	Service NOTIFICATION	
	Flight Design GmbH Sielminger Str. 65 D-70771 L.-Echterdingen Tel +49 (0)711 90287-0 Fax +49 (0)711 90287-99 E-Mail: info@flightdesign.com	SN-LTUL-CT__-07; SN-LTUL-CT2k-08 Revision 0
	Date of Initial Publication: 15-Oct-2008 Publication Date of this Revision: 15-Oct-2008	

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

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1.10 Superseded Documents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
 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.

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„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.

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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