	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__-04; SN-LTUL-CT2k-05; SN-LTUL-CTSW-03 Revision 0
		Date of Initial Publication: 15-Oct-2008 Publication Date of this Revision: 15-Oct-2008

Service NOTIFICATION

Upper rudder hinge

**SN-LTUL-CT__-04;
 SN-LTUL-CT2k-05;
 SN-LTUL-CTSW-03**

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1.10 Superseded Documents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. 5

Safety Directive No. 5

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. 5

Issue Date: 01.07.2003

Subject:

All CT's and CT2K's. Upper hinge of the rudder.

Case:

At the plane serial no. 01-06-02-12 the bush, part no. KA3020511, got loose at the rudder nose rib, part no. KA3020500ASSY at 80 hours.

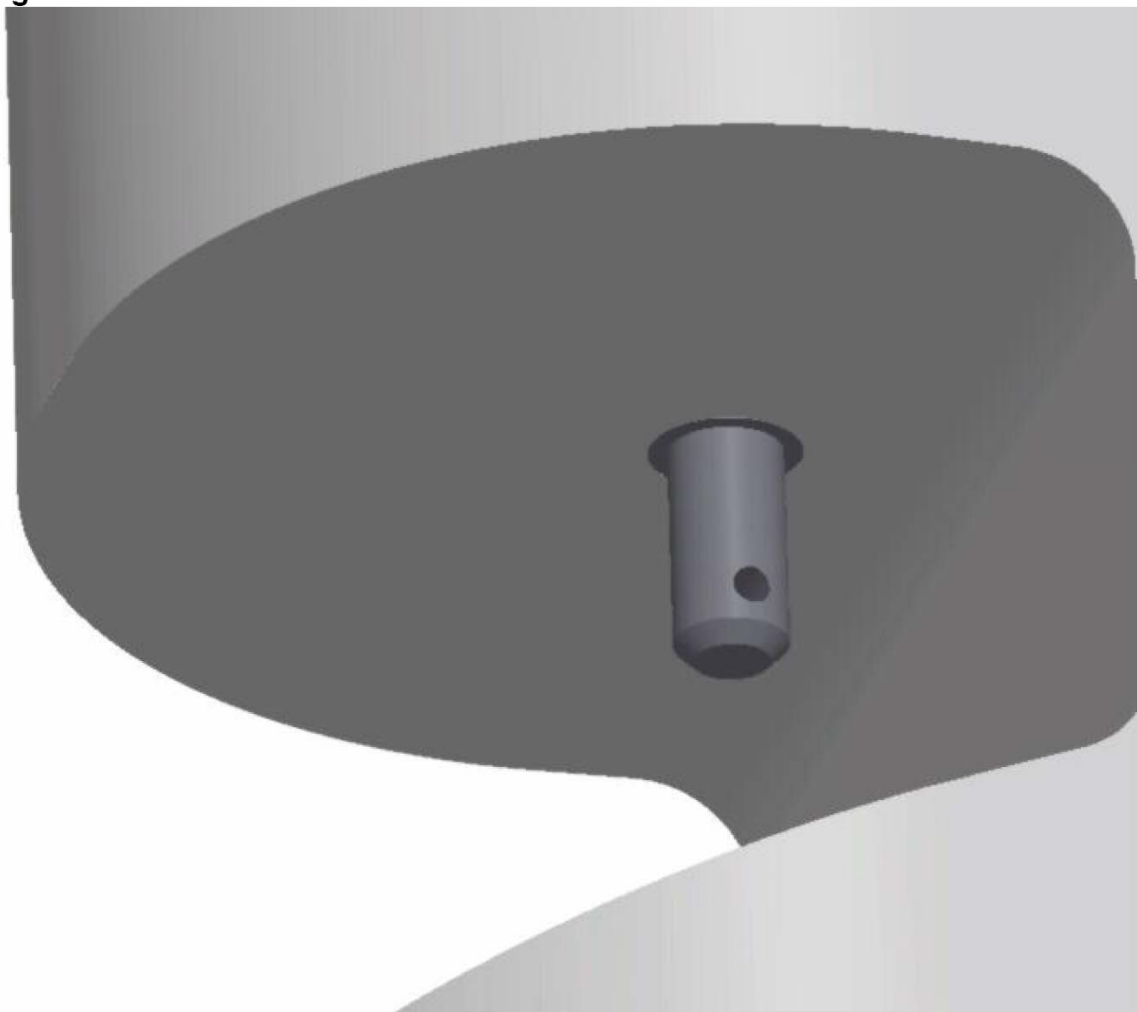
Analysis:

It's very unlikely but as it seems gluing between the threaded bush and the rib was destroyed and the bush was screwed into the rib.

Advise:

1. Check that the bush is fixed, but not loosened.
2. Check that the position of the bush and the rib is correct (refer to Fig.1). The position of the bush on Fig. 2 & 3 is not correct and shown in purpose.
3. If items 2& 3 are found let repair rudder at an authorized repair station.

Fig. 1




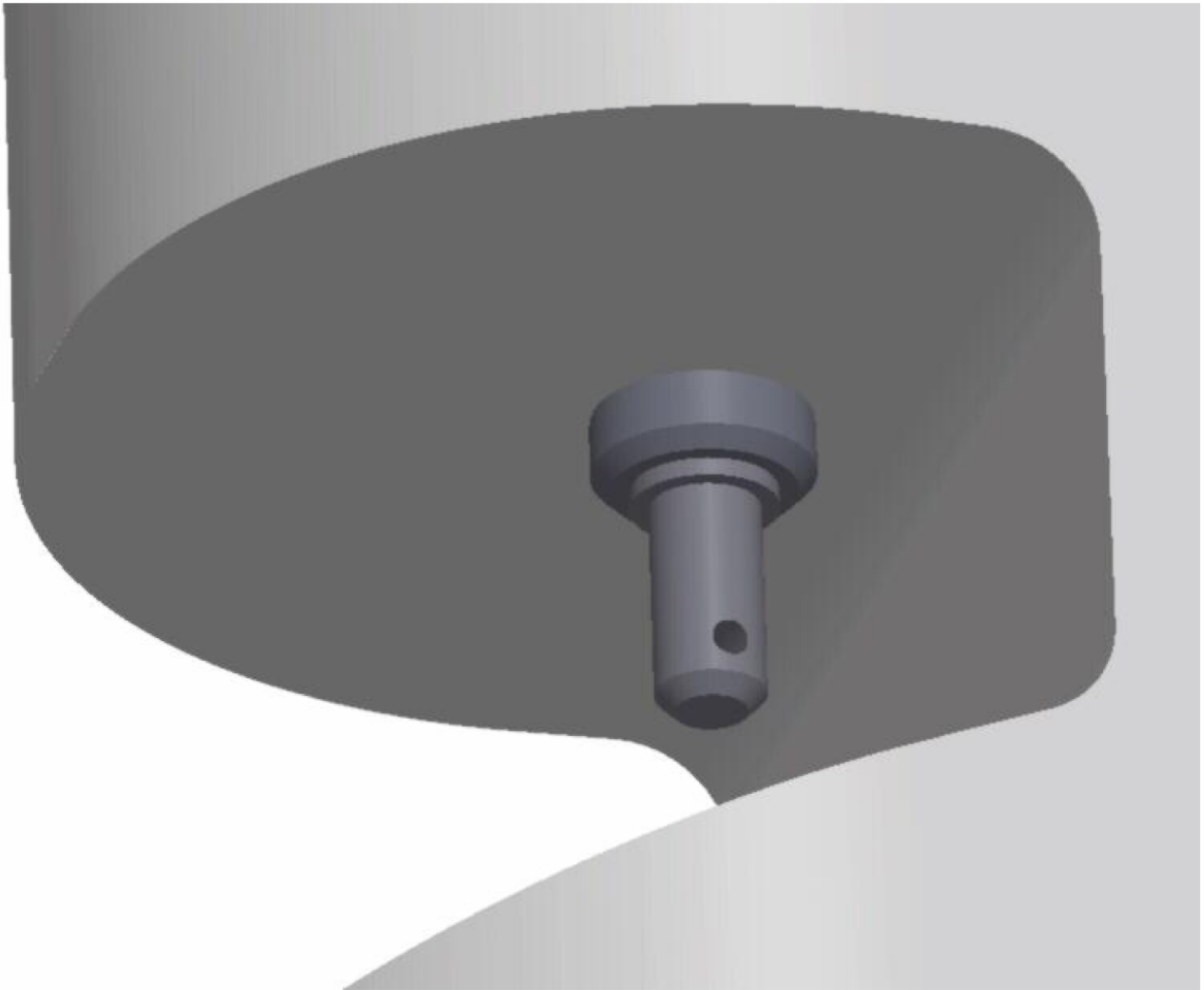
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Fig. 2




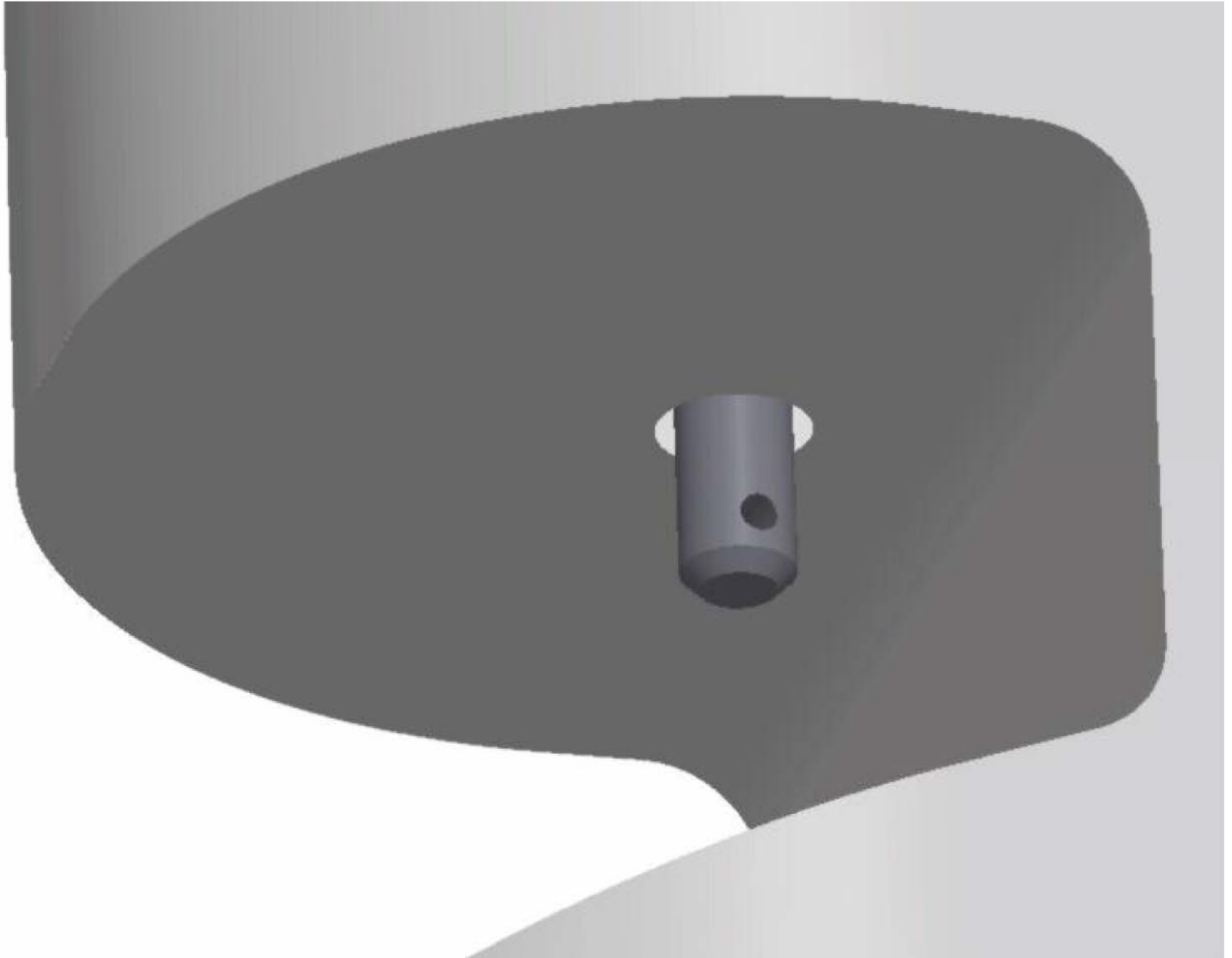
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Fig. 3



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