1 Planning Information

1.1 Affected Aircraft
Type: CT
Model: CTSW
Serial Number: All serial numbers
Applicable Countries: All Countries where ASTM 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1.10  **Superseded Documents**

Safety Directive No. 11

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.
FLIGHT DESIGN USA  SAFETY DIRECTIVE No.11

Servo Tab

SERVICE_BULLETIN

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South Woodstock, Connecticut 06267
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Airworthiness@flightdesignusa.com

- Pages: One (1)
- Date Issued: March 27, 2006 (Original Issue)
- Date Effective: March 27, 2006
- Scope: CTSW Serial No: 05-12-01, 05-12-02, 05-12-03, 05-12-05, 05-12-06, 05-12-07, 05-12-08, 06-01-07, 06-01-08, 06-01-09, 06-01-10, 06-01-11, 06-01-12, 06-02-05, 06-02-06.

Discussion:

A production change was made to 2006 CTSW aircraft in order to increase the effectiveness of the Stabilator trim tab. The change consists of adding two hinges to the trim tab, one at each end of the hinge line. Because of the low number of non-conforming 2006 CTSWs delivered to date, the Manufacturer has decided to issue this Safety Directive in order to promote standardization among the fleet.

Corrective Action:

The affected aircraft will be modified by Factory-approved technicians to conform to Flight Design Modification Approval No. 060327. All modifications will be entered into the aircraft logbook as appropriate.

Information

Contact Flight Design USA for a list of approved technicians.
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