	<b>SERVICE BULLETIN</b>	
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# SERVICE BULLETIN

## Landing Gear Inspection

SB-SECS-CT\_\_-01;  
 SB-SECS-CT2k-02;  
 SB-SECS-CTSW-02

### 1 Planning Information

#### 1.1 Affected Aircraft

Type: CT  
 Model: CT, CT2k, CTSW  
 Serial Number: All serial numbers  
 Applicable Countries: All Countries where BCAR Section S standards are in effect

#### 1.2 Concurrent Documents

None

#### 1.3 Reason

Re- issue of existing document in order to implement it to the new Service document numbering system

#### 1.4 Subject

All information see paragraph 3

#### 1.5 Compliance

All information see paragraph 3

#### 1.6 Personnel Qualifications


All information see paragraph 3

#### 1.7 Approval

All information see paragraph 3

#### 1.8 Weight and Center of Gravity

All information see paragraph 3

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		Date of Initial Publication: <b>15-Oct-2008</b> Publication Date of this Revision: <b>15-Oct-2008</b>

### 1.9 References

All information see paragraph 3

### 1.10 Superseded Documents

Technical Advice No. 10, TM 04

Safety Directive No. 10

### 1.11 Contact Details

For further information or to report any Safety of Flight or Service Difficulty issues contact your Distributor responsible for your country.

Specific contact in USA:

Flight Design USA  
 P.O. Box 325 South Woodstock, CT 06267  
 Tel: 860 963 7272 / Fax: 860 963 7152  
 Web: [www.flightdesignUSA.com](http://www.flightdesignUSA.com)  
 E-Mail: [airworthiness@flightdesignUSA.com](mailto:airworthiness@flightdesignUSA.com)

For all other countries and in cases where the local distributor is not known or available contact Flight Design GmbH directly.

## 2 Resources

### 2.1 Materials

All information see paragraph 3

### 2.2 Manpower


All information see paragraph 3

### 2.3 Cost

All information see paragraph 3

## 3 Instructions

The following is the 1:1 copy of the existing document following the old numbering system.

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Technical Advice (Service Bulletin) No.10-TM4

December 7<sup>th</sup>, 2005

Subject:

CT, CT2K and CTSW all versions


Reason:

A main landing gear leg breakage was reported on 7<sup>th</sup> November 2005. Our local representative has not yet obtained the broken leg for analysis. According to pictures the gear leg may have been damaged before breakage. To date, there have been no known cases of leg breakage on undamaged main gear (bent or cracked). In some cases where planes have been flown with damaged main landing gear, failure has occurred.



Action:

All landing gear legs must be inspected every 300 hours or annually whatever comes, first using magnified visual inspection or a dye penetration test. A similar inspection must be made after a hard landing. Note: Bent landing gear or landing gear with cracks must be replaced before next flight.

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Inspection method:

Unscrew the central locknut and remove the main gear rear reinforcement (left/right).  
 Apply dye penetrant or use a magnifier and observe for any cracks with aid of small inspection mirror. Replace the main gear rear reinforcement (left/right), replace the central locknut.


This check can be performed in approx. 15 minutes.



Documentation:

Action has to be documented in the log book. We refer also to TM 3 (E or D) from September 23<sup>rd</sup> 2004.

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## 4 Appendix

### 4.1 Changes to Previous Revision

No content changes – re-issue of existing document to new numbering system

### 4.2 Feedback Template Flight Design

All information see paragraph 3