!

7. "Self checkout" is not permitted. Before flying the aircraft, make sure that you have been properly checked out and that you are familiar with all flight limitations and the handling characteristics (feel and responsiveness) of the controls. Remember that, as with any light aircraft, if you encounter unexpected turbulence while cruising, ride it out rather than fight it – and slow down!

8. Use the POH of [November 2009](#), use [AMD 601/650 Service Manual](#) of November 2009.

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.

- [AMD Safety Alerts](#), Service Bulletins and Notices can be viewed at:
http://www.newplane.com/amd/CH2000_Service.html