 FLIGHT DESIGN <small>LIFTAIR®</small>	<h2>Safety Alert</h2>
Flight Design general aviation GmbH Am Flugplatz 3, D-99820 Hörselberg Hainich, Airfield Eisenach-Kindel Web: www.flightdesign.com ; Phone: +49 36920 7530-10 E-mail: airworthiness@flightdesign.com	SA-ASTM-F2-03, Revision 00 Date of Initial Publication: 22-Nov-2024 Publication Date of this Revision: 22-Nov-2024

Safety Alert

Door Locking Mechanism SA-ASTM-F2-03

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: F2
 Model: F2-LSA
 Serial Number: all up to and including T-23-08-02
 Applicable Countries: USA

1.2 Concurrent Documents

- none -


1.3 Reason

Precautionary safety means are introduced on a temporary basis that ensure safe latching of the doors.

1.4 Subject

This safety alert consists of following three items:

- item 1 measuring the length of the locking bolts extending out of the door
- item 2 measuring the required force on the inner door lever to latch into over-centering
- item 3 precautionary installation of a safety latch until further notice

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1.5 Compliance

Compliance to this safety alert must be shown as follows:

- item 1 before next flight
- item 2 before next flight
- item 3 within 20 flight hours or next maintenance event or the next annual condition inspection, whatever comes first

▲ **Warning:** Non-compliance with these instructions could result in structural damages, personal injuries or death.

1.6 Approval

This safety alert is approved by the aircraft manufacturer i.a.w. ASTM F3198 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

heavy

1.8 Personnel Qualifications

Owner with pilot license, Light Sport Aircraft Repairman (RLSA-M) holding a repairman certificate (light sport aircraft) with a maintenance rating, A&P, IA or an FAA repair station, or staff qualified by manufacturer

1.9 Release to Service

Conduct of this SA must be documented in the aircraft maintenance records and in the aircraft log book with date and signature of the responsible person.

Confirmation of completion of this safety alert (chapter 4) has to be submitted to Flight Design.

1.10 Weight and Balance


not applicable

1.11 References

service bulletin SB-ASTM-F2-01, available through www.flightdesign.com

1.12 Superseded Documents

none

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1.13 Contact Details

For further information on conducting of this safety alert, or to report any issues, contact the US distributor:

Airtime Aviation inc.
 8505 S. Elwood Ave. B135
 Tulsa, OK. 74132
 United States of America
 web www.flyct.com
 e-mail tomjr@flyct.com
 tel +1 918 299-2442

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 safety alert is requested to contact Flight Design immediately to clarify the issue.

2 Resources

2.1 Workshop Conditions

not applicable

2.2 Parts

Parts for the three items are as follows:

- item 1 no parts required
- item 2 no parts required
- item 3 latch guard to be temporarily installed

2.3 Materials

none in excess of the parts listed above

2.4 Tools

standard tools

2.5 Special Tools

none

2.6 Manpower

Manpower for the three items is estimated as follows

- each item approximately 0,5 hours
- documentation approximately 0,5 hours



2.7 Cost

Parts will be provided by Flight Design free of charge.

3 Instructions

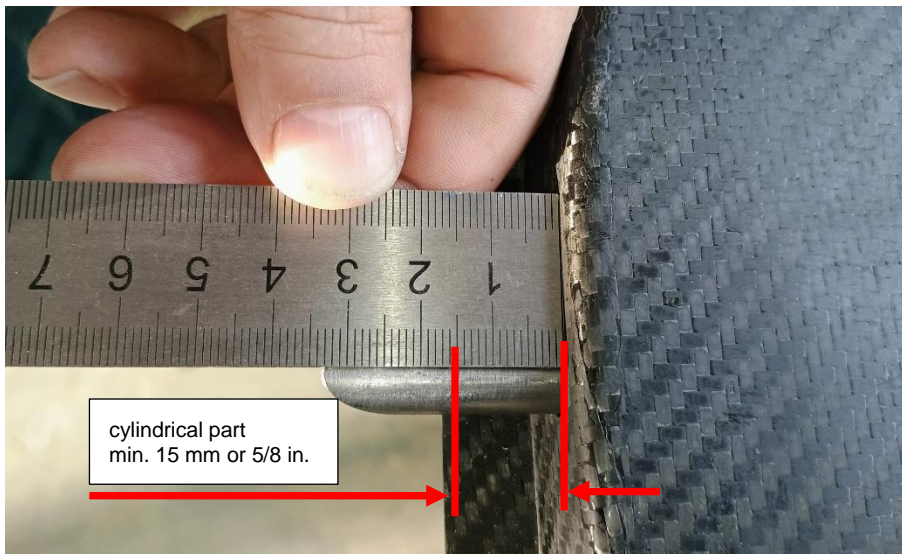
3.1 General

This chapter provides extended explanations for the sequence of repair steps.

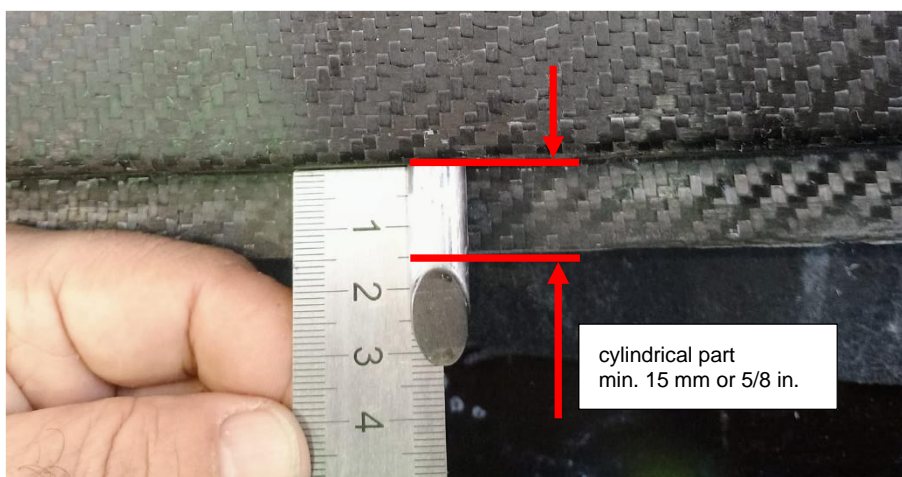
3.1.1 Item 1 – Measuring The Length Of The Locking Bolts Extending Out Of The Door

Follow this procedure:

- open left door
 - put the inner door lever fully forward into the latched position
 - cylindrical part of front locking pin must extend at least 15 mm or $\frac{5}{8}$ in. out of the door

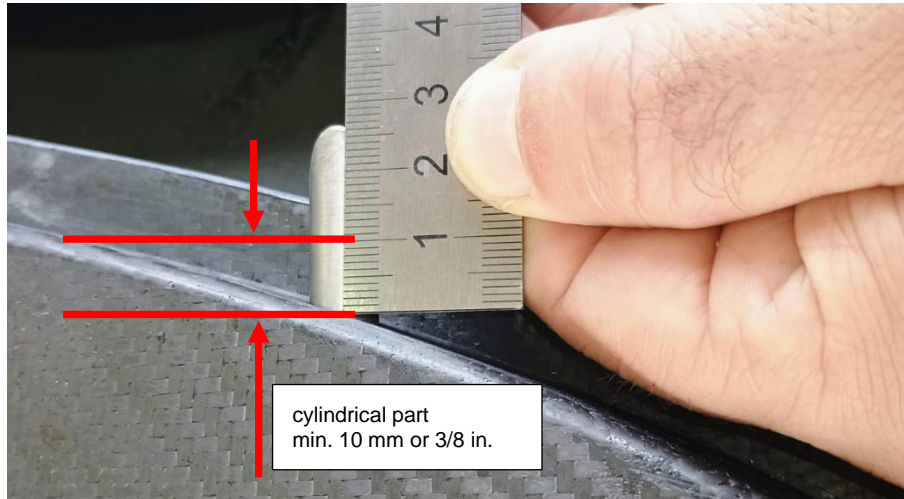


- cylindrical part of lower locking pin must extend at least 15 mm or $\frac{5}{8}$ in. out of the door





- cylindrical part of rear locking pin must extend at least 10 mm or $\frac{3}{8}$ in. out of the door




- repeat with right door
- ▲ **Warning** In case one or more pins do not extend as required DO NOT FLY THE AIRCRAFT.
- **Note** In case of doubt contact Flight Design.

3.1.2 Item 2 – Force On The Inner Door Lever to Latch

Follow this procedure:

- sit in the pilot seat
 - close door, push inner door lever forward and using a small scale (a fishing or kitchen scale would be the most readily available), measure the force to move the latch of the door (from the red area into the green, see service bulletin SB-ASTM-F2-01)
force required must be measured to be between 2.5...10 kg / 5.5...22 lbs
- repeat with right door
- ▲ **Warning** In case the specified force is not observed DO NOT FLY THE AIRCRAFT.
- **Note** In case of further questions how to perform this sequence, contact Flight Design or Airtime Aviation Inc.

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3.1.3 Item 3 – Precautionary Installation Of Latch Guards


Use form attached to request a set of latch guards.

- open the left door
 - unscrew the front most bolt of the cover of the door mechanism.
 - install the safety latch using the same bolt
 - hand-tighten the bolt, so that the safety latch can still move
- repeat with right door
- **Note** In case of further questions how to perform this sequence contact Flight Design or Airtime Aviation.



Operating Instructions: after latching the door, put the latch guard on the inner door handle knob.
for opening the door, flex the latch guard inwards first

- **Note** This is a temporary and precautionary installation only.
Flight Design is working on a final solution that will be published by means of a service bulletin.

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Request for Latch Guard

Aircraft ID	Serial Number: _____
	Callsign/Tail-No.: _____
	Total time: _____
	Kind of Operation <input type="checkbox"/> private use <input type="checkbox"/> flying club <input type="checkbox"/> flight school
Owner/Operator	Company / DBA _____
	Name SURNAME _____
	Address _____
	ZIP, City _____
	Country _____
	email _____
	telephone _____

Result of Inspection

- The door locking mechanism was correctly adjusted and safe operation is given.
- The door locking mechanism was improperly adjusted as follows:
- Length of front locking pin coming out of the door insufficient.
 - Length of lower locking pin coming out of the door insufficient.
 - Length of rear locking pin coming out of the door insufficient.
 - Closing force exceeding specifications.

I herewith request a set of safety clips, to be delivered free of charge.

date

name of owner

signature

Submit by email to: Airtime Aviation inc.
 e-mail tomjr@flyct.com