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**ZENAIR LTD, HURONIA AIRPORT, MIDLAND, ONTARIO, CANADA L4R 4K8
TEL:(705) 526-2871 - FAX:(705)526-8022**

NOTIFICATION - Jan 08 2020

Issue Date

Jan 08 2020, Rev. B

Subject/Purpose

Door upgrade

Affected Models

Chris Heintz (CH) STOL and CRUZER CH750

Compliance Time

Inspection within the next 25 hours

Inspection Frequency

Part of the pre-flight inspection and Annual (on-going)

Background

The original STOL CH750 SLSA uses a fibreglass framed door systems for pilot and co-pilot. There continues to be reports of doors cracking in flight on the STOL and Cruiser CH750's.



Photo shows a broken fibreglass door frame.

If your door opens or cracks in flight, slow the aircraft speed and continue to fly the aircraft to the nearest safe landing. Do not hold onto the door. Fly the aircraft.

Required Action:

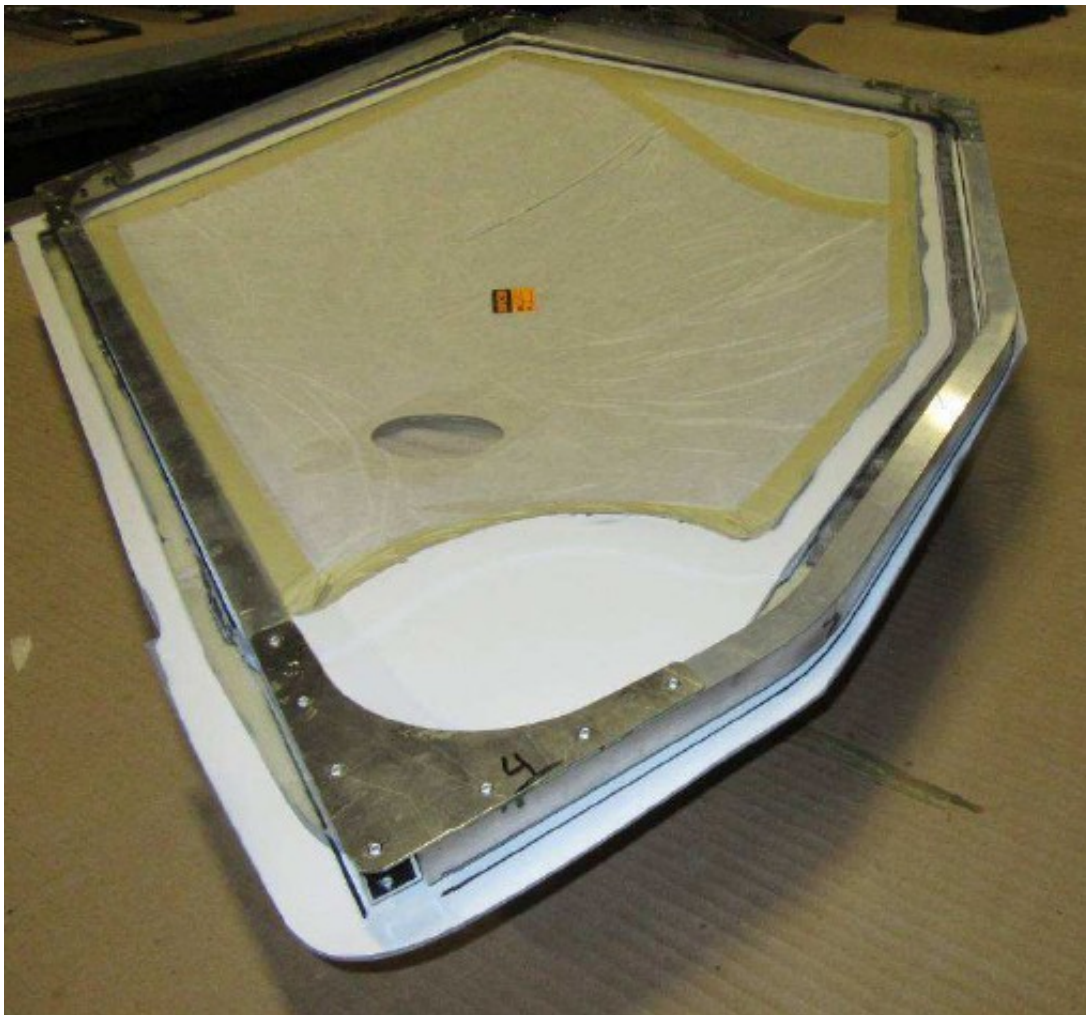
Aircraft owners are encouraged to upgrading to the latest door design within the next 25 hours or sooner if cracks or damage is noticed or if the doors do not close properly.

The original fiberglass door window is the same except that the new door has an aluminum frame, making the door stiffer.

Two options for upgrading the doors.

If you have the original fiberglass doors, you can remove them completely and replace with the new aluminum framed doors.

Or you can modify your existing fiberglass doors by adding the aluminum frames and new latch/handle system.



Old style fiberglass door with new aluminum frame on top

Installation:

For new doors. Install the doors as per the STOL CH750 drawings, revision 4. Pages 75-N-1, 75-N-2 and 75-NA-1 and 65-NA-2. Use the Zenair drawings, the photo guides and the Zenair Construction Standards Manual and or FAA 43.13-2A (Aircraft Inspection and Repair).

See photo guides:

C75-NA-1 Section 1 - Page 1 of 12

C75-NA-1 Section 2- Page 1 of 12

C75-NA-1 Section 3 - Page 5 of 14

C75-NA-1 Section 4 - Page 1 of 9

When keeping the fiberglass doors and adding the aluminum frame, also view pages 8 and 9 of photo guide C75-NA-1 Section 4 . Upgrade the door frames and everything else as per the STOL CH750 drawings, revision 4. Pages 75-N-1, 75-N-2 and 75-NA-1 and 65-NA-2. Use the Zenair drawings, the photo guides and the Zenair Construction Standards Manual and or FAA 43.13-2A (Aircraft Inspection and Repair).

Reason to use your existing fiberglass doors. No need to purchase the new bubble door windows.

The new aluminum framed doors fit flush to the fuselage sides. Nicer finish and better against rain and drafts.

When installing, use the aircraft Design Standards manual and FAR 43.13-1B & 2B if required.

Remember to check www.newplane.com for all the latest service documentation.

For additional information contact Zenair Ltd.

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