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|  | 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-LTUL-CTSW-04; Revision 0 |
| | | Date of Initial Publication: 15-Oct-2008 Publication Date of this Revision: 15-Oct-2008 |

SERVICE BULLETIN

BRS Recovery System Handle Inspection

SB-LTUL-CTSW-04

1 Planning Information

1.1 Affected Aircraft

Type: CT
 Model: 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

1.9 References

All information see paragraph 3

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1.10 Superseded Documents

Technical Advice No. 14

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.14

Initial issue: August 29th 2007

Affected Aircrafts

All CT models from 05-06-01 (inclusive) up to Serial Number 07-03-07 (this serial number is the first excluded) with the following equipment:

- BRS parachute system
- Parachute system activation handle mounted to the cabin bulkhead as shown below, above the rudder trim wheel.
- Parachute system handle installations of fixed, non pivot-type (shown below in Fig. 1) and mounted with a metal bracket attached from behind the cabin bulkhead



Fig. 1: BRS parachute system handle installation which is affected by this TA

Not affected are CT's


- with different parachute systems than BRS
- with BRS rescue systems that do have the new installation (planes from 07-03-07 onwards have a fixation of the handle with a "hinge" in the installation.)
- earlier BRS installations, where the handle is attached with a metal lug to the tunnel upper side or the cabin bulkhead



Fig. 2: New BRS rescue system handle installation which is not affected by this TA

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Discussion

Preceding this TA there was an incident where the pilot was not able to actuate his BRS parachute system and subsequently performed an emergency landing in the field. Investigation by BRS showed an incorrectly assembled activation handle which made the rocket difficult to ignite.

As it can not be deduced where and under what conditions this handle was improperly assembled, BRS and Flight Design are mandating an inspection and rework of all BRS parachute system handles of this type and installation.

Corrective Action and Procedure

BRS and Flight Design are mandating an immediate inspection of the handle according to the BRS Service Bulletin SB 07-05 issued 8-24-07.


Attention – when performing BRS SB 07-05 be always aware that you deal with explosive equipment. Follow the steps required by BRS SB 07-05 accurately to avoid hazards or mistakes. Applicable national requirements for repairman qualification doing work on installations of the rescue system have to be obeyed.

Unless BRS SB 07-05 is not complied with, the Parachute System is considered inoperable. Depending on the country the plane is registered in, this has different effects. When a Parachute system is not required by regulation (such as in the USA), the pilot can choose to operate the plane at his / her full own risk, for example to fly to a qualified workshop to perform the task. In countries where the parachute system is required, this procedure has to be complied with prior to next flight.

Documentation:

Complete aircraft records by noting compliance with BRS SB 07-05 in aircraft logbook. BRS provides a Completion Response sheet attached to SB07-05. Please send the completed Compliance Response form to both, BRS Inc. and Flight Design Germany by email or fax.

As long as the Compliance Response has not reached the Flight Design and BRS offices, this TA is considered as not performed for the individual aircraft, if affected. aircraft not affected by this Service Bulletin are not required to send feedback.

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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