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## **SERVICE LETTER MARCH 06-02**

### **Issue Date**

Monday, March 06, 2002

### **Subject/Purpose**

This Service Letter defines the recommended fix for rear fuselage "L" angle (upright) and bulkhead buckling. The cause of the deformation is typically due to raising the fuselage during maintenance.

### **Affected Models**

The affected models are aircraft CH 2000 serial numbers 20-002 and up.

### **Compliance Time**

See Service Manual Fuselage Group #2

### **Inspection**

Inspect fuselage bulkheads, stiffeners and internal structure for cracks, corrosion, damaged fasteners, etc. (as stated in the Service Manual, Fuselage Group #2).

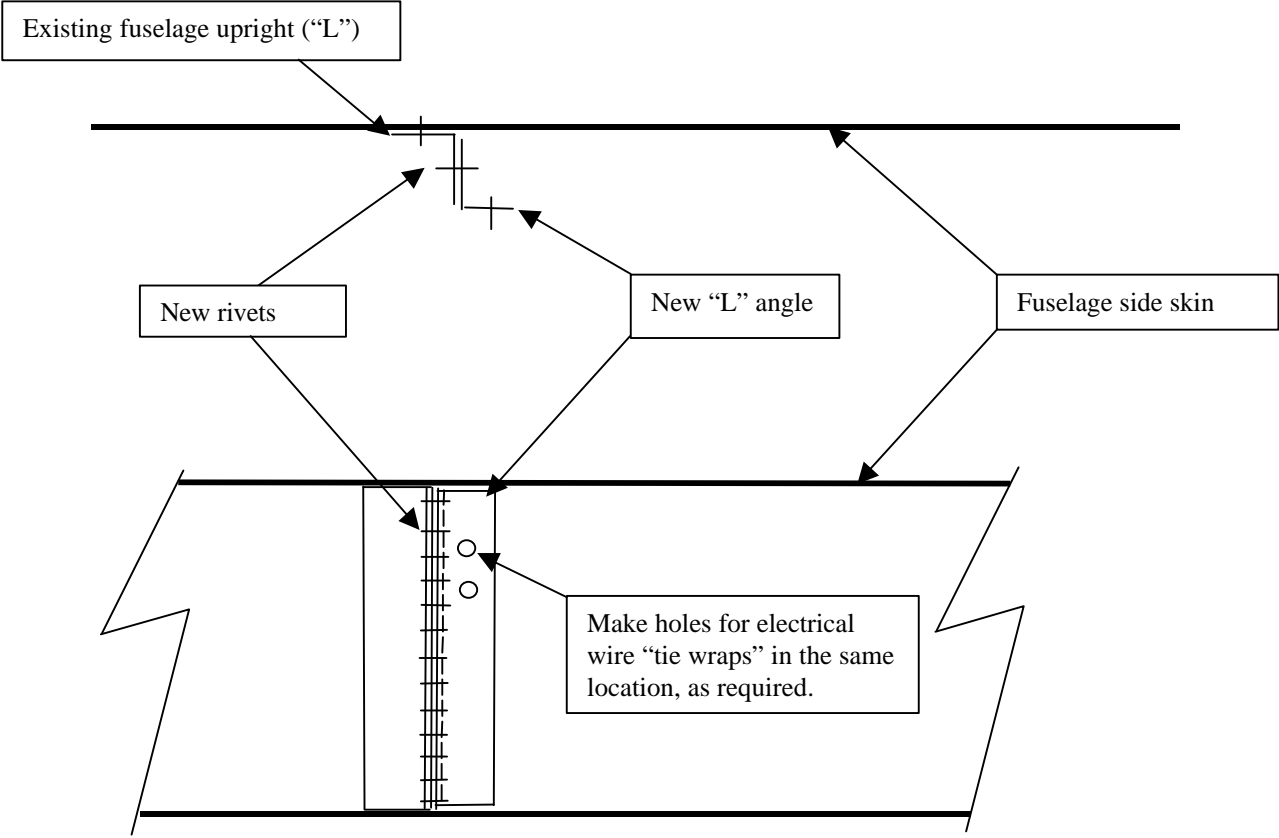
### **Repair if required**

Rivet an "L" angle / upright, to existing deformed upright or bulkhead. Rivet as shown with A4 (1/8" dia.) Avex blind rivets, pitch 50mm. Exact location and length of "L" angle is not critical. Drill 1/4" dia. holes in new "L" angles for electrical wire "tie wraps" as required.

### **Raising rear fuselage during maintenance**

When changing tires or brakes, raise one side of the main gear at a time by using a standard hydraulic jack. Place jack under the main gear, near the fuselage side. When lifting both main wheels at the same time, lift under the main wing spar, a few feet out from the fuselage. Hold wings up with heavy and padded saw horses or similar.

**Fuselage top View**



**Fuselage side view**

For additional information contact Zenair Ltd.