

**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.](#)