	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__-02; SA-LTUL-CT2k-02; SA-LTUL-CTSW-01 Revision 0
		Date of Initial Publication: 15-Oct-2008 Publication Date of this Revision: 15-Oct-2008

SAFETY ALERT

Engine Mount Bolts

SA-LTUL-CT__-02;
SA-LTUL-CT2k-02;
SA-LTUL-CTSW-01

1 Planning Information

1.1 Affected Aircraft

Type: CT
 Model: CT, CT2k, 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

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1.9 References

All information see paragraph 3

1.10 Superseded Documents

Technical Advice No. 8

Safety Directive No. 8

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.8

June 1st, 2005

Subject:

CT, CT2K and CTSW in all versions up to serial number 05-05-01

Reason:

On three CT's with high vibrations, especially because of missing slipper clutch it was found partly loosened engine bolts, which connect the small engine frame to the engine.


Action:

Change of the torque moment of the bolts which connect the small engine frame to the engine. The original torque moment was 30 Nm, this value is changed now to the recommended value of Rotax with minimum 35 Nm, not more than 40 Nm.

Correct in the next 20 hours the value to minimum 35 Nm with a torque range.

Documentation:

Action has to be documented in the log book.

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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