

Tip No 10. ICP in Italy have issued a Airworthiness Directive for the Rear Cross-member immediately in front of the underside hatch. This advice has been on the RAA site [here](#) for some time. The latest kits are supplied with a doubler to be fitted on top of the rear cross-member. I have always thought that the rear cross-member is a little too flexible in that if one holds the top and applies fore and aft pressure, the cross-member top flange is easily moved. I would suggest that if we can stop the top flange from flexing fore and aft then we have a much stiffer section able to resist forces which may make it crack over a long period.

I suggest that the angle braces shown in the photo are an effective solution to this potential issue for kits without the new doubler.



You can find all previous Savannah Tips and products on my [Web Site here.](#)