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## **SAFETY ALERT / SAFETY DIRECTIVE**

### **Issue Date**

February 19, 2016

### **Subject/Purpose**

Upgrading the bellcrank control system of the STOL CH 750.

### **Affected Models**

Factory built AMD SLSA CH 750 STOL, all serial numbers.

### **Compliance Time**

Perform the changes before the next 50 hour or annual inspection, whichever occurs first.

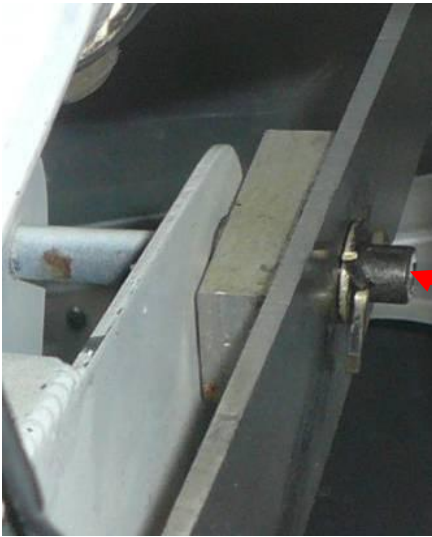
**Upgrading:** Use the aircraft blueprints and Design Standards Manual to complete the upgrades.

- 1) Torque Tube 75C2-5. Drill through the welded 5/16" tube with a 1/4" drill bit and install an AN4 bolt through the tube. This can be drilled without removing the torque tube from the aircraft. Add washers to hold the elevator bellcrank close to the tube and secure with a castle nut and cotter pin. Do not add more than one washer between the bellcrank and the tube. If the tube is deformed, contact Zenair Ltd and do not fly the aircraft.
- 2) Elevator control tube 75C2-7. Drill through the welded 1/4" tube with a #12 drill bit and install an AN3 bolt through the tube. This can be drilled without removing the control tube from the aircraft. Add washers to hold the control tube close to the elevator bellcrank and secure with a castle nut and cotter pin. Do not add more than one washer between the pushrod and elevator bellcrank. If the tube is deformed, contact Zenair Ltd and do not fly the aircraft.
- 3) Aileron bellcrank. Remove the standard (small) washer (AN960-type) under the castle nut and replace with a penny washer (AN970 type). This can be done without removing the bellcrank from the aircraft. Once reassembled, the assembly needs to be snug but easy to move.

Required parts that can be purchased from Aircraft Spruce or Zenair Ltd:

P/N	Description	Qty
	75C2-5	
AN4-26	BOLT – into 5/16” tube - 75C2-5	1
AN970-5	PENNY WASHER	1
AN960-516	5/16” WASHER	4
AN960-416	¼” WASHER	1
AN310-4	1/4” CASTLE NUT	1
AN380-2-2	COTTER PIN	1
	75C2-7	
AN3-15	BOLT - into ¼” tube - 75C2-7	1
AN960-416	¼” WASHER	5
AN960-10	3/16” WASHER	1
AN310-3	3/16” CASTLE NUT	1
AN380-2-2	COTTER PIN	1
	Flaperon bellcranks	
AN970-6	PENNY WASHER - Flaperon bellcranks	2
AN380-3-3	COTTER PIN - Flaperon bellcranks	2

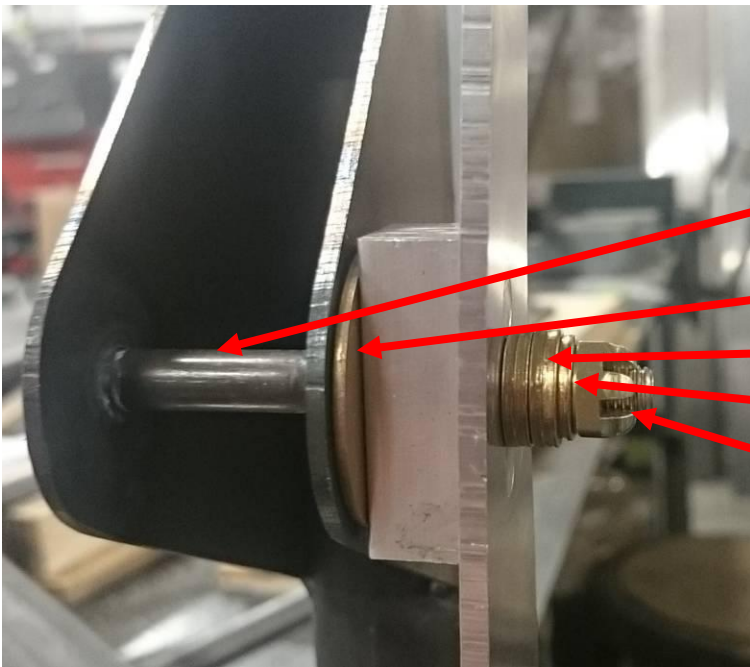
Updating the bellcrank control tube with an AN4 bolt through the existing tube.



**Existing bellcrank connection**

Remove cotter pin etc.

Drill inside the 5/16" welded tube for an AN4-26 bolt.



**New bellcrank connection**

AN4-26 bolt through the existing welded tube.

1 penny washer 5/16"

4 washers 5/16" or as required

1 washer 1/4"

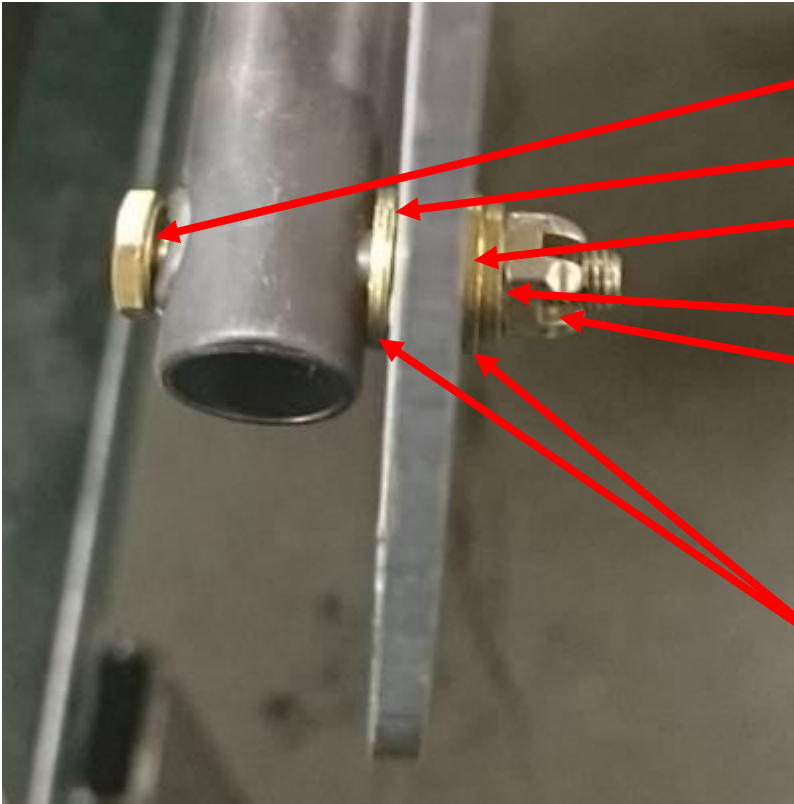
1 Castle nut with cotter pin

Completed assembly needs to be snug and free of sloppiness but easy to rotate.

Updating the Elevator control tube with an AN3 bolt through the existing tube.



Drill inside the 1/4" steel welded tube for an AN3-15 bolt. Use an AN3-13 bolt if steel tube is cut shorter (as shown).



AN3-13 bolt inside the existing tube. No washer needed at this end.  
1 washer 1/4"  
1 to 4 washers 1/4" or as required (similar to bellcrank)  
1 washer 3/16" under the nut  
1 Castle nut with cotter pin  
Completed assembly needs to be snug and free of sloppiness but easy to rotate.

Note the 1/4" washer on each side of the bellcrank. More 1/4" washers may need to be added on the castle nut side to minimize sloppiness. Do not add more than one washer between the bellcrank and the torque tube.

## **Aileron Bellcranks**

When holding the control stick tight in the cabin, have someone move the flaperons up and down. There should be no floppiness in the aileron bellcranks. The complete control system must be tight and free of play (same with elevator and rudder).



If the flaperon bellcranks are floppy, check that the bushings are not too long. If necessary, file down the bushings. Replace the existing washer under the castle nut with an AN970 penny washer.

When installing the above, grease and safety the castle nuts with proper cotter pins. Inspect and test the complete aircraft flight controls for smoothness and for no binding or interference. Complete a detailed inspection of the aircraft and make a log book entry before flying.

To be completed by a certified aircraft mechanic as the AMD SLSA CH 750 STOL's were factory built.

See [www.newplane.com](http://www.newplane.com) for all the latest service documentation.

For additional information contact Zenair Ltd.

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