Service NOTIFICATION

Upper rudder hinge

SN-ASTM-CT__-04;
SN-ASTM-CT2k-05;
SN-ASTM-CTSW-03

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1.10 **Superseded Documents**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. 5
Safety Directive No. 5

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.

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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

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3 **Instructions**
The following is the 1:1 copy of the existing document following the old numbering system.
FLIGHT DESIGN USA SAFETY DIRECTIVE No. 5

Upper rudder hinge

Notification

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South Woodstock, Ct. 06267
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• Pages: One (1)
• Original Issue
• Date Effective October 10, 2006
• Scope: CT, CT2K, and CTSW in all versions.

Discussion

After 80 hours of operation, aircraft serial No. 01-06-02-12 was found to have a loose upper rudder hinge pin at the point where the pin is seated in the upper rudder rib.

Technical Advise No.5 dated July 1, 2003, was issued requiring that all existing aircraft at the time be inspected for the same problem.

No other aircraft were found to have this safety issue.

Corrective Action

All aircraft will continue to be inspected during periodic maintenance as specified in Chapter 3, Inspections, of the Maintenance and Inspection Procedures Manual.

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