Service NOTIFICATION

Rohacell ® foam core

SN-ASTM-CT__-01
SN-ASTM-CT2k-01
SN-ASTM-CTSW-01

1 Planning Information

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1.10 Superseded Documents

Technical Advice No. 1
Safety Directive No. 1

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
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.
FLIGHT DESIGN USA  SAFETY DIRECTIVE No.1

Rohacell® foam core

NOTIFICATION

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- Pages: Two (2)
- Supersedes: Technical Advice No.1, Dated June 12, 2001
- Re-issue to conform to ASTM format
- Date Issued: January 1, 2006
- Date Effective: January 1, 2006
- Scope: CT, CT2K, and CTSW in all versions.

Discussion

Some aircraft were found to have damaged Rohacell® foam indicated by the deformation of the affected surface.

Analysis of the phenomenon indicated that the Rohacell® was damaged by alkaline water (Despite the material being highly resistant to many chemicals and fuel).

Aircraft components with thin outer layers have been found to be particularly vulnerable.

Many cleaning products and polishes contain alkaline.

Rain water, although often acidic, can tend towards being alkaline.

Corrective Action

The Maintenance and Inspections Procedures Manual will be changed to clarify and emphasize that the aircraft must not be exposed to alkaline.

If an aircraft is to be stored outside for extended periods, steps should be taken to keep it dry by use of waterproof covers.
If an Owner/Operator suspects Rohacell® damage, operation of the aircraft must not be attempted, and Flight Design must be contacted for further instructions.

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.
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