Service NOTIFICATION

Coolant hose chafing

SN-ASTM-CT__-03;
SN-ASTM-CT2k-04

1 Planning Information

1.1 Affected Aircraft
   Type: CT
   Model: CT, CT2k
   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1.10 **Superseded Documents**

Technical Advice No. 4
Safety Directive No. 4

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.4

Coolant hose chaffing

Notification

Flight Design USA
Woodstock Airport
91, Route 169, PO. Box 325
South Woodstock, Ct. 06267
Tel: 860-963-7272 Fax: 860-963-7152
fstar@rcn.com

- Pages: One (1)
- Original Issue
- Date Effective: October 6, 2006
- Scope: CT, CT2K, up to and including serial No. 02-06-04-25

Discussion

It was reported that the coolant hose that runs through the left side intake manifold down to the radiator could be subject to excessive wear through chaffing.

Production aircraft were changed by extending the length of the underlying aluminum pipe running up from the radiator to the expansion tank and by moving the hose clamp inboard.

Note: This event and subsequent action, Flight Design Technical Advise No.4 upon which this Safety Directive is based, pre-dated all but two aircraft (serial No. 01-04-03-13 and 02-01-03-03) imported and registered in the U.S.

Corrective Action

All affected aircraft be inspected and modified to the revised production configuration as needed.

Reminder

Flight Design reminds the Owner/Operator of a Flight Design aircraft that compliance with all Safety Directives, Aircraft Operating Instructions, Maintenance Manuals as well as the reporting of any and all Safety of Flight or Service Difficulties by the Owner/Operator is mandatory for the operation of an S-LSA aircraft.

FDUSA SD4
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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