	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-CT__-01; SA-LTUL-CT2k-01; Revision 0
		Date of Initial Publication: 15-Oct-2008 Publication Date of this Revision: 15-Oct-2008

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Securing of control system bolts

SA-LTUL-CT__-01;

SA-LTUL-CT2k-01;

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1.10 Superseded Documents

Technical Advice No. 6 Rev 1

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 Advise 6.1 E

21st November 2003

Subject:

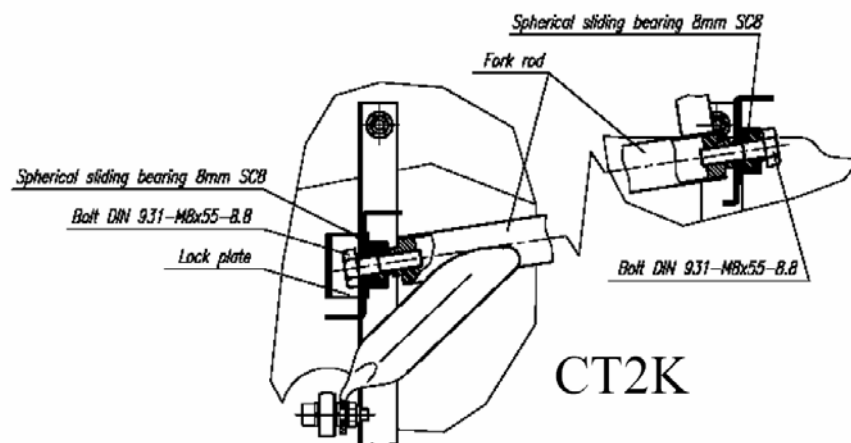
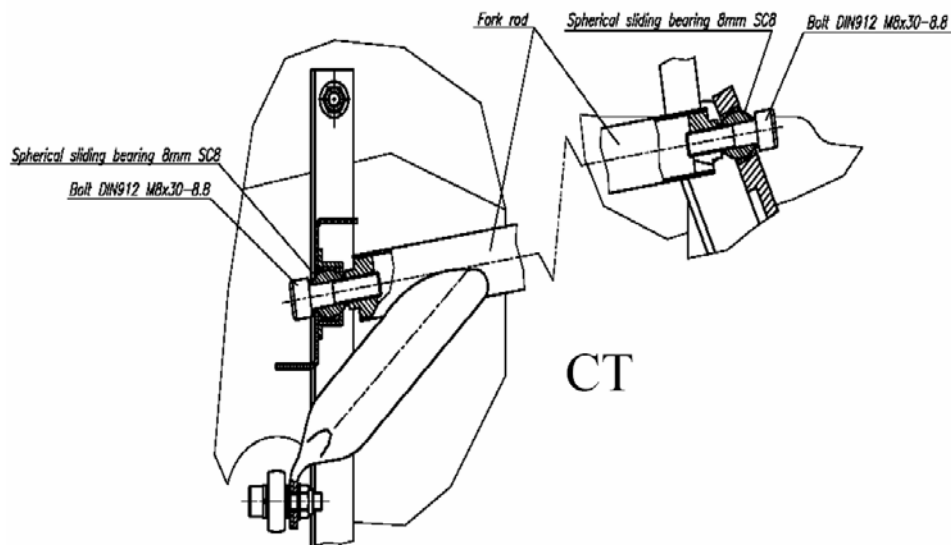
All CT's and CT2K's in all versions

Reason:

1. A CT built in 1997 the aileron steering immediately stop to function. The pilot uses the rudder to control the aeroplane and landed safe.
2. A CT2K built in 2003 the flap position has been changed immediately from +40° to -12°, the pilot could with an immediate loss of 30m height land safely.
3. A shortcut during flight released a fuse

Analyse

1. Because of corrosion at the CT built 1997 a torsion bearing was sized. Out of this reason the pin in the bearing was loosened and screwed out. First CT2K was built in 2000. Additional lock plates are stipulated.



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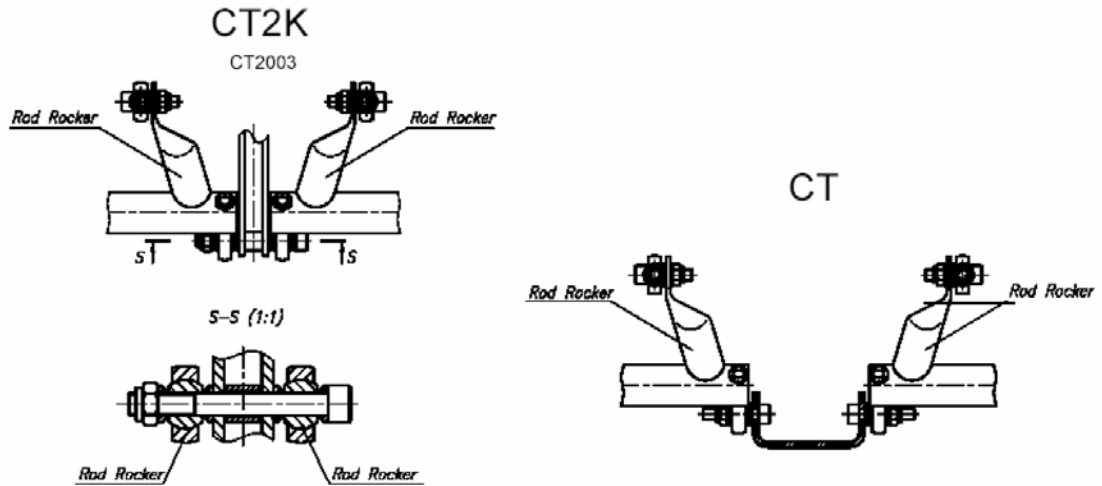
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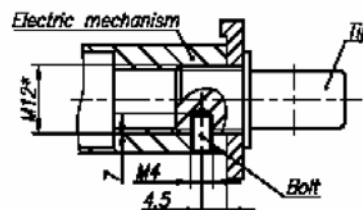
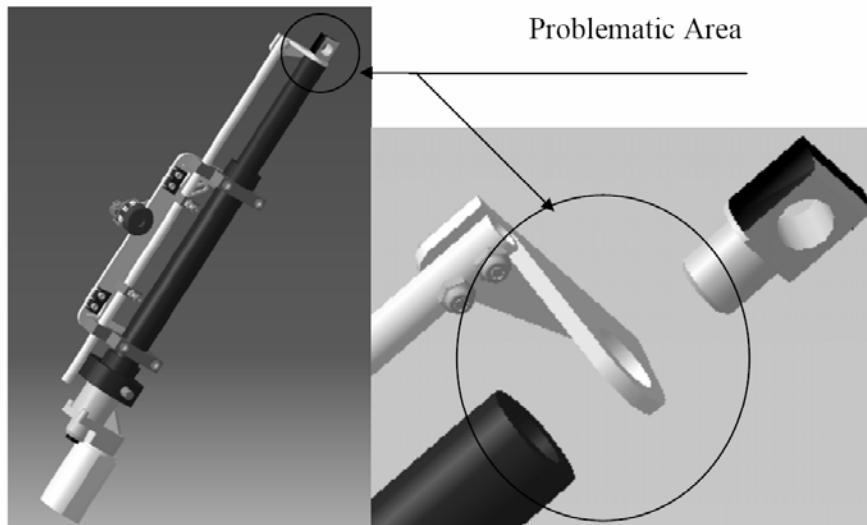
**SA-LTUL-CT__-01; SA-LTUL-CT2k-01;
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Connection of Rod Rocker

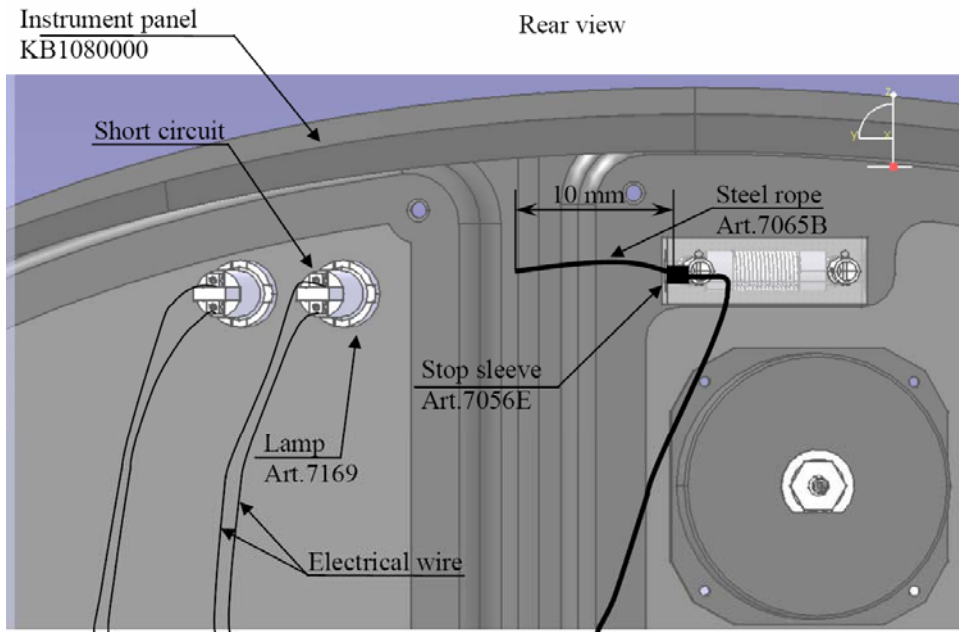


- The CT2K built 2003 the connecting bolt between the none rotating tube at the flap engine and the flaps was screwed out. It was visibly that the bolt was secured with loctite, in trials, even with none secured bolts, this could not be reached.



For fixing of tip a bolt A2 913 4x6 could be used

- The CT2K built in 2002 a shortcut was noted during flight. Reason was that the extended cable of the airbox lever has shortcut the warning lamps. To avoid the shortcuts, the free end of the cable must not exceed 10mm. This point has been included into the final check list.



Action:


- It has to be insured that the lubrication of bearing and hinges according the flight & maintenance manual is made accordingly.
- The bearing pins and the flap connecting bolt have to be checked if fixed. If loose, they have to be tightened and secured with loctite (hard) or a safety pin.
- The cables for airbox & heating have to be cut to minimal length

Compliance:

Before the next flight

Documentation:

This fulfilment of the technical advise has to be documented in the flight & maintenance handbook.

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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