	SAFETY ALERT	
	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	SA-LTUL-CTSW-02 Revision 0
	Date of Initial Publication: 15-Oct-2008 Publication Date of this Revision: 15-Oct-2008	

SAFETY ALERT

Servo Tab Spring

SA-LTUL-CTSW-02

1 Planning Information

1.1 Affected Aircraft

Type: CT
 Model: CTSW
 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1.10 Superseded Documents

Technical Advice No. 12

Safety Directive No. 14

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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Technical Advice No. 12e
 November 1st, 2006

Scope:
CTSW 2006 serial No. **05-11-09** to serial No. **06-09-05**

Reason:
 An accident during a recent production test flight prompted a complete review of the CTSW 2006 flight control system.

While it has not been determined that the flight control system was a contributing factor to the accident, during the review it was determined that one aspect of the design, the pitch trim system, could be improved upon.

It was found that the anti-servo tab spring could, *under extreme conditions*, cause a sudden change in trim force pressure. This could result in a sudden pitching down movement of the aircraft that is most pronounced as Vne is reached or exceeded.

Action:
 Flight Design is mandating a modification of the trim system on the affected aircraft that consists of replacing the original spring and associated spacer and washer with a new spring and telescopic spring guide assembly (Fig. 1)

The modification will be performed within the next 25 hours, or at the next maintenance interval, whichever occurs first.

Note: Flight Design will provide the parts at no charge and will reimburse one hour of labor at a rate of € 48,- to the importers.

Procedure:

1. Remove the stabilizer from the airplane according to the maintenance manual
2. Perform the maintenance procedure "Trim Tab Spring Modification CTSW2006" dated 2006-10-12.

- Important:
- A. The new spring is longer than the original (37 (Fig 3) windings instead of 35 windings). The original one is too short and must not be used.(Fig 2)
 - B. The movement of the original, shorter spring is limited at one end by a plastic spacer (KA6060008) and at the other end by a washer (KA6060006) (Fig 2). These parts are also not reused.
 - C. When mounting, the gliding surfaces of the telescope and the surfaces contacting with the spring have to be lubricated by use of Aeroshell Grease 6 or equivalent, to support frictionless operation.
1. Mount the stabilizer in accordance with the Maintenance Manual and check for correct operation.
 2. Tag the original spring with the aircraft serial number and return to Flight Design.

Technical Advice 12e
Page 1 of 2



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Revision 0

Date of Initial Publication: **15-Oct-2008**
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Documentation:

All procedures will be documented in the aircraft log book.

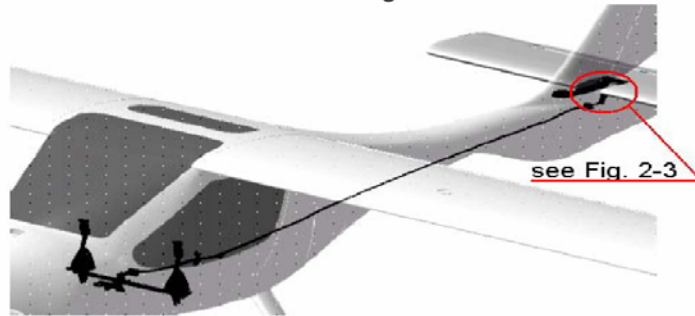


Fig. 1

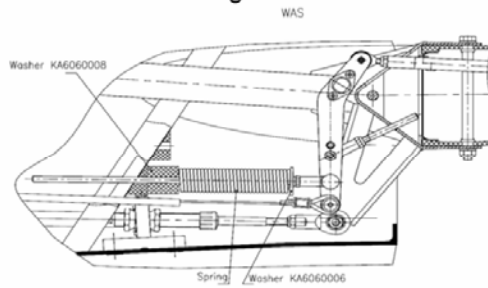


Fig. 2 (Old)

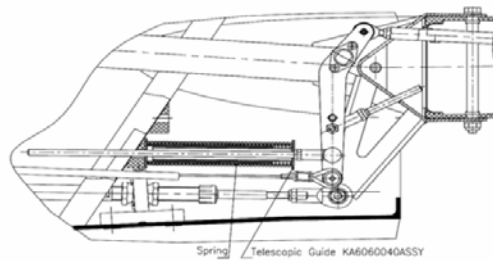



Fig. 3 (New)

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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