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	SA-ASTM-CTSW-07	SA-LTUL-CTSW-09	SA-SECS-CTSW-07	---
	---	SA-LTUL-CT Supralight-05	SA-SECS-CT Supralight-01	---
	SA-ASTM-CT2K-05	SA-LTUL-CT2K-06	SA-SECS-CT2K-06	---
	SA-ASTM-CT-02	SA-LTUL-CT-06	SA-SECS-CT-03	---
	Revision 00			
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# Safety Alert

## Checking Nut on Stabilizer Control

SA-ASTM-CTLS-05	SA-LTUL-CTLS-06	---	SA-ELA-CTLS-01
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SA-ASTM-CTSW-07	SA-LTUL-CTSW-09	SA-SECS-CTSW-07	---
---	SA-LTUL-CT Supralight-05	SA-SECS-CT Supralight-01	---
SA-ASTM-CT2K-05	SA-LTUL-CT2K-06	SA-SECS-CT2K-06	---
SA-ASTM-CT-02	SA-LTUL-CT-06	SA-SECS-CT-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:	CT
Model:	all except of CT-HL
Serial Number:	all aircraft built before September 2023
Applicable Countries:	not limited

### 1.2. Concurrent Documents

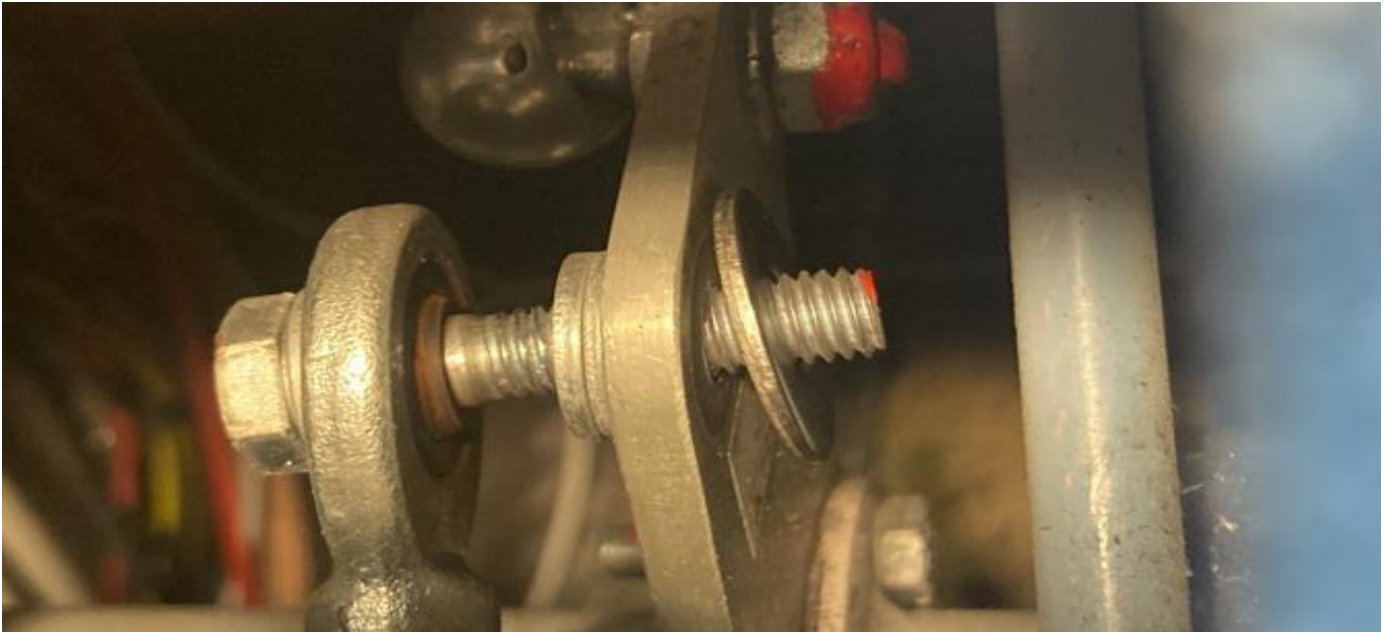
Applicable aeroplane maintenance manual or maintenance instructions.

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### 1.3. Reason

The nut on the bolted connection of the forward bell crank in the cabin connecting the push-pull cable for the stabilizer control has become loose on a CTLSi certified as an ultralight.

It was not possible to identify, whether this was a production or maintenance fault.



This is a common design feature on all versions of the CT (except of CT-HL) and therefore affects any CT model (except of CT-HL) with any certification basis.


### 1.4. Subject

The connection must be checked. In case of non-conformity with type design, nut must be replaced.

### 1.5. Compliance

Until next scheduled maintenance event or within the next three months, whatever comes first.

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

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## 1.6. Approval


for Ultralight:	not applicable
for ASTM self declaration basis:	This SA 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.
for EASA TC'd aircraft:	The technical content of this document is approved under the authority of the DOA ref. EASA. 21J.416.
for EASA permit to fly aircraft:	The technical content of this document is approved under the authority of the DOA ref. EASA. 21J.416.

## 1.7. Type of Maintenance

Line

## 1.8. Personnel Qualifications

for checking:	pilot/owner maintenance
for corrective actions:	for Ultralight: responsible individual with experience in maintenance  for ASTM self declaration basis: Repairman, Light Sport Aircraft-Maintenance (RLSA-M) – holds a repairman certificate (light sport aircraft) with a maintenance rating, A&P, IA or an FAA repair station.  for EASA TD'd aircraft: Part 145, Part M, Part 66 certifying staff  for EASA permit to fly aircraft: Part 145, Part M, Part 66 certifying staff  for other types of certification: national maintenance and inspection regulations apply

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### 1.9. Release to Service

after checking without issues:

To be logged in the aircraft log book with date and signature of the responsible person according to national regulations

after corrective actions:

for Ultralight:

Conduct of this SA must be inspected by an aircraft inspector according to the national applicable regulations for the country of registry of the aircraft.

for ASTM self declaration basis:

Release to service and entry into aircraft logs by Repairman, Light Sport Aircraft-Maintenance (RLSA-M) – holds a repairman certificate (light sport aircraft) with a maintenance rating, A&P, IA or an FAA repair station.

for EASA TD'd aircraft:

Release to service and entry into aircraft logs by Part 145, Part M, Part 66 certifying staff.

for other types of certification:

national maintenance and inspection regulations apply

Confirmation of completion of this SA has to be submitted to Flight Design using the feedback form in section 3.4.

### 1.10. Weight and Balance

No effect.

### 1.11. References

#### Drawings:


Information provided in this SA has been created to ensure a full restoration of the affected area to type design and provides all required information in line with the type design drawings. Therefore, separate availability of these drawings is not required.

#### Documents:

none

### 1.12. Superseded Documents

none

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### 1.13. Contact Details

For further information on conduct of this SA, or to report any Safety of Flight or Service Difficulty issues contact your distributor responsible for your country. Your distributor can be located via the Flight Design general aviation website: [www.flightdesign.com](http://www.flightdesign.com) under “Dealer Location”.

In cases where the local distributor is not known or available contact Flight Design general aviation GmbH directly: [customer.care@flightdesign.com](mailto:customer.care@flightdesign.com)

Specific contact in USA:

Airtime Aviation inc.  
 8505 S. Elwood Ave. B135  
 Tulsa, OK. 74132

Tel: +1 860 963 7272

Web: [www.flightdesignUSA.com](http://www.flightdesignUSA.com)  
 E-Mail: [airworthiness@flightdesignUSA.com](mailto:airworthiness@flightdesignUSA.com)

In cases where the local distributor is not known or available, contact Flight Design general aviation GmbH directly: [airworthiness@flightdesign.com](mailto:airworthiness@flightdesign.com)

### 1.14. Disclaimer

This Service Bulletin has been generated with utmost care. Nevertheless errors and misunderstandings can never be fully excluded. In case of any doubts the applicant of this Service Bulletin is requested to contact Flight Design immediately to clarify the issue.

## 2. Resources

### 2.1. Workshop Conditions


No specific conditions.

### 2.2. Parts

for checking:	none
for corrective actions:	1x self-locking nut DIN 985-M6 1x washer DIN 125 A2B-6.4mm

### 2.3. Materials

for checking:	none
for corrective actions:	standard thread sealant

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## 2.4. Tools

Standard metric tools.

## 2.5. Special Tools

None

## 2.6. Manpower

for checking: app. 30 min.

for corrective actions: app. 3.5 hours

## 2.7. Costs

Check with you Flight Design service station for applicable spare part prices.

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SA-ASTM-CT2K-05 ---	SA-LTUL-CT Supralight-05 ---	SA-SECS-CT Supralight-01 ---	---
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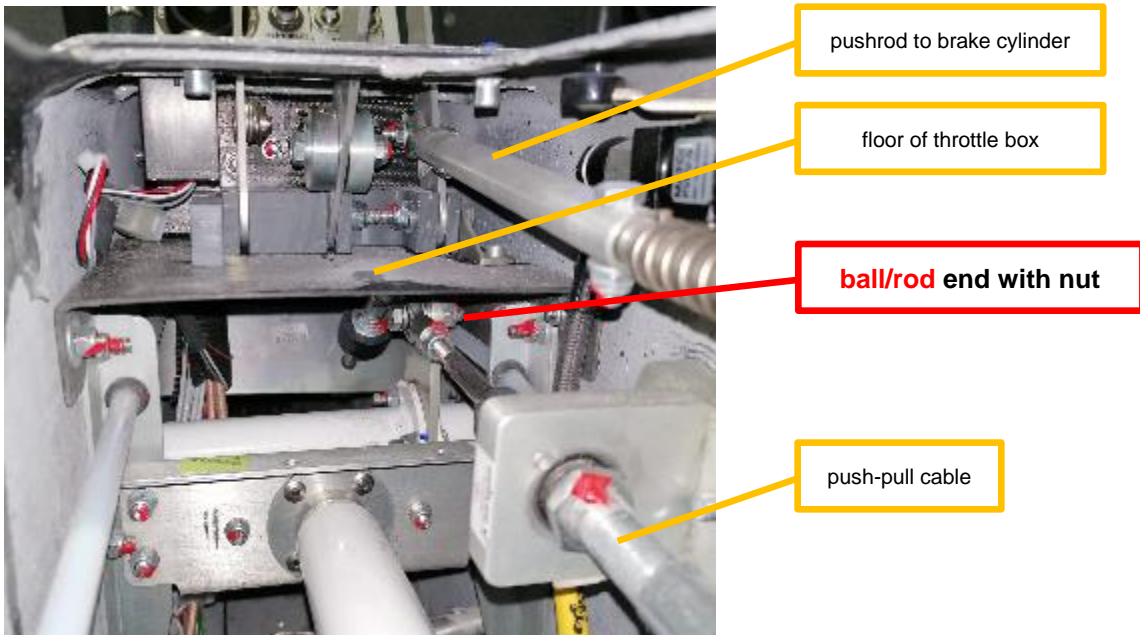
### 3. Instructions

#### 3.1. Inspection

Open the rear cover of the center console. Take out the two hex bolts marked in red and loosen the two others marked yellow.



Identify the ball/rod end on the push-pull cable. The ball end is found underneath the throttle box.



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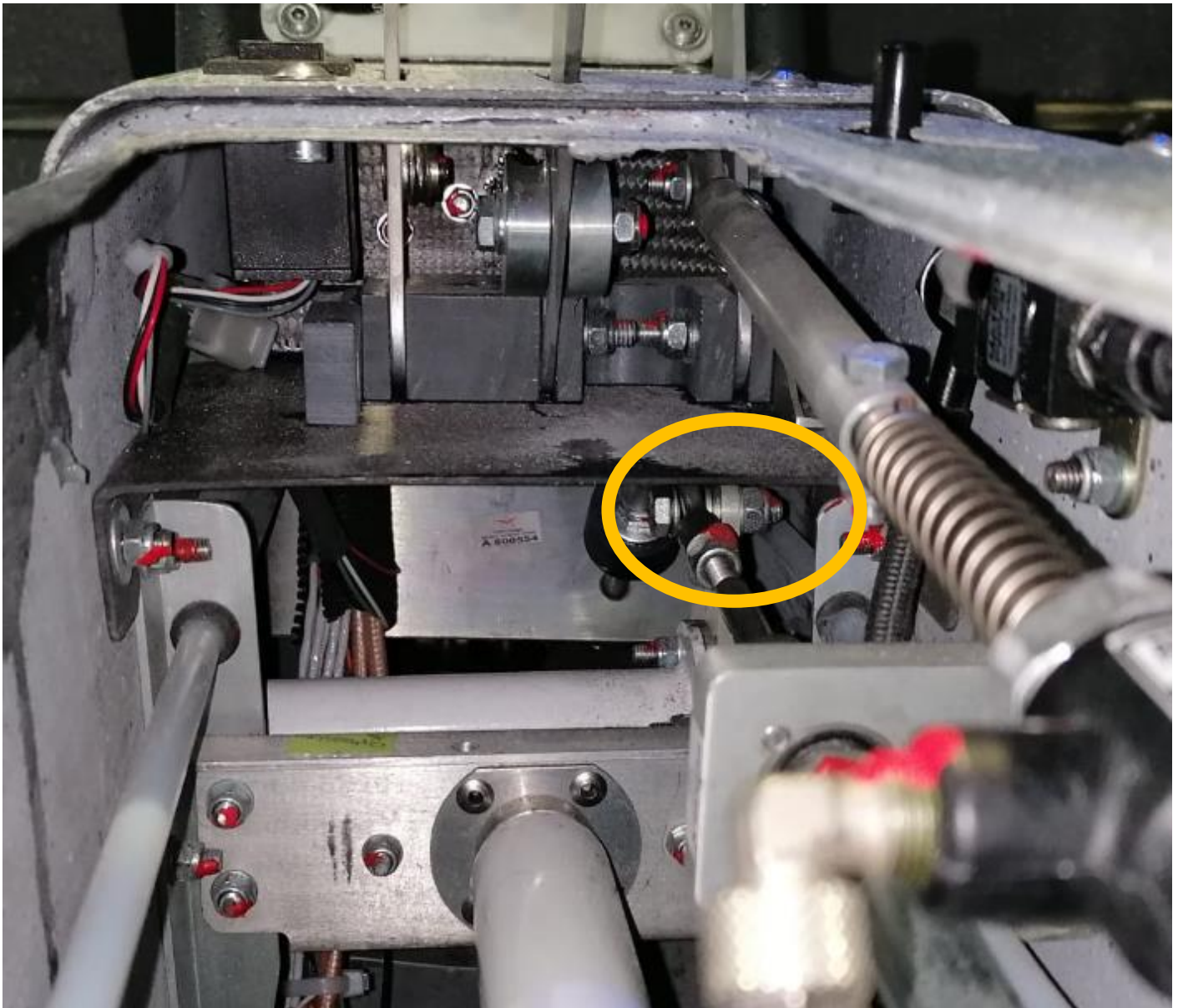
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Use a flashlight and pull back the control stick. Check if the ball/rod end is correctly attached to the bell crank. See yellow marks in the picture below. A self-locking nut (nyloc stop nut) must be safely installed!



In the case a self-locking nut is safely installed, reinstall the cover of the center console make a logbook entry. Release the aircraft back to service in accordance with section 1.9.

In the case the nut is loose or a standard, non locking nut is installed, follow instructions of section 3.2.



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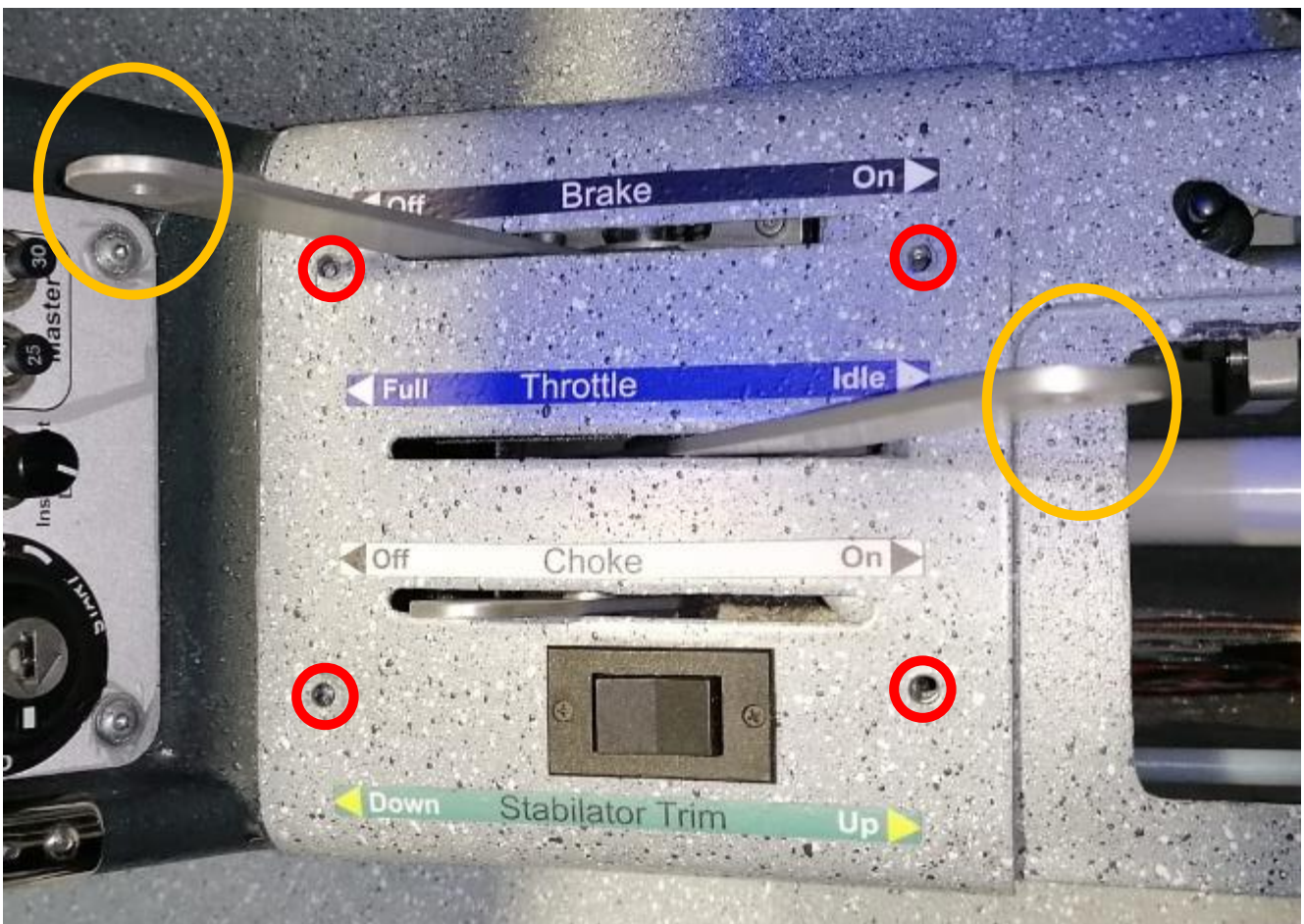
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### 3.2. Corrective Action

Uninstall the knobs of the power and brake lever marked in yellow. Take out the Allen screws attaching the cover of the throttle box marked in red (careful: two different lengths). In case an electric trim is installed, the switch shall be left installed to the cover.



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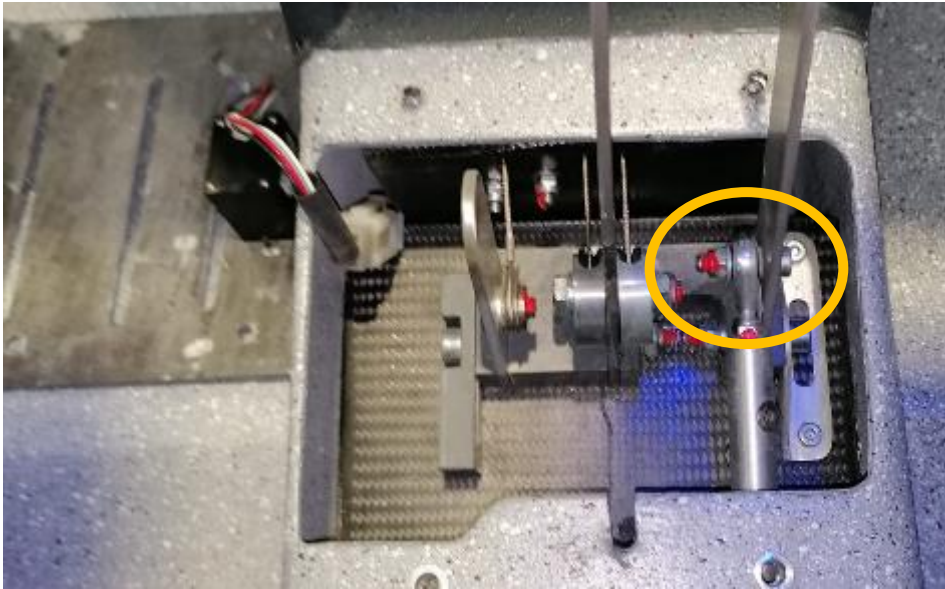
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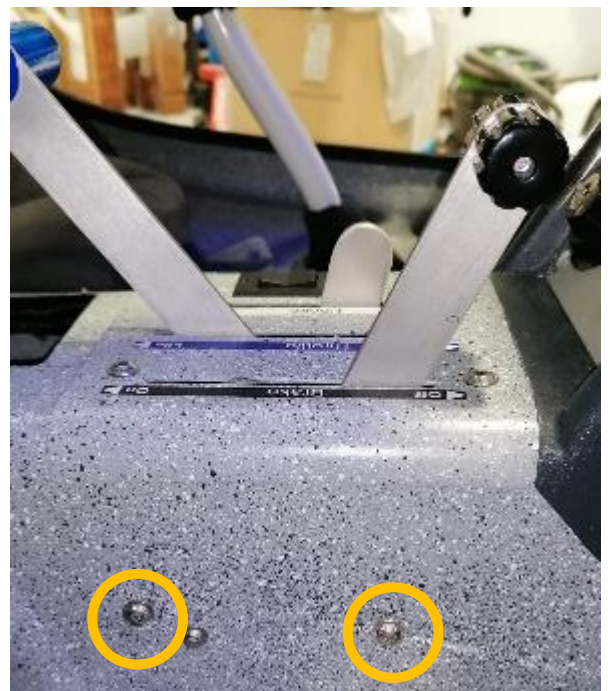
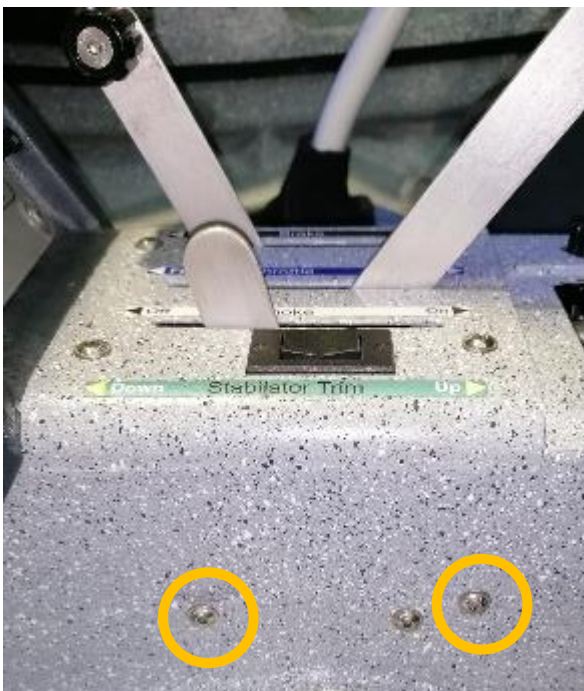
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Lift the cover off the levers. In case an electric trim is installed, and put to the left side and attach it with tape to prevent the electric wires of the trim to rupture.

Uninstall the brake pushrod from the brake lever.



The levers are installed on the floor/base plate of the throttle box, which in return is bolted to the sidewalls of the center console. Uninstall them and lift the floor/base plate out of the throttle box.



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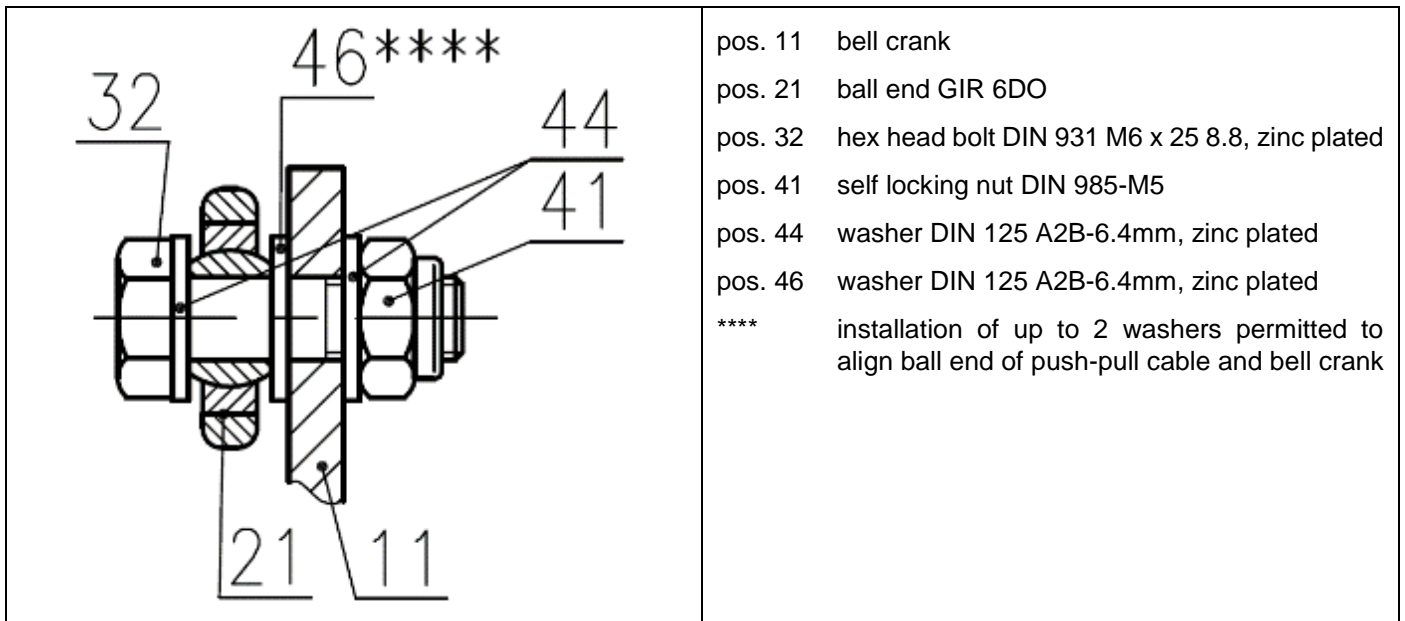
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Install a self-locking nut (nyloc stop nut, DIN) on the bolt



Grease the ball-end, using heavy duty grease WGF 130, DIN 51502 or GLEITMO 800 by FLURO-Gelenklager GmbH. Reinstall floor of throttle box, power and brake lever and covers in reverse order or disassembly.

### 3.3. Documentation

Conduct of this SA must be logged in the aircraft log book with date and signature of the responsible Person conducting the SA. See instructions for release to service in section 1.9

### 3.4. Feedback

Use the feedback form provided in the appendix to report completion to Flight Design.

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### Aircraft ID

Aircraft Type

CT

Model

\_\_\_\_\_

Serial Number

\_\_\_\_\_

Certification

- ultralight                       ASTM-LSA  
 EASA Permit to Fly             EASA TC or R-TC  
 other: \_\_\_\_\_

Kind of Operation

- private use only                 flying club  
 flight school                     commercial

### Owner/Operator

Company / DBA

\_\_\_\_\_

Name SURNAME

\_\_\_\_\_

Address

\_\_\_\_\_

Address

\_\_\_\_\_

ZIP, City

\_\_\_\_\_

Country

\_\_\_\_\_

email

\_\_\_\_\_

telephone

\_\_\_\_\_

### Confirmation of Completion

The correct installation of a self locking nut has been checked as per this SA with following result:

- self-locking nut correctly installed, no further action required  
 non-compliant nut installed or nut loose, corrective action as per section 3.2 performed

city, date

Name SURNAME

rating/license no.

signature

submit to

[customer.care@flightdesign.com](mailto:customer.care@flightdesign.com)

#### ▲ Warning:

As long as the form has not been submitted to Flight Design, this SA is considered not complied-with for the respective aircraft.