

ZODIAC CH 601 XL Updates included in 3rd edition 2nd revision: August 25, 2005

Summary of revisions from to 04/05 to 08/05

AIRFRAME

- 6-X-0** DRAWING LIST August 25, 2005
- 6-X-1** **08/05** THREE VIEW
1) 2nd revision 08/05
2) top view, re-drew trim tab for full length recessed elevator trim tab (08/05)
3) Bottom diagram: fuel: Change: "Standard Fuel Capacity" to "Long Range Fuel Tanks" (08/05)
- 6-T-0** **08/05** TAIL EXPLODED VIEW
1) redrew trim tab, full length recessed trim tab. (08/05)
- 6-T-1** **02/05** STABILIZER AIRFOIL
- 6-T-2** **07/05** STABILIZER ATTACHMENTS
1) Top middle diagram 6T2-5, added .032" for the safety wire (06/05)
2) 6T2-4, re-drew cutout for attachment 6T2-1 (07/05)
3) right middle diagram (stabilizer rear attachment) rivet layout on 6T2-3, edge distance for outboard vertical rivet line 10mm inboard from outside edge. (07/05)
- 6-T-3** **08/05** ELEVATOR
1) 6T3-5 change 4 rivets A5 to 3 rivets A5 + 1 STAINLESS STEEL AS5 (08/05)
- 6-T-4** **08/05** VERTICAL TAIL RIBS
1) Delete 6T4-10 and re-introduce tip rib 6T4-2 (supplier problem with obtaining fiberglass tip) (08/05)
- 6-T-5** **08/05** VERTICAL TAIL SKELETON
1) Middle diagram: top of rudder: Added 50mm from leading edge to front face of spar (08/05)
2) Show 6T4-2 instead of 6T4-10 for the rudder tip rib (08/05)
3) 6T5-3 pivot hole in horn, ¼" hole open with 6.4mm reamer (08/05)
- 6-T-6** **08/05** RECESSED ELEVATOR TRIM TAB
1) New drawing: full length recessed trim tab (06/05)
2) Re-named 6-T-6 02/05 to Elevator trailing edge trim tab 6-TE-1 (08/05)
3) top right diagram, trim witches: reverse top and bottom diagram. To deflect the tab down, push up on the witch, trim indicator goes up. (up is the desired change in pitch attitude, turning the wheel down brings the nose of the aircraft up). (08/05)
4) deflections, 20 up , 40 down (08/05)
- 6-W-0** **08/05** EXPLODED VIEW
1) Top and bottom skin 6W8-2 and 6W8-3, re-drew inboard end of skin (added fuselage curvature) (08/05)
2) Bottom skin 6W8-2 added cutouts for the main gear attachment 6B11-4 (08/05)
3) Redrew wing tip 6W9-5 and 6W9-4 (08/05)
- 6-W-00** **01/05** RIGHT WING ASSEMBLY

- 6-W-1** **03/05** FLAPS
- 6-W-2** **08/05** AILERONS
1) **6W2-4 Rev. 1** changed 81 degrees to 84 degrees
- 6-W-3** **04/05** OUTBOARD WING SPAR ASSEMBLY
6-W-4 **10/04** CENTER WING SPAR
- 6-W-5** **08/05** SPAR TIP / NOSE RIBS
1) 6W5-1 Rev. 1, changed height from 218 to 216mm (08/05)
2) top middle diagram: station 3150 changed NR#6 to NR#7 (08/05)
3) nose rib blank: removed tooling hole at "C"
4) bottom right diagram: changed notation from "C" to "C3"
5) text bottom right of page: changed nose ribs 1 to 6 to 1 to 7, tooling holes at A and B (08/05)
- 6-W-6** **09/04** REAR RIBS
- 6-W-7** **08/05** REAR CHANNEL
1) bottom right diagram: correction 5x A5 rivets in RR#9 and NR#7, changed to 6x A5 Ref. 6-W-5 (08/05)
- 6-W-8** **08/05** WING SKINS
1) 6W8-1, dl=407 + 411=818mm (removed text on bending skin oversize) (08/05)
- 6-W-9** **08/05** TIEDOWN RING / ACCESS COVER
1) 6W9-1, added rivets to install nutplates to cover, MS20426AD3-2 qty=16
2) 6W9-1, top right diagram, installation of tiedown ring, re-drew, rivet line is not parallel to spar (30mm at top approximately 24mm at bottom) (08/05)
- 6-W-10** **08/05** AILERON CONTROLS
1) 6W10-4 angle correction, change 180 to 108 degrees (08/05)
2) top middle diagram: SL nut = AN365-1032 (08/05)
- 6-K-0** **05/05** STANDARD 12 GALLON LEADING EDGE WING TANKS
1) middle diagram: station 1750 LNRA, change see 6-LRO-1 to See 6K1-1/2 (05/05)
- 6-K-1** **08/05** LEADING EDGE WING TANKS
1) Bottom left diagram: Removed grommet through tooling hole "A" for fuel sender unit 908/05)
2) Grommets for fuel line. Holes "C1" in NR#1 and "C2" in NR#2 (08/05)
3) Added solid rivets MS20425AD3-2 in the tank end access cover 6K1-2 (08/05)
- 6-K-2** **08/05** CENTER CONSOLE/ FUEL FLOW DIAGRAMS/ GASCOLATOR
1) 6K2-3, rivets in bottom L angle, change "4 rivets A4" to "6 rivets A4". Top L angle, redrew 4 rivets in L angle. (08/05)
- 6-B-0** **08/05** FUSELAGE EXPLODED VIEW
1) Bottom right diagram: added 6B7-3, 6B8-10, 8B8-11 (08/05)
- 6-B-1** **08/05** FUSELAGE BOTTOM SKIN H.T. FRAMES
1) 6B1-9 should read "Same dimensions as 6B1-8" not "same dimensions as 6B3-3"
2) 6B1-1 outside to outside dimension = 234, 6B1-2 width = 106mm (08/04)
3) 6B1-6 change dl from 40 to 42mm (08/05)

- 6-B-2** **08/05 REAR BOTTOM LONGERONS**
 1) Upper rudder hinge 6B2-7 open ¼" hole with 6.4mm reamer (08/05)
 2) Hinge shim 6B2-10 change width from 20 to 17mm (08/05)
- 6-B-3** **08/05 REAR SIDE SKINS**
 1) Top right diagram: added slopped L angle for baggage floor, ref 6-B-16. First 2 L angles do not go all the way up to the longeron 6B11-1 (08/05)
 2) bottom right diagram: added 1130mm dimension along the front of the fuselage (measured from outside to outside of extrusion 6B2-3 (08/05)
- 6-B-4** **08/05 REAR FUSELAGE RIVETING**
 1) left middle diagram: redrew rivet pitch in the rear upper longerons (pitch 20) 17 rivets between the HT frames. (08/05)
- 6-B-5** **08/05 REAR FUSELAGE ASSEMBLY**
 1) 6B5-5 Rev. 1 change 3 degrees closed to 2.5 degrees closed (front and rear flange). (08/05)
- 6-B-6** **07/05 FIREWALL & STIFFENER**
 1) 6B6-4 Rev. 3 upper engine mount fitting. Made fitting longer, changed length from 110 to 152, added plate with hinge hole. Added bolt, 3 bolts AN3-5A. AN3-5A bolt not welded to fitting. Renamed from "upper engine mount fitting" to "upper engine mount fitting & canopy hinge" (
 2) 6B6-5 Rev. 2 Bolt AN6 is not welded on plate: part supplied without the 3/8" hole drill in front of fitting. (07/05)
- 6-B-7** **08/05 FIREWALL RIVETING**
 1) updated shape of 6B6-4 (08/05)
 2) 3/8" hole in bottom of firewall for 6B6-5 9 (08/06)
- 6-B-8** **08/05 NOSE GEAR UPPER BEARING**
 1) 6B8-1 added ¼" corner relief hole (05/05)
 2) 6B8-6, distance to front edge, changed 9.5 to 8mm 908/05)
 3) bottom right diagram: re-drew the number of rivets "+" in 6B8-10, (7 rivets in each row), 6B7-3 has 6 rivets (08/05)
 4) top right diagram: repositioned rivet lines on gusset 6B8-1, 10mm from edge (08/05)
- 6-B-9** **08/05 RUDDER PEDALS**
 1) Top right diagram: location of brake cylinder support 6B9-6 for left foot, changed from 175 to 275mm (to the rivet line), change 135 to 137mm to the rivet line (instead of inboard edge) (08/05)
- 6-B-10** **08/05 FRONT FLOOR SKIN**
 1) Gusset 6B10-4, change length from 230 to 210mm, dl from 75mm to 70mm (08/05)
 2) Cabin floor 6B10-1, top middle diagram, sides (aft portion) is bent to 90 degrees on 50mm (08/05)
- 6-B-11** **08/05 UPPER FRONT LONGERONS**
 1) Forward side skins 6B11-2, aft edge is trimmed flush with the bottom skin 6B1-4, front bottom edge is trimmed flush with cabin floor 6B10-1 (08/05)
- 6-B-12** **07/05 FUSELAGE BULKHEADS**
 1) 6B12-4 rev. 2 change width from 467 to 459 to center line, first vertical distance, change 62 to 72mm (07/05)

- 6-B-13** **08/05 WING JIG**
1) spelling, flange (bottom text) (08/05)
- 6-B-14** **03/05 JOINING FUSELAGE ASSEMBLIES**
- 6-B-15** **07/05 FORWARD FUSELAGE STIFFENERS**
1) top right diagram: added part number to 6F6-4 (08/05)
- 6-B-16** **08/05 SEAT BACK SUPPORT**
1) bottom middle diagram, re-drew L angles on baggage floor pointing towards front, second vertical L angle on side skin is located behind the L angle on baggage floor (08/05)
- 6-B-17** **08/05 CONTROL STICK**
1) Top middle diagram: change 165 to 155, center of 1-1/8" to bottom flange of bearing support 6B17-1 (08/05)
- 6-B-18** **08/05 ARM REST / SEAT BELT**
1) 6B18-4, redrew R15 (08/05)
2) right diagram: added L angles between baggage floor 6B16-1 and center seat back channel 6B16-2 (08/05)
- 6-B-19** **08/05 FLAP CONTROLS**
1) Bottom right diagram, changed AN5-10A to AN5-11A (rod end to 6B19-3 (08/05)
2) Bottom middle diagram: removed 50mm from bottom of 6B19-1 to fuselage skin. Added note: the center of the control tube 6B19-1 and 6B19-2 is in line with the center of flap piano hinge 6W1-4.
- 6-B-20** **04/05 AIR VENT / FLAP CIRCUIT**
- 6-B-21** **08/05 FUSELAGE TOP SKIN**
1) Bottom middle diagram 6B21-7, add missing dimension 860mm, center rivet line in 6B12-2 to 6B21-2 (08/05)
2) Bottom middle diagram, second tube frame, part number correction, change 6B21-1 to 6B21-2 (08/05)
- 6-B-22** **02/05 CABLE FAIRLEADS**
- 6-B-23** **02/05 CONTROL CABLE ENDS**
- 6-C-1** **07/05 CANOPY HINGE**
1) Deleted parts 6C1-2 and 6C1-3 replaced by 6B6-4 Rev. 3 (07/05)
2) new page layout (07/05)
- 6-C-2** **07/05 CANOPY SIDES**
1) top left diagram: show 6B6-4 Rev. 3 (07/05)
2) bottom right, cable holes through latch, change 1/16" to 5/64" or 3/32" hole (07/05)
- 6-C-3** **07/05 CANOPY FRAME**
1) Deleted 6C3-7 front flashing (7/05)
2) Added rudder trim TP-897 to front and rear of canopy (07/05)
3) new part number: 6C3-9 front gusset (previously shown on drawing 6-C-4 04/05)
4) New page layout
- 6-C-4** **08/05 CANOPY RELEASE**
1) Bottom right diagram: removed detail view of gusset.
2) Use handle with key & lock (08/05)

- 6-G-1** **04/05** NOSE GEAR STRUT ASSEMBLY
- 6-G-2** **08/05** NOSE GEAR BEARING
 - 1) Top right diagram: part number correction change 6G8-6 to 6B8-6 (08/05)
 - 2) 6G2-4 steering rods 5/16"-24 threaded stainless steel rod, length =310mm (08/05)
- 6-G-3** **08/05** MAIN SPRING GEAR
 - 1) 6G3-1, text, change Grove 60-1 to Grove 50-1 (08/05)
 - 2) Main gear attachment 6G3-4 top right diagram: added "or SL NUTS AN365-820" (08/05)
 - 3) 6G3-1 weight changed 43 to 45.5 pounds (08/05)
- 6-S-3** **04/05** WING ATTACHMENT, FLAP TEMPLATE
- 6-S-4** **04/05** INSTALLATION OF STABILIZER
- 6-S-5** **08/05** RUDDER ATTACHMENT
 - 1) 6S5-1 correction to material thickness: changed .032" to .063" (06/05)
 - 2) 6S5-1 change 65 to 69, aft bottom corner = 90 degrees, front top corner = 90 degrees (08/05)

POWERPLANT

- 6-E** ENGINE MOUNT ROTAX 912S
- 6-JE** JABIRU 3300 ENGINE MOUNT
- 6-CE** **08/05** CONTINENTAL 0-200
 - 1) Top right diagram: vertical distance between top firewall hole & top engine mount hole = 128mm (instead of 150mm)
 - 2) bottom right: top firewall hole to fuselage reference line (longerons) = 15mm down (longerons is below top firewall holes)
 - 3) crankshaft is 10mm higher than fuselage reference line.
- 6-YE-1** **07/05** LYCOMING 0-235 CONICAL ENGINE MOUNT
 - 1) Top left diagram: distance between upper firewall bolt to upper engine attachment bolt = 91mm
 - 2) Bottom right diagram: distance from crankshaft to fuselage longeron reference line = 15mm (crankshaft is lower than reference line)
 - 3) bottom right diagram: distance from fuselage longeron reference line to upper firewall bolt = 15mm (reference line is lower than upper firewall bolt)
- 6-YE-2** **07/05** LYCOMING 0-235 CONICAL ENGINE MOUNT
 - 1) Bottom right diagram: distance from crankshaft to fuselage longeron reference line = 15mm (crankshaft is lower than reference line)
 - 2) bottom right diagram: distance from fuselage longeron reference line to upper firewall bolt = 15mm (reference line is lower than upper firewall bolt)
 - 3) bottom right diagram: location of crankshaft on engine block: equal distance up and down to engine attachment bolts.

OPTIONS

- 6-ATO-1 07/05** XL AILERON TRIM TAB OPTION
1) 6-ATO-1-1 change dl from 153 to 167 (08/05)
2) top diagram, change 84 to 77mm (bottom cutout), no change to top at 73mm (07/05)
- 6-LLO-1 08/05** LANDING / TAXI LIGHT OPTION
1) Top left diagram, change NR#8 to NR#7 (08/05)
- 6-NSO-1 04/05** NAV/STROBE LIGHT OPTION
- 6-WFO-1 11/04** WHEEL FAIRING OPTION
- 6-WLO-1 01/05** WING LOCKER OPTION

OPTIONS AVAILABLE SEPARATELY

DUAL STICK OPTION

- 6-PH-1 01/04** PIANO HINGED AILERONS
- 6-DS-1 08/05** DUAL STICK CONFIGURATION: MODIFIED TORQUE TUBE
1) middle diagram: AN3-21A through bushing 6DS1-6, use 3 washers (08/05)
- 6-DS-2 04/04** DUAL STICK CONFIGURATION: CONTROL CONNECTION
- 6-DS-3 08/05** DUAL STICK CONFIGURATION: CONTROL COLUMNS
1) 6DS3-3 Rev. 1 change rod length from 200 to 185 (08/05)
2) 6DS3-4 Rev. 1 change rod length from 195 to 180mm (08/05)

TAIL DRAGGER OPTION

- 6-TD-1 10/04** TAIL DRAGGER CONFIGURATION: TAIL SPRING PICK UP.
- 6-TD-2 08/05** TAIL DRAGGER CONFIGURATION: LOWER FRONT LONGERONS
1) 6-TD-2-7 Rev. 1, changed angles of bend: 39 to 60 degrees, 57 to 36 degrees. Distance across bottom 1630 (inside to inside), no change to the dl=2460mm (08/05)
- 6-TD-3 04/04** TAIL DRAGGER CONFIGURATION: GEAR UPRIGHTS
- 1) Bottom right diagram: 5.25" from crankshaft to tup engine holes, 6.3125" from crankshaft to bottom engine holes.
 - 2) bottom diagram: firewall attachment plates, dimensions: 40x75mm (instead of 39x73mm)
 - 3) top right diagram: bottom 305, top 428, bottom right diagram 460mm location of engine mount on firewall must fit dimensions on 6-B-7
- 6-TE-3 07/05** ELEVATOR TRAILING EDGE TRIM TAB (07/05)
- 1) New drawings, previously 6-T-6 02/05 (07/05)
 - 2) 6TE1-6 Rev. 2 location of pivot hole 55mm from aft edge, use t=.063 with bend for mounting flange = 20mm bend radius = 1/4", instead of extrusion, (07/05)
 - 3) 6TE1-8 Rev. 2 change 72 to 82, 9 to 12 (07/05)
 - 4) top left diagram: cutout, change 10x30 to 10x40, location of cutout, change 35 to 38mm, 55mm measured to rivet line in rib (instead of edge of rib) (07/05)
 - 5) middle left diagram, section A-A position of horn on trim tab: delete line through hinge center line to trim motor rod assembly (pivot). Center horn on tab (07/05)

** end **