	Service NOTIFICATION	
	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	SN-LTUL-CT__-03; SN-LTUL-CT2k-04 Revision 0
		Date of Initial Publication: 15-Oct-2008 Publication Date of this Revision: 15-Oct-2008

Service NOTIFICATION

Coolant hose chafing

SN-LTUL-CT__-03;
SN-LTUL-CT2k-04

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1.10 Superseded Documents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. 4

Safety Directive No. 4

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 No. 4

Date: 09.06.2003

Subject:

Planes delivered from November 2002 on. Cooling system Rotax 912 and 912S.

Case:

According to information from UK there can be a problem that one of cooling system rubber hose gets worn against cast inlet air manifold of the engine.

Analyze:

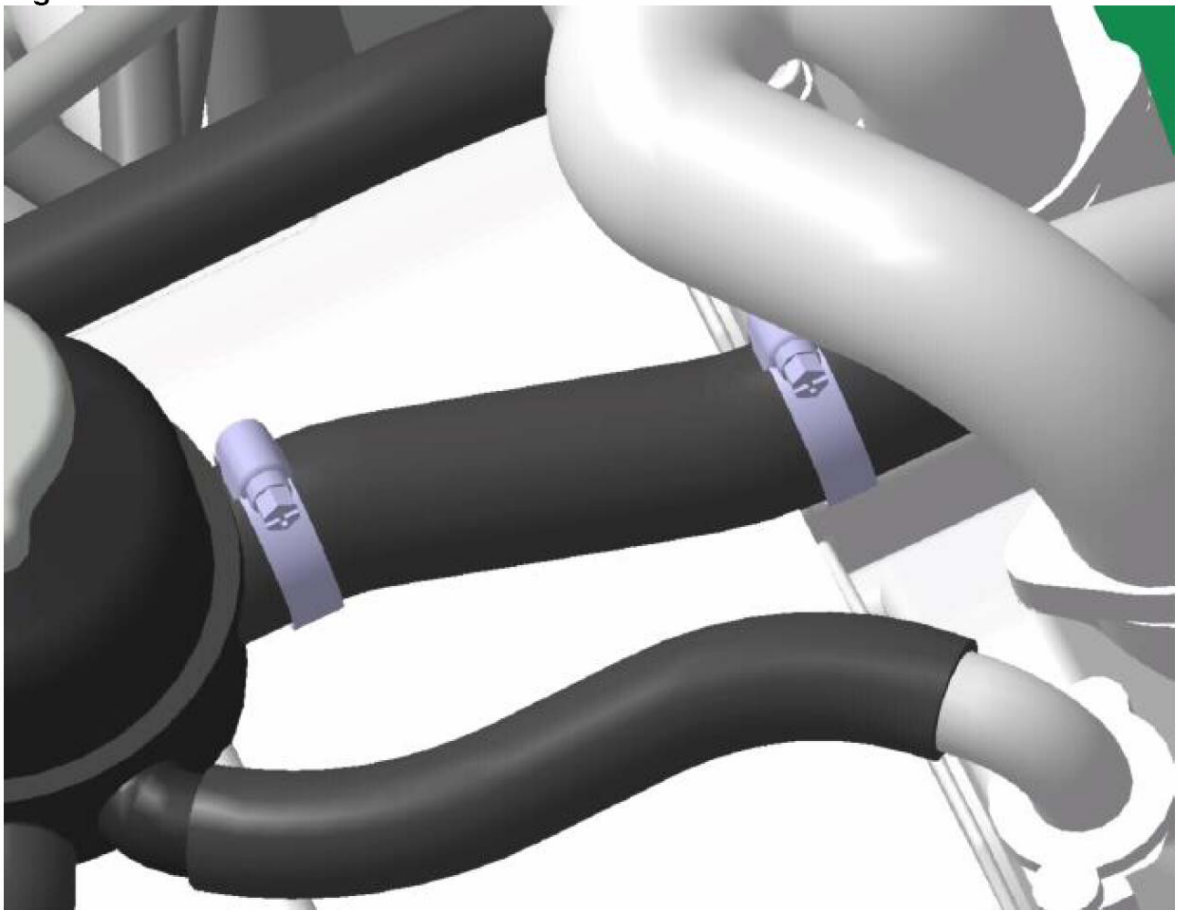
Aluminium pipe routed from cooling liquid expansion tank on the top of the engine under left cylinders air inlet manifold (see fig.1) down to radiator was modified to more simple shape utilizing one-plane bends. With that the distance from expansion tank to upper edge of aluminium tube increased from about 2 up to about 7 cm and clamp was moved outside (see fig.2).

Advise:

Please check if you can see in your plane rubber hose fixing clamp installed outside the air inlet manifold, please check wearing of the rubber hose against the manifold. If the rubber hose is worn out without having an aluminium tube under it and being clamped between manifold and expansion tank, replace rubber hose and the aluminium tube to a longer one.

PLEASE SEE ATTACHED PICTURES

Fig. 1




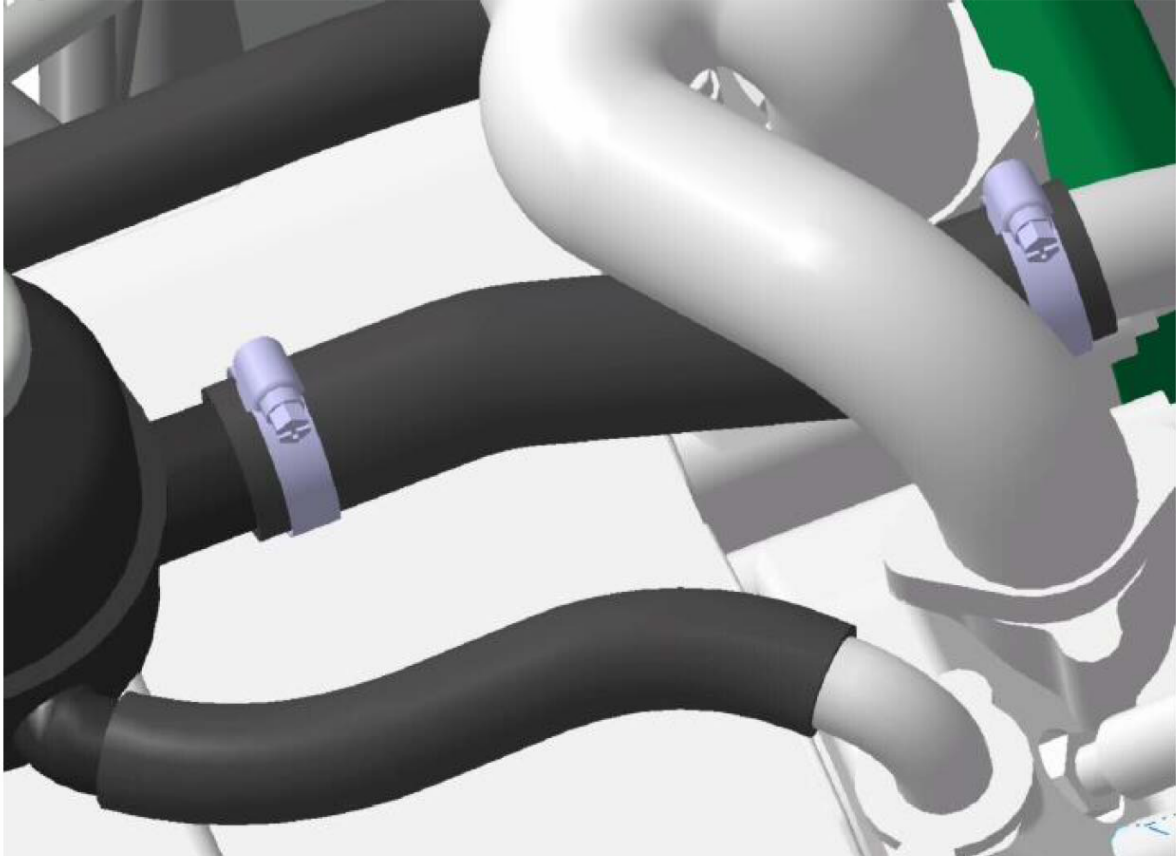
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Fig. 2



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