

# ZENAIR

Zenair News • Steve & Sharon Krog, Editor/Publishers • Joel Gehring, Editor  
<http://www.zenair.org>

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Zenair News: The official source of news and updates for enthusiasts, builders, owners and pilots of Chris Heintz designs

Zenith Aircraft Co., P.O. Box 650, Mexico, MO 65265 • 573.581.9000 • Fax 573.581.0011

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## Memo from Chris Heintz

To: Zodiac builders and pilots Date: April 24, 2008  
Subject: Czech Aircraft Works CH 60 I XL S-LSA accident  
on April 7, 2008, NTSB Identification NYC08FAI58.

I have read the preliminary NTSB report (NYC08FAI58) for the recent accident involving a Czech-built Zodiac XL S-LSA en-route to Sun'n Fun. I am carefully considering every finding. Clearly, the most critical technical area of concern at the moment is the apparent failure of the lower spar cap on an aircraft that was seemingly flying well below its gross weight; a secondary concern is the position of the aileron trim which appears to have been fully deflected at the time of the accident.

The Czech-built Zodiac XL (by Czech Aircraft Works) was re-designed and built lighter than its U. S. counterpart to meet European ultralight rules. As can be deduced from its report, the NTSB is now investigating the metallurgy of the spar caps. We need to know if there was a substitution of materials, or if the called-for materials were of sub-standard quality. It must be emphasized that all aluminum parts (including spars) supplied by Zenith Aircraft Co. and by Zenair Ltd. are manufactured from North American-made raw materials. We demand material specification certificates for every batch of aluminum received, and Zenair has these certificates on file dating back more than 20 years. The source and quality of materials used in foreign-built aircraft is not known to me at this time.

There is little we can do until we know the final results of the NTSB investigation. The Safety Board is taking this investigation very seriously as it involves a production S-LSA and not an amateur-built kitplane. Let me assure everyone that Zenair is in close contact with the NTSB on this matter, and that if anything is discovered that could affect the safety of the Zodiac fleet, we will be notified immediately, and in turn inform Zenith builders and owners through the Zenith Aircraft and Zenair websites as well as the Zenair Newsletter.

## EDITORIAL & ANNOUNCEMENTS

### Rumor, Misinformation & Unqualified Speculation

By Steve Krog, Editor

I've had the opportunity to serve Zenair News subscribers for the past eight years. Rarely do I add editorial opinion to the newsletter because you, the builders and flyers, have done a great job in supplying us with good constructive information that we can share with all builders and subscribers.

However, in the past several months there has been a great deal of rumor, misinformation, and unqualified speculation offered by many as a result of several CH 601 incidents and accidents. Various internet websites and chat rooms have exploded with comments and opinions. In a matter of weeks people have tarnished the reputation of the CH 601.

In this day of 24/7 cable news, every aircraft accident in the United States receives sensationalized national news attention. With this national attention comes speculation. All of us who fly seem to think we know exactly what happened to cause the accident! But what makes us an expert?

### *Inside This Issue:*

*This is a condensed sample issue of the Zenair Newsletter. Standard issues include technical and how-to articles.*

*See the last page for subscription information.*

Absolutely nothing, other than the fact that we pilots make up just less than one-tenth of one percent of the U.S. population.

I've gone through the FAA and NTSB records dating back to February 2003 when the first CH 601 accident was recorded. From that time until now the records show that 25 CH 601's have been involved in an accident or incident requiring reporting to the NTSB. Fourteen of these accidents are attributed to "loss of power", another to fuel exhaustion, while carb ice brought down yet another. Of the nine other accidents, one blew a radiator, one encountered vortices on landing, another was grossly overloaded and well out of the approved CG range, and a fourth was the result of a mid-air. Another was a result of a very hard landing, and one accident was attributed to control loss while landing. Several of these accidents did result in injury or fatalities, but they are hardly reason for wanting to revisit the design of a fine aircraft!

True, there have been several accidents reporting possible structural failure. But before drawing conclusions, we need to gather and study all of the facts.

In one instance, the flight was made in heavy rain and thunderstorm activity. In another, an eyewitness reported a rough engine followed by a loud explosion, and, in the third and most recent an eyewitness stated the airplane was flying low and erratically.

Using common sense, one could hardly conclude that structural failure was the cause – but it may have been the result of other extenuating circumstances.

Flying in or near thunderstorms can greatly over stress most any model and type of general aviation aircraft. Well known astronaut and test pilot, Scott Crossfield, is a testament to flight in those conditions. He lost his life tangling with a line of thunderstorms.

Several years ago, while attending a Certificated Flight Instructor's Refresher Course, an NTSB representative played a Flight Center audiotape of a conversation between Center and a pilot flying a Bonanza. The pilot had inadvertently flown into IMC conditions. Almost instantly he experienced spatial disorientation and radar indicated that the plane was being flown erratically. The Center controller did his utmost best to calm the pilot and help him regain control of the airplane. However, when the plane broke out of the clouds, the pilot reported that both wings had separated from the airplane. Seconds later four fatalities were reported. The flight conditions far exceeded the positive and negative load conditions for that type of aircraft. Beechcraft, together with the NTSB, studied this accident for nearly a year before concluding the report. The design and limitations of the aircraft were not changed as a result of the accident.

Chris Heintz has been designing and building safe aircraft for over five decades. Zenair Ltd. has been producing airplane kits for over four decades. The structure of the aircraft is well proven and more thoroughly flight-tested than any S-LSA. There are over 1000 Zodiac aircraft flying worldwide. Do you honestly believe Chris would risk his "Hall of Fame" reputation by producing a product that is unsafe? Chris's sons have been involved in the airplane design and manufacturing business practically since birth. Together with their father, they have expanded on Chris's dream and have continued to build airplane kits that are safe to fly and relatively easy to build.

Sebastian and Mathieu Heintz take each and every Zenith, Zenair, Zodiac accident that occurs very seriously. They want to learn from them and, if needed, improve upon the materials, parts and components or the directions and methods for building that make up each kit.

I know that Mathieu has personally visited every accident site where structural integrity could even remotely be questioned as adding to the accident. He has worked side by side with the NTSB inspector who has also visited every site. Together they are thoroughly examining every component part as they search for a cause.

The Heintz family along with every employee takes great pride in the products they manufacture. Safety and product integrity receive utmost attention.

Once the kit leaves the factory, the integrity of the airplane being built becomes the responsibility of the builder and the Designated Examiner who eventually inspects the finished aircraft and provides the owner with the much sought after Airworthiness Certificate. If the builder has substituted a part, or performed some type of shortcut that may compromise product integrity, Zenair cannot control this process. Yet they are held indirectly responsible for the aircraft. They provide exceptional product support in answering all builder questions.

After the aircraft is pronounced airworthy, it is up to the owner/pilot to fly said aircraft within the defined parameters of the aircraft design. A quick visit to [www.youtube.com](http://www.youtube.com) will prove that some of these airplanes are being flown well beyond their design capabilities.

The CH 601 design withstands loads similar to many general aviation aircraft new and old. However, these limits can easily be exceeded when the aircraft is attempting to perform maneuvers for which it was not designed to do. The CH 601 is a great airplane that will provide thousands of hours of safe and pleasurable flight, provided it is built to the specs provided by the factory and flown within the limitations of the design.

I've been involved in aviation for nearly four decades. One thing I've learned when dealing with the NTSB is, "no news is good news." And there are two ways to interpret the silence. First, because Zenith is working closely with the NTSB they are not allowed to make a statement or share any information until after the investigation is completed and closed. Second, if there had been some type of possible design flaw, an emergency Advisory Directive (AD) would have been issued. To date little or no information has been forthcoming.

Taylorcraft is a good example of this. Within days of an accident last summer where a wing separated from the airplane, an Emergency AD was issued.

So, builders and pilots, let's not jump to conclusions and give this great airplane a bad rap. We should quit trying to find fault and quit trying to make design alterations in the name of making it better. Let the Heintz's and the NTSB do their job.

## Examining the CH 601

*Editor's Note: The CH 601 has received some adverse publicity and criticism in the past two months. Speculation is that the CH 601 design may be in question. Chris Heintz takes these comments very seriously and is fully dedicated to help find the cause of these accidents. Following is a list of what Zenair Ltd. and the Zenith Aircraft Company have contributed to date in their search for finding the causal reason for these accidents.*

- Chris Heintz or representative (designer of the 601) is working with the NTSB investigators on a monthly, weekly and sometimes daily basis.
- Chris has had a representative present at each 601 fatal crash in the U.S.A. in the past 2 years that did not involve fuel starvation or engine problems.
- Chris has submitted, drawings, design data, test data etc. to the NTSB and continues to do so.
- Chris has completed a series of tests in the last year in order to confirm the design.
- Chris has completed his own load analyses of aircraft sections found to be overstressed in accidents.
- In the event that the NTSB found a design problem, manufacturing problem or even a strong similarity between the crashed aircraft, they would immediately contact all aircraft owners through the FAA or manufacturer. So, no news is good news is such cases.

What is important to know is that together, Chris and the NTSB staff are seriously looking into each of the accidents. (Amateur-built aircraft are considered one of-a-kind and, therefore, the NTSB generally will limit the scope of accident investigations of custom built aircraft. However, this is not the case with the S-LSA "certified" aircraft).

It is the opinion of Chris Heintz that the NTSB investigators are going over the CH 601 S-LSA accidents as seriously as FAR 23 type aircraft accidents, and possibly even more in depth. It is hoped that the NTSB will continue to do this with all S-LSA designs.

## EVENTS

- **June 17-21, 2008, 23rd Annual Sentimental Journey Fly-In**, Piper Memorial Field, Lock Haven, Pennsylvania. For more information visit: [www.sentimentaljourneyfly-in.com](http://www.sentimentaljourneyfly-in.com).
- **July 28-August 3, 2008, EAA AirVenture Oshkosh'08**, Wittman Regional Airport (OSH), Oshkosh, Wisconsin. For more information visit: [www.airventure.org](http://www.airventure.org).
- **September 19-20, 2008, 52nd Annual Tulsa Regional Fly-in**, Bartlesville, OK. Antiques, Classics, Contemporaries, LSAs, Warbirds, forums, showers, grass runway. 250-300 aircraft fly-in. Free on-demand ground transportation. Airport never closes. [www.tulsaflyin.com](http://www.tulsaflyin.com). Info: Call Charlie Harris, 918.622.8400.

## SHORT SUBJECTS

### Aero-TV: Zodiac Builder Mike Sigman Talks About His Personal LSA – A Zodiac 601XL

Last summer at Arlington's [WA] NW EAA Fly-In, Aero-TV, the popular aviation website, interviewed Mike Sigman, builder of a Zodiac XL, and chatted with him about his personal choice for an LSA - how it went together during the building process, and, now that he was finished, how he liked it. The Zodiac XL is the newest model of the Zodiac kit aircraft series, optimized for the Sport Pilot category.

Mike told Aero-TV he was looking for a cross-country aircraft that was good on fuel, dependable and reasonably priced. He wanted to build 'all-metal,' but he did not want to buck rivets (the Zodiac uses the Avex 'pop' riveting system), and, finally, he wanted a Jabiru engine for the front end, and, thereupon decided upon the Zodiac. [You can view the entire 6-minute interview on You Tube; search Mike Sigman.]

For those who are more interested in flying than building, but STILL want the opportunity to get to know their bird "inside and out," Zenith supplies a Quick-Build Kit (supplied "fire-wall-back" to allow for easy installation of your choice of engine - whether it be Jabiru 3300, Continental O-200, Rotax 912S, Corvair, or others).

The kit includes all airframe parts, including landing gear (tricycle), standard fuel system, canopy, controls, and all hardware required to finish the airframe assembly. Standard features of the airframe kit include electric elevator trim tab, extended rear baggage compartment, wheels with hydraulic disk brakes, and more.

## Zodiac Flight Training

Flight Crafters Builder Assistance Centers and Zenith Distributing, LLC, of Zephyrhills Airport in Florida, in conjunction with CAMS Flight Training (St. Petersburg-Clearwater Int'l Airport), have announced a Flight Training Program for Zodiac owners and kit builders. CAMS Flight (Clearwater Aircraft Maintenance & Services, Inc.), founded by Matt Malouf, is one of the few schools in West Florida to offer flight training for the Light Sport Certificate. They also offer transition training for pilots considering purchasing a Light Sport Aircraft. [www.camsflight.com](http://www.camsflight.com)

CAMS Flight Training now has an AMD Zodiac XL (S-LSA) available for rental and instruction, and complete Sport Pilot instruction and certification is available. You can build your Zodiac at the nearby Flight Crafters facility and complete flight training in a Zodiac at the same time. "For the first time, we have programs in place to assist Zodiac kit owners with their building projects and provide flight training and Sport Pilot certification," stated Russell Lepre, the manager of Flight Crafters. "We can also provide training in type for those pilots that already have their license."



Flight Crafters also offers a private one-on-one rudder workshop with a one-hour "discovery flight" to allow you to gain hands-on builder experience and to enjoy an instructor guided discovery flight in the Zodiac XL. This special promotion is available for a limited time only.

For more information, contact Russell Lepre at 813.690.1916. [www.flightcrafters.com](http://www.flightcrafters.com).

## "The Zenith of LSA's"

The March 2008 issue of *Plane & Pilot magazine* features an article entitled, *The Zenith of LSA's: Zenith Aircraft of Mexico, MO, builds durable, all-metal, light-sport aircraft with an emphasis on fun*, by Bill Cox.

The article features Steve Smith's, Santa Rosa, CA, CH 601 Zodiac XL.

*Plane & Pilot* reports: "Flying the Zodiac 601 XL is more reminiscent of a normal-category machine than an LSA [Light Sport Aircraft]. The semi-bubble canopy hinges at the front and opens to reveal a wide comfortable office. Elbow-to-elbow, the 601 XL measures 44-inches, so it's plenty big for two folks, actually as broad as a Cessna 206."

To read the article in its entirety, enter the following link: <http://www.planeandpilotmag.com/aircraft/pilot-reports/zenith-air/the-zenith-of-lsas.html>

## FLYING ZENITH AIRPLANES

### Zenith CH 701 Fly-In

By Jeffrey A Beachy, Plain City, OH  
[beachyjeff@juno.com](mailto:beachyjeff@juno.com)

A group of Ohio CH 701 owners met recently at an airport restaurant to swap stories and to look at each other's airplanes. The meeting consisted of: Jeff Beachy, Bob Kissell, Larry Zetterlind and Jack Steinberger. It was quite a sight to see four CH 701's together!

## Building A CH 701 At Sun 'N Fun 2008

By Jim Hoak, Stockbridge, GA  
planejim@bellsouth.net

A couple of weeks before Sun 'n Fun, I had asked for help in building an airplane in the basic Sheet Metal Workshop during the event. We had 10 volunteers sign up immediately, and many more who showed up at the workshop, to not only help, but also to learn.

I am the co-chairman of the workshop. Our regular activity, using volunteers only, is to teach the basics of sheet metal work, focusing primarily on drilling, deburring and riveting. We do answer specific questions, when necessary.



This year, one of our volunteers purchased a CH 701 kit, which will be given to a missionary group when completed. The airplane will belong to a non-profit corporation until it is completed, which we are planning for Sun 'n Fun 2009.

This year our plan was to use experienced Zenith builders (No Zenith Factory people were involved) as guides/supervisors at each of the CH 701 workstations. All we asked was a couple of hours for a couple of days.

The workshop was a great success. Many builders and "want to be" builders participated in the week-long project. Thanks to each and every person who volunteered.

## Proper Bolt Torque

By Jim Hoak, Stockbridge, GA  
CH 601HD

It has been my experience, (for a little over 51 years now), that folks with limited experience tend to over torque those little 3/16 inch diameter AN3 bolts which are used throughout our airplanes. You know, if tight is good, tighter is better! I've seen others just wring them right off. The worst situation, especially if it is in a critical location, is the "over tightened" bolt that has not sheared "YET".

A properly calibrated torque wrench of the correct size is the proper way to go. Many times the particular installation will have the very definite specified torque for the particular bolt called out in the manual or instructions being used, such as the gearbox or engine buildup. However, most bolts will be "torqued/tightened" using just industry standards, such as in AC 43.13-1.

Of course there will be those special installations, such as the Zenith rudder pedal bearing support. Probably, the best-case scenario would be that the kit supplier specifies what to do in these situations. One may be a "hinge", where rotational movement is involved. Here we usually use a castellated nut. However, I suspect that this will not be the norm with most kit suppliers.

Sometimes we must do a little thinking for ourselves. If the rudder "torque tube" must rotate in the bearing support, we should give it some thought on our own. If in doubt, seek the guidance of an experienced mechanic or builder, or, better yet, the experts at the kit supplier, such as Roger or Nick at Zenith.

If you are fairly new at this, I suggest you get a proper torque wrench, some 3/16 inch bolts and new fiber lock nuts, (since that is what we use the most of, except in the engine compartment in some places) and practice torquing some of those bolts. I think you'll be surprised how little effort it takes.

One final suggestion: Use a 1/4 inch drive ratchet vs. a 3/8 inch drive ratchet when installing 3/16 inch diameter bolts using self locking nuts, if you are NOT using a calibrated torque wrench. You will tend to over-torque, or stretch, those little bolts with that "big" 3/8 inch drive ratchet.

Remember, perfect practice makes perfect!

## Upcoming Zenith Workshops

**June 21, 2008**, Zenith's "Spring into Summer" Fly-In Gathering at the Zenith Aircraft Factory in Mexico, MO. Fly-in or drive-in to attend the informal spring fly-in gathering. [www.zenithair.com/events](http://www.zenithair.com/events).

**June 19-20, 2008**, Factory Workshop at the Zenith Aircraft Factory in Mexico, MO. Information at: [www.zenithair.com/events](http://www.zenithair.com/events).

**June 20-22, 2008**, 8:30-5:00 PM. Engine Installation Workshop. Jabiru 3300. Led by Jim McCormick, owner and president of Jabiru Pacific. Quality Sport Planes Hangar, Cloverdale (O60), Cloverdale, CA 95425. Phone: 707.546.6272 or e-mail: [qualitysportplanes@gmail.com](mailto:qualitysportplanes@gmail.com).

**July 10-11, 2008**, Factory Workshop at the Zenith Aircraft Factory in Mexico, MO. Information at: [www.zenithair.com/events](http://www.zenithair.com/events).

**August 28-29, 2008**, Factory Workshop at the Zenith Aircraft Factory in Mexico, MO. Information at: [www.zenithair.com/events](http://www.zenithair.com/events).

**September 12-14, 2008**, (to be confirmed). Engine Installation Workshop. Rotax 912S. Led by Doug Dugger, Master Mechanic and STOL CH 701 builder. Quality Sport Planes Hangar, Cloverdale (O60), Cloverdale, CA 95425. Phone: 707.546.6272 or e-mail: [qualitysportplanes@gmail.com](mailto:qualitysportplanes@gmail.com).

**September 20, 2008**, 17th Annual Open Hangar Day and Fly-in Gathering at the Zenith Aircraft Factory in Mexico, MO. Information at: [www.zenithair.com/events](http://www.zenithair.com/events).

**October 11, 2008**, Western Regional Zenith Fall Fly-In and Open House. Quality Sport Planes, Cloverdale (O60), Cloverdale, CA 95425. Phone: 707.546.6272 or e-mail: [qualitysportplanes@gmail.com](mailto:qualitysportplanes@gmail.com).

**November 7-9, 2008**, (to be confirmed). William Wynne Workshop: Corvair College. A traditional Corvair College led by the "Corvair Authority". Must have current William Wynne Manual. Quality Sport Planes Hangar, Cloverdale (O60), Cloverdale, CA 95425. Phone: 707.546.6272 or e-mail: [qualitysportplanes@gmail.com](mailto:qualitysportplanes@gmail.com).

## ZENITH INSTRUCTORS/DEMO RIDES

• **Rick Lach** is a Zenair subscriber who can provide Demo Rides in his CH 701 with a Rotax 100 HP engine. He is also a certified Light Sport Repairman and can provide builder assistance from the simplest question to a complete rebuild of airframe and/or engine, including LSA annuals. Rick specializes in the CH 701 and CH 601 aircraft. He is located in the mountains just east of Bakersfield, CA, and flies out of Kern Valley Airport (L05), Kernville, CA, N35-43.70 W118-25.19. Rick can normally be reached at 661.345.7755 (shop) or [rick@ravengear.us](mailto:rick@ravengear.us).

• **Cherry Hill Aviation**, Freetown, IN, specializes in tail wheel instruction and fabric restoration. Based in Freetown (southern Indiana) on Cherry Hill Airport, (40IN), they have a grass strip on the field. Cherry Hill Aviation owner is Lance Bartels. Phone: 812.322.6762, email: [cherryhillaviation@yahoo.com](mailto:cherryhillaviation@yahoo.com).

• **Monte Jestes** is a CFI, and A&P. He offers tail wheel training - from LSA to Private. He is also available to do work on fabric & metal aircraft. He has an arrangement with a local IA that will oversee any extensive maintenance and repair work. Monte Jestes, 8603 E Lake View, Stillwater, OK 74075, Phone: 405-372-8015, email: [monte@jestes.net](mailto:monte@jestes.net).

• **Full Throttle Aircraft**, Rock Hill, SC, specializes in inspections, major repairs and alterations, maintenance, modifications, restorations and construction on most small aircraft and classics. Located on a 3800' grass strip near Charlotte and Columbia, South Carolina. Full Throttle Aircraft, Roy Irvin, Rock Hill, SC, Phone: 803.417.5518 or email: [fullthrottleair@yahoo.com](mailto:fullthrottleair@yahoo.com).

• **Stan Skelton**, owner of True North Aviation is a CFII, MEL, MES, & ATP, that gives float instruction in his 1956 PA-18-150 Super Cub or your airplane. Located in Ely, MN. Bunkhouse available. Plane parked on the lake in front of the bunkhouse. Tail wheel and LSA instruction also available. Contact Stan Skelton of True North Aviation, Phone: 218.365.6026 or email: [sskelton@cirrusdesign.com](mailto:sskelton@cirrusdesign.com).

• **Harold Bagnall** is a Zenair subscriber who has a Zodiac CH 601XL powered by a Jabiru 3000. He can give demo rides and will instruct in the builder's aircraft, provided their insurance covers him and the owner. Harold is not able to instruct in his 601XL for insurance reasons. Harold will also first flight LSA aircraft for owners, after he performs an inspection. Lots of time but no medical. Harold Bagnall, Hood River, OR (4S2). Phone: 509.427.8167 or 503.380.8998, email: [harold@gorge.net](mailto:harold@gorge.net).

• **Chuck Long**, Indianapolis, IN owns a CH 601HDS with a Jabiru 3300, based at Boone County Airport (614). 317.417.1604 (cell), 317.242.2384 (work), 317.892.3146 (home) or email: charles.long@allisontransmission.com.

*Editor's Note: We continue to compile a list of members who are willing to offer either instruction or demo rides in their Zenith aircraft. Please let us know if you are willing, and if others may contact you.*

## CH 640 Performance Information

By Steve Adams, N621J  
dr\_steve\_adams@yahoo.com

*Editor's note: The newly created Zenith 640 list at Matronics is <http://www.matronics.com/navigator?zenith640-list>*

I finished my 640 about 2 1/2 years ago. It'll do 130 kts TAS at gross, but I cruise at 125 kts. Other performance numbers are pretty much in line with those on the CH 640 website.



With 600 hours on it so far, I am happy with my choice and would build the same airplane plane again. It took me about 750 hours over the course of 14 months to complete the QB kit and have it in the air, including paint. It is a relatively easy, straightforward build, and the QB kit is well made. What has been done at the factory is well documented. I have plans to modify the cowl to close off some of that huge inlet and decrease cooling drag, but that will probably not happen until I have to have the plane grounded for engine overhaul someday.

It's really in its own class as far as experimental aircraft go, intermediate between the common two seat designs and the heavier 540 powered four seat designs, with the sportsman 2+2 about the only comparable kit that I know of.

So, if you're looking for a four seater that is economical and fairly simple to build & maintain, I don't think you can go wrong with the CH 640.

## ROTAX NOTICES

ROTAX RELEASES NEW AND REVISED SERVICE INSTRUCTIONS AND SERVICE LETTERS - APRIL 15, 2008

Rotax has released New and Revised Service Instructions and Service Letters listed below. Within these Service Documents, double vertical bars on the left hand page margins indicate changes and additions introduced with these revisions.

### SI-914-003 R1 - Inspection and Lubrication of Wastegate for Rotax Engine Type 914 (Series)

Due to use of leaded gas (AVGAS) under certain conditions, deposits can build up on the wastegate shaft and bearing. As a result the wastegate may operate sluggishly or get stuck. This Service Instruction shows how to inspect and lubricate the wastegate to free a stuck wastegate and prevent further sticking.

### SI-912-020 / 914-022 - Running Modifications on Rotax Engines Type 912 and 914 (Series)

This Service Instruction replaces SI-25-1997. Some information covered includes the introduction of a new compensation tube for the 912 and 914 (series) engines and a new 3-way solenoid valve for the 914 (series) engine.

Visit the Rotax website at [www.Rotax-Owner.com](http://www.Rotax-Owner.com). to obtain a complete copy of these Rotax Service Instructions.

### SL-912-004 / 914-004 R2 - Documentation for Rotax Engine Type 912 and 914 (Series)

This Service Letter explains the structure of documentation available for Rotax Aircraft Engines Type 912 and 914 (series)

### SL-912-014 / 914-012 / 2ST-008 R1 - Non Approved Modifications or Use of Unapproved Engine Components or Accessories for Rotax Aircraft Engines

Some information covered includes "repaired" crankshafts and non-Rotax genuine oil filters.

To download a copy of these Revised Service Letters, visit the Rotax website at [www.Rotax-Owner.com](http://www.Rotax-Owner.com).

Help us help other Rotax Engine owners! Tell them of these valuable ROAN services and advise them to register to [www.Rotax-Owner.com](http://www.Rotax-Owner.com) today for free e-mail Alert of critical to safety Rotax Service Information as released by the factory, expanded video instructions and on line e-learning videos.

As your new editor, a fellow Zenith builder and pilot, I want to make this newsletter something you can't live without! I need to hear your feedback on the material in this issue - what you like and don't like. Tell me what you want to see in the future. I need you to submit stories and photos of your project to share with our readers. Don't be shy! Email or write me at the address below. I look forward to serving you this next subscription year! Jon Croke

# ZENAIR NEWS

## 2008-2009 Subscription Dues

for July 1, 2008 to June 30, 2009

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Dues for July 1, 2008 to June 30, 2009 are \$28 US/Canada in US Funds

*Note: The subscription year for all Zenair subscribers runs from July 1st thru June 30th. Individuals joining after July 1st 2008 will receive the newsletters printed since that date.*

Dues for foreign members are \$33 US Funds, Visa or Mastercard

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