Service NOTIFICATION

Detection of Damages from Hard Landings

SN-LTUL-CT__-07;
SN-LTUL-CT2k-08

1 Planning Information

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1.10 **Superseded Documents**

TM 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](http://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.
Technische Mitteilung Nr. 3* English :

23.09.2004

Flight Design CT2K & CTSW

1. All CT2K and CTSW are designed & tested for a maximum take-off weight of 600 kg according German BFU 95 (maximum certified weight in Germany 472.5 kg). Out of safety reasons, the landing gear is designed by the principal first Metal (plastic deformation) than composite (break).

2. Overloading because of hard landing can be easily detected during pre-flight check.

Front landing gear:

1. The engine frame has been deformed:
   The propeller axis does not fit anymore to the engine cowling. This can be seen also when there are only very little deformations of the engine frame.

2. The main connection area to the fuselage tunnel is damaged:
   The connection is not covered and cracks can be seen at the tunnel behind the pedals in the foot room.

3. The main tunnel takes energy and folds itself:
   The tunnel show breakage at the sides

Main Landing gear:

1. The aluminium landing gear legs are deformed:
   The wings have different distance to the ground

2. The connection to the main frame and/or the landing gear top mounting was damaged:
   The connection behind the seats or in the luggage compartment shows cracks and/or the landing gear top mounting shows cracks.

Action:

If a part has the described damage, exchange the part or contact a Flight Design Service Centre.
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