	SERVICE BULLETIN	
	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	SB-ASTM-CT__-01; SB-ASTM-CT2k-02; SB-ASTM-CTSW-02 Revision 0
		Date of Initial Publication: 15-Oct-2008 Publication Date of this Revision: 15-Oct-2008

SERVICE BULLETIN

Landing Gear Inspection

SB-ASTM-CT__-01;
SB-ASTM-CT2k-02;
SB-ASTM-CTSW-02

1 Planning Information

1.1 Affected Aircraft

Type: CT
 Model: CT, CT2k, CTSW
 Serial Number: All serial numbers
 Applicable Countries: All Countries where ASTM 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

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1.9 References

All information see paragraph 3

1.10 Superseded Documents

Technical Advice No. 10

Safety Directive No. 10

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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FLIGHT DESIGN USA SAFETY DIRECTIVE No.10

Landing Gear

SERVICE BULLETIN

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Airworthiness@flightdesignusa.com

- Pages: Two (2)
- Supersedes: Technical Advice No.10, dated December 7th, 2005
- Re-issue to conform to ASTM format.
- Date Issued: December 15, 2005
- Date Effective: December 15, 2005
- Scope: CT, CT2K, and CTSW to include all serial numbers.

Discussion:

There has been a reported fatigue crack and subsequent failure of a previously damaged Main Landing Spring Bar (part no. 4020001). The aircraft involved was used for training and had more than 450 hours in service.

The failure occurred at the Main Gear lower attach point, behind the Rear Reinforcement (part no. KA1000410L(R)).


Chapter 4 of the Maintenance and Inspection Procedures Manual requires that the landing gear be inspected *in detail* at the Annual Inspection or after a hard landing.

Corrective Action:

The Maintenance and Inspection Procedures Manual will be revised to require that the landing gear be inspected *in detail* every 300 hours, at the Annual Inspection, or after a hard landing, whichever occurs first.

The inspection will be done with a magnifying device or by using dye penetrant

Damaged landing gear, to include, but not restricted to bent, or cracked gear will be replaced prior to the next flight.

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Note: The aircraft should be inspected for evidence of damage prior to every flight, during the Pre-flight Inspection, as well as during the Post-flight Inspection.

This change does not alter the inspection requirements of Chapter 3 of the Maintenance Manual.

Information


The inspection method will be as follows:

1. Unscrew the central locknut and remove the Main Gear Reinforcement (part no. KA1000410L(R)).
2. Apply dye penetrant or use a magnifier and observe for any cracks with the aid a small inspection mirror.
3. Replace the Main Gear Reinforcement; replace the central locknut.



Reminder

Flight Design reminds the Owner/Operator of a Flight Design aircraft that compliance with all Safety Directives, Aircraft Operating Instructions, Maintenance Manuals as well as the reporting of any and all Safety of Flight or Service Difficulties by the Owner/Operator is *mandatory* for the operation of an S-LSA aircraft.

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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