SAFETY ALERT

Servo Tab Spring

SA-SECS-CTSW-02

1 Planning Information

1.1 Affected Aircraft
Type: CT
Model: 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

1.9 References
All information see paragraph 3
1.10 **Superseded Documents**

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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

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.
Technical Advice No. 12e
November 1st, 2006

Scope:
CTSW 2006 serial No. 05-11-09 to serial No. 06-09-05

Reason:
An accident during a recent production test flight prompted a complete review of the CTSW 2006 flight control system.

While it has not been determined that the flight control system was a contributing factor to the accident, during the review it was determined that one aspect of the design, the pitch trim system, could be improved upon.

It was found that the anti-servo tab spring could, under extreme conditions, cause a sudden change in trim force pressure. This could result in a sudden pitching down movement of the aircraft that is most pronounced as Vne is reached or exceeded.

Action:
Flight Design is mandating a modification of the trim system on the affected aircraft that consists or replacing the original spring and associated spacer and washer with a new spring and telescopic spring guide assembly (Fig. 1)

The modification will be performed within the next 25 hours, or at the next maintenance interval, whichever occurs first.

Note: Flight Design will provide the parts at no charge and will reimburse one hour of labor at a rate of € 48,- to the importers.

Procedure:
1. Remove the stabilizer from the airplane according to the maintenance manual
   Important:
   A. The new spring is longer than the original (37 (Fig 3) windings instead of 35 windings). The original one is too short and must not be used. (Fig 2)
   B. The movement of the original, shorter spring is limited at one end by a plastic spacer (KA6060008) and at the other end by a washer (KA6060009) (Fig 2). These parts are also not reused.
   C. When mounting, the gliding surfaces of the telescope and the surfaces contacting with the spring have to be lubricated by use of Aeroshell Grease 6 or equivalent, to support frictionless operation.
1. Mount the stabilizer in accordance with the Maintenance Manual and check for correct operation.
2. Tag the original spring with the aircraft serial number and return to Flight Design.

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**Documentation:**

All procedures will be documented in the aircraft log book.

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**Fig. 1**

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**Fig. 2 (Old)**

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**Fig. 3 (New)**
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