Service NOTIFICATION

Engine coolant

SN-ASTM-CT__-02;
SN-ASTM-CT2k-02;
SN-ASTM-CTSW-02

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1.10 Superseded Documents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. 2
Safety Directive No. 2

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.2

Engine coolant

NOTIFICATION

Flight Design USA
Woodstock Airport
91 Route 169, P.O. Box 325
South Woodstock, Ct. 06267
Tel: 860-963-7272 Fax: 860-963-7152
Airworthiness@flightdesignusa.com

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- Supersedes: Technical Advice No.2, Dated Dec. 9, 2002
- 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

Two issues concerning coolant fluids have been noted by Flight Design.

1. Certain engine coolant brands break down above 150°C (302°F). This temperature may be reached in certain parts of the cooling system for brief periods and might not be indicated on the engine instrumentation.
2. Certain engine coolant brands should not be mixed.

Corrective Action

Owner/Operators should only use Rotax recommended engine coolant fluids. Refer to the Rotax Engine Manual.

If the engine coolant shows of sludge or foam, or if the aircraft engine instrumentation indicates that 150°C has been exceeded: drain the coolant, flush the system and refill following the Rotax Engine Manual guidelines.

If the engine coolant needs to be topped-off and the brand in the system is unknown, drain the coolant, flush the system, and refill following the Rotax Engine Manual guidelines.
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 allSafety 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