Service NOTIFICATION

Coolant hose cracking

SN-LTUL-CT2k-03

1 Planning Information

1.1 Affected Aircraft

Type: CT
Model: CT2k
Serial Number: All serial numbers
Applicable Countries: All Countries where LTF-UL 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1.10 Superseded Documents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. 3
Safety Directive No. 3

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.
TECHNICAL ADVISE No. 3

Date:
10.09.2002

Subject:
Rubber hoses

Case:
After supplier change in 2000, there has been reported rubber hoses, which show cracks on the outside of the hose.

Advise:
- Please exchange this rubber hoses. New rubber hoses for planes less than 2 years old are supplied for free, if old ones are send back to Flight Design for analyse.
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