



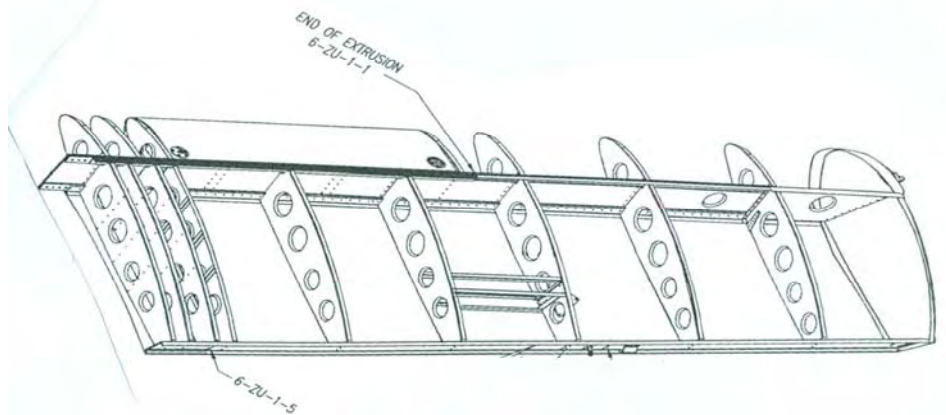
AIRWORTHINESS ALERT

ENGINEERING NEWS – UPDATE

**SUBJECT: Zenair CH601XL Safety Alert – Directive,
(Structural changes to wing/Fuselage).**

DATE: 18th November 2009

The LAA has received a lot of constructive advice and some excellent suggestions from its membership concerning this complex issue. As promised, LAA Engineering will try hard to keep owners and builders up-to-date with matters as they transpire.



Francis Donaldson, LAA Chief Engineer explains our position as of today:

LAA Engineering are analysing the preliminary drawings of the AMD modifications so that, all being well, we will be able to accept the modifications being carried out. We have raised various queries about the mod drawings which AMD will need to address as they do the prototype build. We note that, at this point, no modified aircraft has yet been test flown.

The XL, as built from a CZAW kit, is cleared by the LAA to 560 Kg and the loaded weight that can be put in the fuselage is also limited by a 'maximum loaded weight excluding fuel or wing baggage' of 494 Kg. This is based on the results of the tests and the stress calculations done in the Czech Republic. We understand that the recent load tests on an XL by Zenair in Canada broadly confirmed the results of the Czech testing.

Several owners have asked LAA whether adding the AMD modifications to a CZAW aircraft might allow a max gross weight increase to 600 Kg, as on the US Light Sport version, and removal of the 494 Kg limit allowing the aircraft to carry a heavier payload. Unfortunately this does not appear to be viable because of the approximately 10 % increase in stress levels in the wing main spar root attachments which would result, causing the stress levels to significantly exceed the guidelines in the CS-VLA requirements which apply in the UK.

We have discussed the AMD modifications with the CAA, who have been liaising with their counterparts in the FAA for some time. The CAA will not necessarily insist on the AMD mods being done in this country providing LAA remain confident that the aircraft, with the LAA mods fitted, meet the applicable CS-VLA requirements at 560 Kg gross weight and with the 494 Kg limit on max weight excluding fuel or wing baggage.

Francis Donaldson