	Service Bulletin	
	Flight Design GmbH Zum Tower 4 01917 Kamenz Germany Tel.: +49 (0)3578 37335 0 Fax: +49 (0)3578 37335 69 E-Mail: airworthiness@flightdesign.com	SB-ASTM-CTLS-12 Revision 01
	Date of Initial Publication: 18-Nov-2015 Publication Date of this Revision: 02-Dec-2015	

Service Bulletin

in the level of a Service Directive
USA Data Plate Replacement
SB-ASTM-CTLS-12

Repeating Symbols:

Please pay attention to the following symbols throughout this document emphasizing particular information.

- ▲ **Warning:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **Caution:** Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.
- **Note:** Information useful for better handling.

1 Planning Information

1.1 Affected Aircraft

Type: CT
 Model: CTLS-LSA
 Serial Number: deleted; F-12-04-01; F-12-05-04; F-12-05-05; F-12-07-04;
 F-12-07-05; F-13-01-06; F-13-01-07; F-13-01-08; F-13-02-01;
 F-13-02-02; F-13-02-03; F-13-03-07; F-13-03-08; F-13-03-09;
 F-13-04-03; F-13-04-06; F-13-06-01; F-13-06-02; F-13-06-05;
 F-13-12-09; F-13-12-10; deleted; F-14-06-03; F-14-06-04;
 F-14-06-06; F-14-07-08; F-14-07-10; F-14-07-11; F-14-07-12;
 F-14-07-13; F-15-04-50.


Applicable Countries: Applicable only to aircraft with S/N above and registered with the FAA.

1.2 Concurrent Documents

- none -

1.3 Reason

Aircraft registered with the FAA are required to comply with all recognized ASTM International industry standards. One update of the standards issued in 2012 was adding a requirement to show the country of manufacture also on the stainless steel data plate of the aircraft. The aircraft listed above have been delivered with data plates that do not show the country of origin.

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1.4 Subject

The rear data plate attached to the left side of the aircraft tail is replaced with an updated data plate that shows the country of origin. The exchange is done in a controlled way, to ensure proper replacement, receipt and disposal of the removed data plates.

1.5 Compliance

This SB is issued in the level of a formal Service Directive. Compliance is mandatory.

Compliance must be shown latest at the next annual inspection of the aircraft. In cases where the annual inspection of the aircraft is due within 6 weeks from the initial issuance of this SB, showing of compliance may be delayed to the subsequent annual inspection.

1.6 Approval

This SB is approved by the aircraft manufacturer i.a.w. ASTM F2483 for conduct on affected aircraft as defined in 1.1. Subsequent to complete and correct conduct of this SB the aircraft will still meet the requirements of the applicable ASTM design and performance specification.

1.7 Type of Maintenance

Heavy

1.8 Personnel Qualifications

LSA Repairman "Maintenance" (LSR-M), A&P, IA or an FAA repair station.

1.9 Release to Service

Conduct of this SB must be inspected by the relevant aircraft inspector conducting the annual inspection.

Conduct of this SB must be logged in the aircraft log book with date and signature of the responsible Person according to national regulations.

1.10 Weight and Balance

Not applicable.

1.11 References

1. Drawings:


None required.

2. Documents:

None required.

1.12 Superseded Documents

- none -

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1.13 Contact Details

For further information on conduct of this SB, or to report any Safety of Flight or Service Difficulty issues contact your Distributor responsible for your country. Your Distributor can be located via the Flight Design website: www.flightdesign.com under "Dealer Location".

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

E-Mail: airworthiness@flightdesignUSA.com

In cases where the local distributor is not known or available contact Flight Design GmbH directly: airworthiness@flightdesign.com.

1.14 Disclaimer

This Service Bulletin has been generated with utmost care. Nevertheless errors and misunderstandings can never be fully excluded. In case of any doubts the applicant of this Service Bulletin is requested to contact Flight Design immediately to clarify the issue.

2 Resources

Hand drill with 4,0 mm drilling bit.

2.1 Workshop Conditions

Dry workshop place with adequate lighting.

2.2 Parts

- 2 pcs. Stainless steel blind rivets, mushroom head, 4.0 mm diameter, clamping length adequate for the material pairing (typically 4.5 ... 6.5 mm);
- 2 pcs. stainless steel washers, suitable for 4,0 mm bolts.

2.3 Tools

1. Riveting tool suitable for 4.0 mm blind rivets.

2.4 Special tools

- none -

2.5 Manpower


The described task can be performed within approximately 0.5 hours (working time).

The working time includes:

- Removal and re-installation of the data plate

The working time does not include:

- Exchange of the data plate with Flight Design

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2.6 Cost

Replacement data plates will be provided by Flight Design free of charge.

3 Instructions

3.1 General

CTLS aircraft are equipped with 2 pcs. data plates, one installed to the firewall, and one installed to the left hand side of the tail boom of the fuselage. This instruction

- **Caution:** This instruction only affects the data plate attached to the left hand side of the tail boom of your aircraft (location B in Fig. 1). The data plate installed to the firewall is not affected.

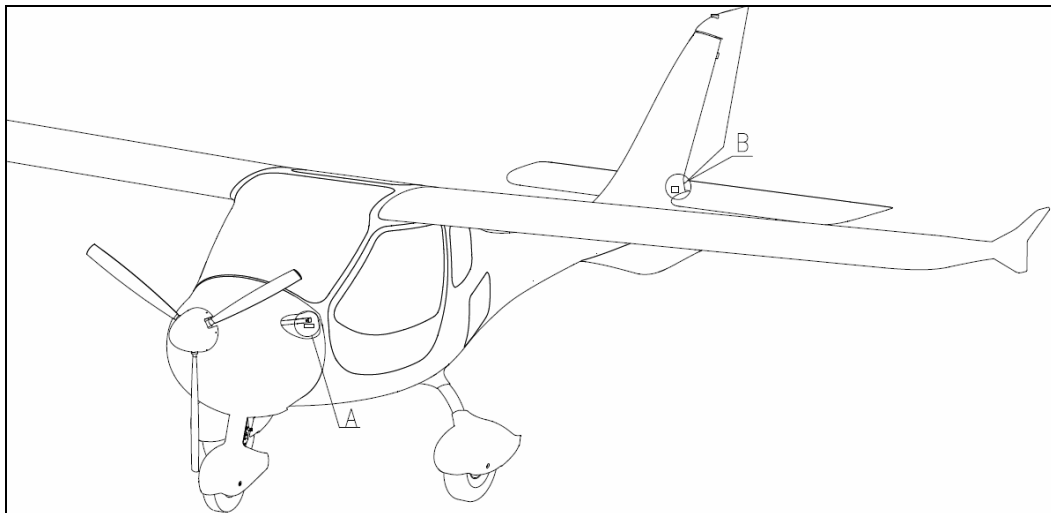


Fig. 1 – Location B data plate is affected

Please note that the data plate is a sensitive identification component of the aircraft. The aircraft may only be operated with data plate permanently attached. Exchange of the data plate must be conducted in a controlled way, so that Flight Design can positively document and confirm destruction of the old data plate. Therefore it is mandatory that you ship the old data plate to Flight Design, before Flight Design can ship the new data plate to you.


3.2 Detailed Procedure

3.2.1 Removal of the Old Data Plate

Use a hand drill with a 4.0 mm drilling bit and carefully drill at the center of the two rivets holding the rear left hand side data plate. Only drill as much as required to get the rivet head removed.

Reach into the rear of the fuselage to prevent the shaft of the rivet and the washer from falling into the fuselage. Carefully push the rivet shaft to the inside of the fuselage and remove rivet shaft and washer.

- **Caution:** In case the rivet shaft or washer has dropped into the fuselage, positively ensure to remove all pieces from the aircraft. The stainless steel rivet and washer cannot be collected using a magnet.

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3.2.2 Data Plate Exchange

Send the removed data plate to the following U.S. address:

Flight Design USA
P.O. Box 325
South Woodstock, CT 06267

Ensure to provide contact information and shipping address along with the shipment.

Immediately upon receiving of the old data plate, Flight Design USA will send to you the new data plate. The old data plate will be subsequently destroyed by Flight Design USA in a properly documented way.

3.2.1 Installation of the New Data Plate

The data plate comes pre-drilled. Position the data plate to the tail fuselage using the 2 rivets.

Apply one washer on the rear side of the rear rivet and ensure the washer lies flat relative to the composite fuselage tail boom structure. Pull the blind rivet using the riveting tool. Repeat for the forward rivet.

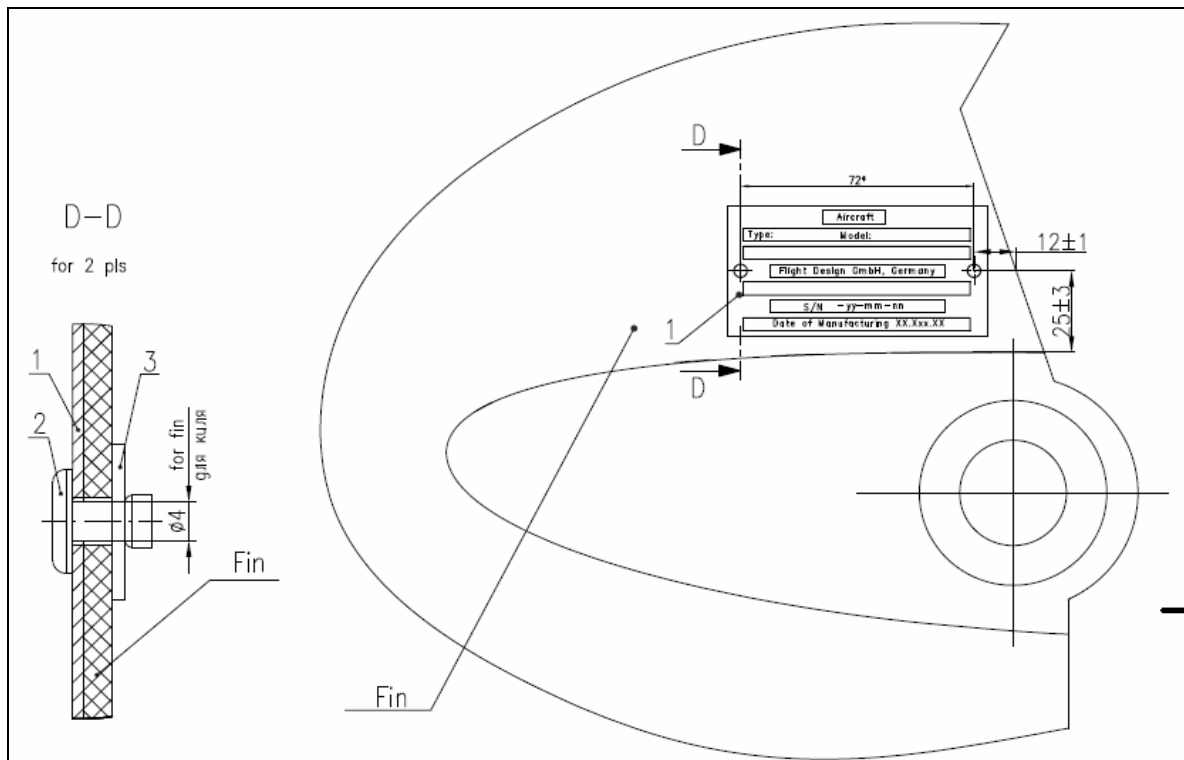



Fig. 2 – Installation of the Data Plate (1 – Data Plate; 2 – Rivet; 3 – Washer)

- Caution:** In case the rivet shaft or washer has dropped into the fuselage, positively ensure to remove all pieces from the aircraft. The stainless steel rivet and washer cannot be collected using a magnet.

3.3 Documentation

Conduct of this SB must be logged in the aircraft log book with date and signature of the responsible Person conducting the SB. National regulations have to be considered.

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4 Appendix

4.1 Changes to Previous Revision

Updated list of affected airplanes in chapter 1.1 – two S/N deleted

4.2 Feedback Template

No specific feedback required