	<p align="center">Safety Alert</p>
	<p align="center">SA-ASTM-CT2K-04; SA-ASTM-CTSW-06; SA-ASTM-CTLS-03; SA-ASTM-CTHL-02; SA-ASTM-MC__-03 Revision 00</p> <p align="center">Date of Initial Publication: 07-Mar-2013 Publication Date of this Revision: 07-Mar-2013</p>

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Safety Alert

**Inspection for applicability of Rotax ASB-912-062UL R1 / ASB-914-044UL R1,
ASB-912-062R1 / ASB-914-044R1.**

SA-ASTM-CT2K-04

SA-ASTM- CTSW-06

SA-ASTM- CTLS-03

SA-ASTM-CTHL-02

SA-ASTM- MC__-03

Repeating Symbols:

Please pay attention to the following symbols throughout this document emphasizing particular information.

- ▲ **Warning:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **Caution:** Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.
- **Note:** Information useful for better handling.

1 Planning Information


1.1 Affected Aircraft

Type: CT and MC

Model: CT2K; CTSW; CTLS; CTHL; MC.
Aircraft with fuel injected engine version are not affected.

Serial Number: All CT and MC type aircrafts with aircraft serial number earlier than x-12-05-02 (included, with (x) being the identifier of the relevant model, when applicable), where in addition the engine has been exchanged on aircraft after delivery of the aircraft from the factory.
Namely:
All CT2K
All CTSW
All CTLS
All CTHL
All MC

Applicable Countries: All countries where aircraft are operated on the basis of compliance with ASTM Light-Sport Aircraft Industry Standards (directly or with acceptance referencing back to these requirements).

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1.2 Concurrent Documents

Depending from the type of installed engine, the applicable of:

- [1] Rotax Alert Service Bulletin ASB-912-062UL R1/ ASB-912-044UL R1 „Checking of the cylinder head assy. (2/3) for ROTAX Engine Type 921 and 914 (Series)”, Revision 1, issued 05 March 2013 or later revision issued by Rotax; or
- [2] Rotax Alert Service Bulletin ASB-912-062R1 / ASB-914-044R1 (as applicable for the installed engine), Revision 1, issued 05 March 2013 or later revision issued by Rotax.

For both documents see www.rotax-aircraft-engines.com .

1.3 Reason

Rotax has issued Alert SB [1] and [2] for engines, possibly installed to the affected Flight Design aircraft. As per Flight Design production documentation, no aircraft has been factory equipped with one of the affected engines. Therefore, this SA only applies to aircraft, where the engine has been exchanged after first delivery from the Flight Design factory.

The Rotax ASB [1] is applicable to individual Flight Design aircraft as indicated by engine serial number in case when engine has been exchanged on aircraft after delivery of the aircraft from the factory.

- **Note:** Affected aircraft cannot be readily identified by the aircraft serial number after delivery from the factory.

1.4 Subject

For aircraft that had an engine exchange after first delivery from Flight Design factory: Inspection for applicability of the Rotax ASB [1] or [2] (as applicable) for the specific aircraft by identification of the engine Serial Number, and verification against the list of engine Serial Numbers provided in [1] or [2], as applicable. When, on the basis of this verification, the specific engine is affected by [1] or [2] (as applicable), compliance with [1] and [2] (as applicable) is required.


1.5 Compliance

Mandatory: Inspection for applicability of the Rotax ASB [1] or [2] (as applicable) to the individual aircraft must be conducted prior to next flight.

Upon determination that the aircraft is affected by [1] or [2] (as applicable), mandatory compliance with the [1] or [2] (as applicable) must be shown within the timeframes identified by [1] or [2] (as applicable).

- **Note:** Flight Design is disseminating this information originated by the engine manufacturer by means of this Safety Alert. With this SA, [1] or [2] (as applicable) is made mandatory for engines installed to Flight Design aircraft.

- ▲ **Warning:** Non-compliance with these instructions could result in engine damage, personal injury or death.

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1.6 Approval

This SA is approved by the aircraft manufacturer i.a.w. ASTM F2483-05 for conduct on aircraft as defined in 1.1. Subsequent to complete and correct conduct of this SA the aircraft will still meet the requirements of the applicable ASTM design and performance specification.

1.7 Type of Maintenance

Inspection for applicability of [1] or [2] (as applicable) – Line.

Conduct of instructions per [1] or [2] (as applicable and when affected) – Heavy.

1.8 Personnel Qualifications

Inspection for applicability: Owner/Operator

Conduct of [1] or [2] (as applicable): see definitions provided in [1] or [2] (as applicable); minimum qualification as per national requirements for conduct of this type of engine maintenance.

1.9 Release to Service

Conduct of this SA must be logged in the aircraft log book with date and signature of the responsible person according to the national regulations. Documentation requirements as defined for Release to Service within [1] or [2] (as applicable) apply, in addition.

1.10 Weight and Balance

Not applicable

1.11 References

Latest issues of:


- [1] Rotax Alert Service Bulletin ASB-912-062UL R1/ ASB-912-044UL R1 „Checking of the cylinder head assy. (2/3) for ROTAX Engine Type 921 and 914 (Series)”, Revision 1, issued 05 March 2013 or later revision issued by Rotax; or
- [2] Rotax Alert Service Bulletin ASB-912-062R1 / ASB-914-044R1 (as applicable for the installed engine), Revision 1, issued 05 March 2013 or later revision issued by Rotax.

1.12 Superseded Documents

- none -

1.13 Contact Details

For further information on conduct of this SA, or to report any Safety of Flight or Service Difficulty issues contact your Distributor responsible for your country. Your Distributor can be located via the Flight Design website: www.flightdesign.com under “Dealer Location”.

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**SA-ASTM-CT2K-04; SA-ASTM-CTSW-06;
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Revision 00**

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Specific contact in USA:

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E-Mail: airworthiness@flightdesignUSA.com

In cases where the local distributor is not known or available contact Flight Design GmbH directly: airworthiness@flightdesign.com.

1.14 Disclaimer

This Safety Alert has been generated with utmost care. Nevertheless errors and misunderstandings can never be fully excluded. In case of any doubts the applicant of this Service Alert is requested to contact Flight Design immediately to clarify the issue.

2 Resources

2.1 Parts

Refer to [1] or [2] (as applicable)

2.2 Materials

Refer to [1] or [2] (as applicable)

2.3 Tools

Refer to [1] or [2] (as applicable)

2.4 Special tools


Refer to [1] or [2] (as applicable)

2.5 Manpower

Refer to [1] or [2] (as applicable)

2.6 Cost

Refer to [1] or [2] (as applicable)

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3 Instructions

3.1 General

Verify is aircraft equipped with one of the affected engines as per [1] or [2] (as applicable) 1.1).
When affected, show full compliance with [1] or [2] (as applicable), under all provisions provided in [1].

When not affected, compliance with [1] or [2] (as applicable) must not be shown.

In case of doubt contact yours nearest authorized ROTAX aircraft engine distributor or maintenance station.

3.2 Documentation

Conduct of this Safety Alert must be logged in the aircraft log book with date and signature of the responsible Person conducting the inspection. The entry must include the following information:

- Identified engine S/N
- Installed engine affected by [1] or [2] (as applicable) – yes or no
- Documentation of the conduct of [1] or [2] (as applicable and when affected), as defined in [1] or [2] (as applicable)

4 Appendix

4.1 Changes to Previous Revision

Original Issue – no changes

4.2 Feedback Template

No specific feedback required.