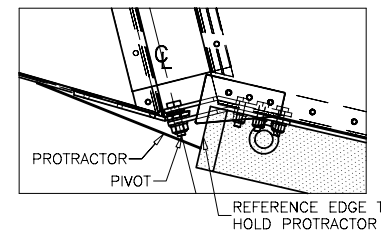
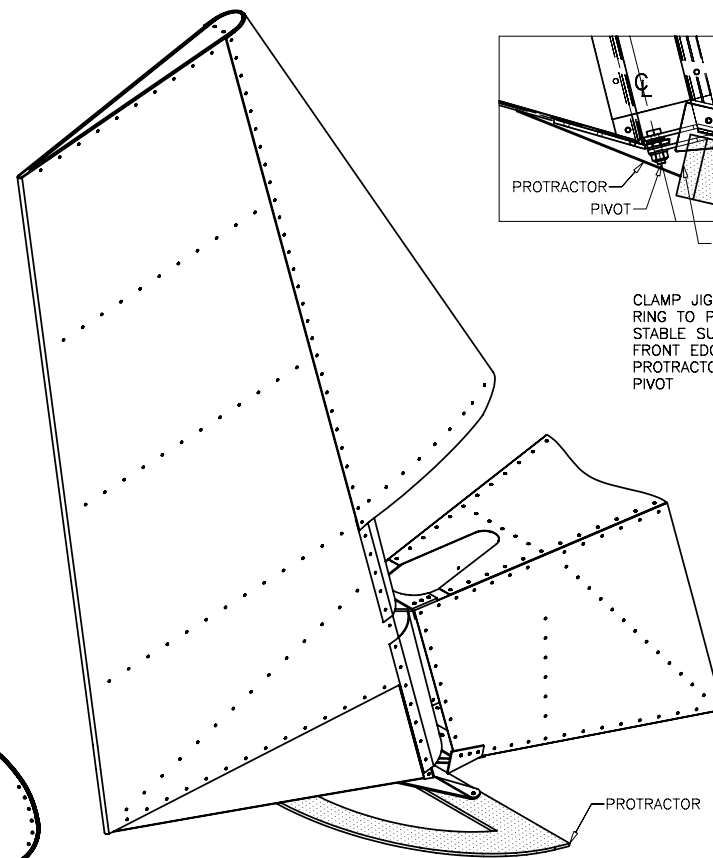


NEUTRAL: TOP SURFACE OF ELEVATOR IS EVEN WITH TOP OF STABILIZER.

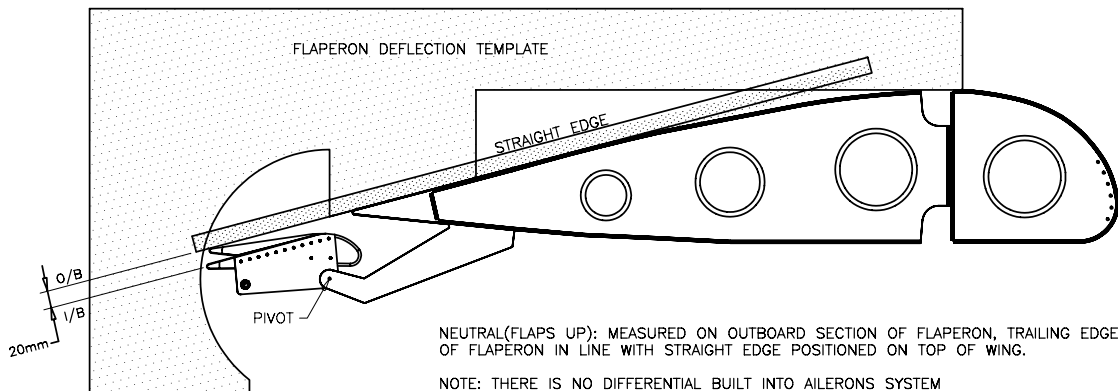
**ELEVATOR DEFLECTION:** UP:  $30^\circ \pm 1^\circ$   
DOWN:  $29^\circ \pm 1^\circ$   
(TOTAL TRAVEL FROM UP TO DOWN:  $59^\circ$ )



CLAMP JIG TO TIE DOWN RING TO PROVIDE A STABLE SUPPORT FOR FRONT EDGE OF PROTRACTOR OVER CENTER PIVOT

NEUTRAL: TRAILING EDGE OF RUDDER IS IN LINE WITH AIRCRAFT CENTERLINE. (MARK CENTERLINE ON UNDERSIDE OF BOTTOM)

**RUDDER DEFLECTION:** LEFT:  $18^\circ \pm 2^\circ$   
RIGHT:  $18^\circ \pm 2^\circ$   
(TOTAL TRAVEL FROM LEFT TO RIGHT:  $36^\circ$ )  
RUDDER STOP: 8F4-2B, t=.125", REF DWG 8RU-2



NEUTRAL (FLAPS UP): MEASURED ON OUTBOARD SECTION OF FLAPERON, TRAILING EDGE OF FLAPERON IN LINE WITH STRAIGHT EDGE POSITIONED ON TOP OF WING.

NOTE: THERE IS NO DIFFERENTIAL BUILT INTO ALERONS SYSTEM

**FLAPERON DEFLECTION:** UP:  $13^\circ \pm 1^\circ$   
DOWN:  $13^\circ \pm 1^\circ$   
FLAPS:  $30^\circ \pm 2^\circ$   
(TOTAL TRAVEL FROM UP TO DOWN:  $26^\circ$ )  
FLAPERON STOPS: 8C9-5  
FLAP STOP: LIMITS ON FLAP ACTUATOR

STOL CH 801	ORIGINAL INFO MJM 09/22/04 REVISION INFO	DESCRIPTION	ASSY NO.
		CONTROL DEFLECTIONS	8CN-3.1
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