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NOTIFICATION - JAN 15 2020

Issue Date

JAN 15 2020, Rev. 0

Subject/Purpose

Elevator Stop

Affected Models

Chris Heintz (CH) CRUZER CH750

Compliance Time

Inspection within the next 25 hours

Inspection Frequency

Annual (on-going)

Background

From a CH750 customer.

We were parked at the fuel pumps when a Blackhawk helicopter flew by slowly along the runway (200ft? away). The rotor wash hit us briefly and slammed the elevator down and beyond the stop. We want to make sure that this can never happen again and are thinking we would add a piece in front of the bracket so that the horn can no longer slip past the stop.

The following photo of the elevator horn that has slipped slip past the stop.

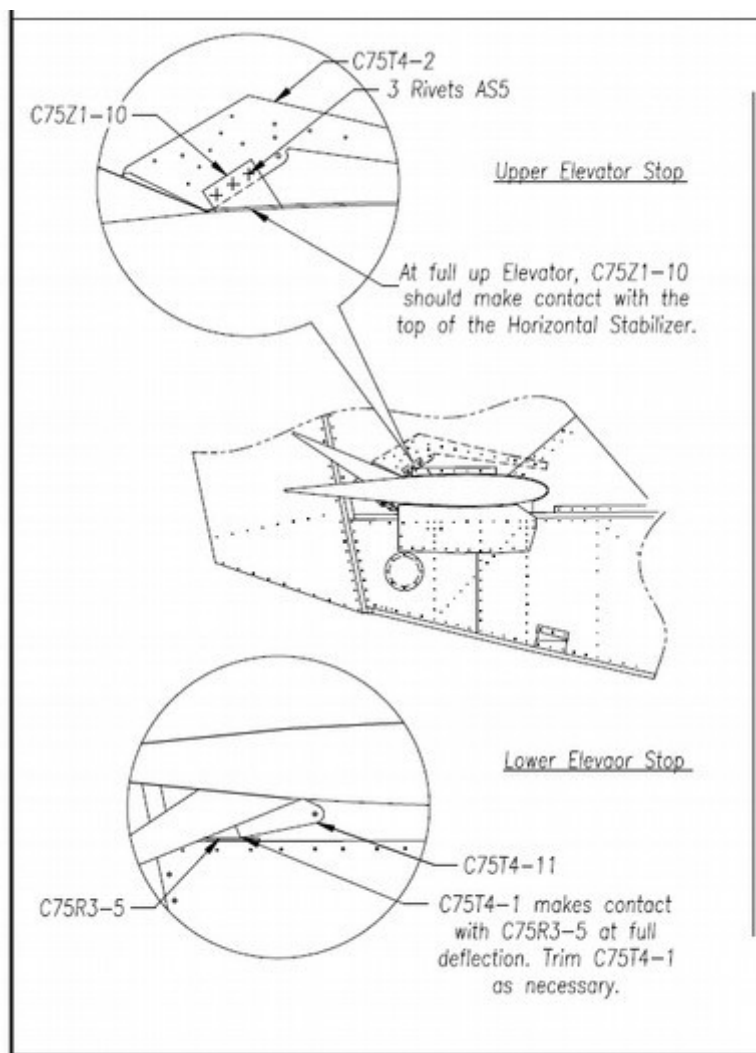
One reason for the stop not being long enough is that the positioning of the Stabilizer to the fuselage can vary when installing. So if the Stabilizer is a bit forward, the elevator horn will have less contact on the fuselage stop.



INSPECTION:

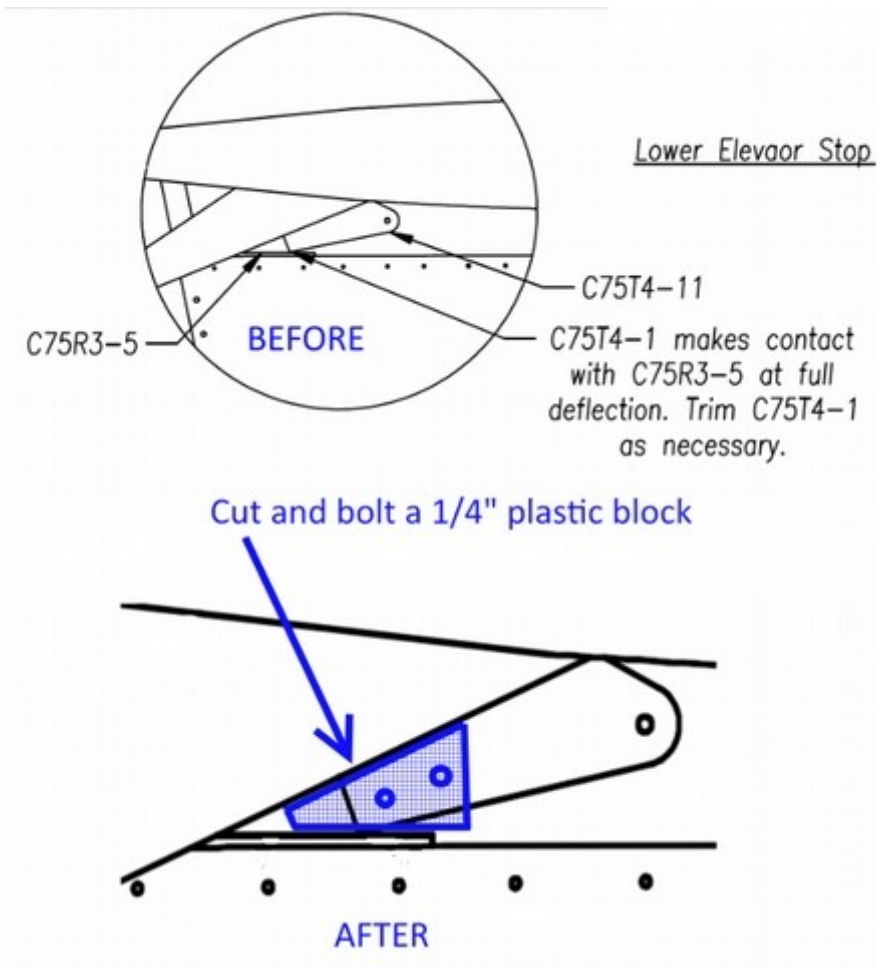
Inspect all your aircraft deflection stops and deflections. Use the drawings for proper deflections and positive stopping.

ACTION:



Above Cruiser drawing C75-ZA-6

This drawing shows that C75T4-1 (horn) makes good contact with C75R3-5 (stop) at full deflection. In the event that the contact is marginal and with some force can go past the stop, an extra stop needs to be added.



After installing the new plastic block, check all your deflections, making sure that they are within the specifications as per aircraft drawings.

Note that its very important to lock the controls when the aircraft is parked outside as wind gusts can cause significant damage. See Service Letter

http://www.newplane.com/Service_Letters_Bulletines/NOTICE%20January%207%202009.pdf

Please log onto www.newplane.com for continued airworthiness documentation or onto www.zenithair.com

For additional questions and documentation, please contact Zenair Ltd.