

Zlin Aviation s.r.o. Notice of Continued Airworthiness
Safety Alert 090216
Inspection and replacement of cowl door hinge rivets

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DATE OF NOTICE: 9 February 2016
EFFECTIVE DATE: Immediately
AFFECTED AIRCRAFT: Zlin Savage, All models with opening engine bay cowl doors
AFFECTED SERIAL NUMBERS: All aircraft with engine bay cowl doors
NOTICE ID: SA090216
PAGES: This is page 1 of 3 pages.

REFERENCES: Zlin Savage Aircraft Parts Manuals (APM), All
Zlin Savage Aircraft Maintenance Manuals (AMM), All
Zlin Savage Aircraft Operation Instructions (AOI), All
Zlin Savage Pilot Operating Handbook (POH), All

DISTRIBUTION: This service bulletin SA090216 is sent to all registered Zlin Savage owners on record and posted on the manufacturer's website at:

www.zlinaero.com/techdocs.php
and on the website of the US distributor, SportairUSA, at:
www.savage.aero/owner_notices

SITUATION: A report from the field indicates that an aircraft cowl became loose at the upper cowl channel hinge attach line but did not depart the aircraft. The aircraft was operating at high power settings for more than two hours without any indication of the issue. Apparently the airflow during cruise kept the cowl door closed. As the aircraft returned to base, in the landing flare, the top of the cowl hinge was observed to be loose at the attachment point of the hinge to the upper cowl structural channel. See photos 1, 2, & 3 below.



Photo 1



Photo 2



Photo 3

This document is issued in accordance with ASTM F2295 / Standard Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft.
SAFETY ALERT requires immediate action. / SERVICE BULLETIN recommends future action. / NOTIFICATION promulgation of continued airworthiness information.

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Inspection and replacement of cowl door hinge rivets

The upper forward 10 rivets on the right cowl door hinge failed. The cowl remained attached by the aft two remaining rivets. Aircraft that sustain continued vibration, are located near coastal or salt waters, whether stored inside or parked outside may be more susceptible to corrosion of any metal surfaces or attachments.

While this is the only reported occurrence of this problem it is important for to the manufacturer to keep the aircraft fleet informed of any safety of flight, operational or maintenance issues which affect the Zlin aircraft.

CORRECTIVE ACTION: Prior to the next flight and every flight thereafter, the pilot should inspect and carefully examine each rivet in both left and right cowl upper channel attachment lines for any missing or loose rivets. The cowl doors are not affected, nor is the cowl hinge or hinge pin

If any missing or loose rivets are found proceed to the next paragraph for instructions. Refer to the latest version of the model specific Aircraft Maintenance Manual additional information. The AMM can also be downloaded from the websites noted above.



Photo 4: New Right Aft Cowl Attachment



Photo 5: New Right Forward Cowl attachment

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Photo 6: New Left Forward Cowl Attachment



Photo 7: New Left Aft Cowl attachment

Within the next 10 hours of operation remove the first (forward) and last (aft) rivet of upper attachment of each cowl hinge to the upper cowl channel. A total of 4 rivets will be removed. Install a protective barrier, cardboard or plastic over the engine cooling fins to prevent any rivet removal debris from lodging in the engine cavities. Re-attach all four previous rivet locations with a single Metric M3x10 screw, install an M3 washer and Nylock M3 nut on the opposite side. A total of 4 screws, 4 washers and 4 nuts are required.

All repairs should be completed in accordance with the model AMM and standard practice procedures found in FAA advisory circular AC 43.13, latest version.

Comply with this Safety Alert within the next ten (10) hours of operation. SA090216 is not cause for grounding if no loose rivets are found after each preflight inspection before the next 10 hours. Aircraft with current annual condition inspections are considered airworthy. Flight for re-positioning prior to 10 hours to complete inspection or services required in this document is acceptable. Enter compliance with this document in the aircraft log.

END SA 090216