Service Bulletin

Inspection of Float Mount Brackets
SB-ASTM-CTLS-18

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:	CTLS
Serial Number:	S/N 7-11-13 through current production
Applicable Countries:	Not limited

1.2 Concurrent Documents

- none -

1.3 Reason

An incident occurred on a Clamar/Airtime Float equipped CTLS where the forward upper float attachment bracket failed on a semi rough water landing. The aircraft had been flying for 9 years and had an unknown amount of water landings and service history.

1.4 Subject

This Service Bulletin shall establish a minimum inspection period for the particular fittings and require the vendor to devise an improved inspection program before subsequent MRA for the use of the Clamar/Airtime float system to be issued.

1.5 Compliance

Compliance must be shown latest within 3 months following the issue date of the SB.

▲**Warning:** Non-compliance with these instructions could result in damage to the aircraft, personal injuries or death.

1.6 Approval

This SB 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 SB the aircraft will still meet the requirements of the applicable ASTM design and performance specification.

1.7 Type of Maintenance

Line

1.8 Personnel Qualifications

For US LSA aircraft: 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.

1.9 Release to Service

Conduct of this SB must be logged in the aircraft log book with date and signature of the responsible Person according to national regulations.

1.10 Weight and Balance

- none -

1.11 References

Procedures provided by AC43 provide additional or enhanced information that supports conduct of steps described in section 3 of this SB.

1.12 Superseded Documents

- none -

1.13 Contact Details

For further information on conduct of this SB, 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 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

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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

Refer to concurrent SI number [ref].

2.1 Workshop Conditions

No specific workshop requirements.

2.2 Parts

- none -

2.3 Materials

.035 Safety wire for turnbuckles

2.4 Tools

1. 7/16” Wrenches for locknuts.
2. Safety wire pliers for turnbuckles

2.5 Special Tools

- none -

2.6 Manpower

The described task can be performed within approximately 2 hours (working time). The working time includes securing the aircraft, removing the attachment bolts and visually inspecting the attachment bracket components, reassembling the aircraft, making a logbook entry.

3 Instructions

Refer to concurrent SI number [ref].

3.1 General

Within the next three months, inspect the upper float attachment as a part of each annual or 100 hours inspection or after 100 takeoffs and landings. Whichever comes first.

3.2 General Procedures

Inspect the upper float attachment as described in section 3.3.as a part of each annual, 100 hours inspection or after 100 takeoffs and landings, whichever comes first.

3.3 Detailed Procedure

Step 1

The airplane should be secured by placing wheel chocks on the main and nose wheels. Apply the parking brake as the plane cannot be allowed to move during the inspection. Secure the rear of the fuselage and also place a brace (a small padded step ladder) to balance the fuselage after removing the forward float mount strut at the top to inspect the steel attachment bracket or tang at the top of the strut.

Step 2

Loosen the forward cross bracing by removing the safety wire on the turnbuckles as shown in Fig 1. Remove the locknut and washer that secures the eyebolt that goes through the forward strut tube, the machined aluminum block and the welded tang that extends from the square tubular cross member that is primary forward attachment for the floats.

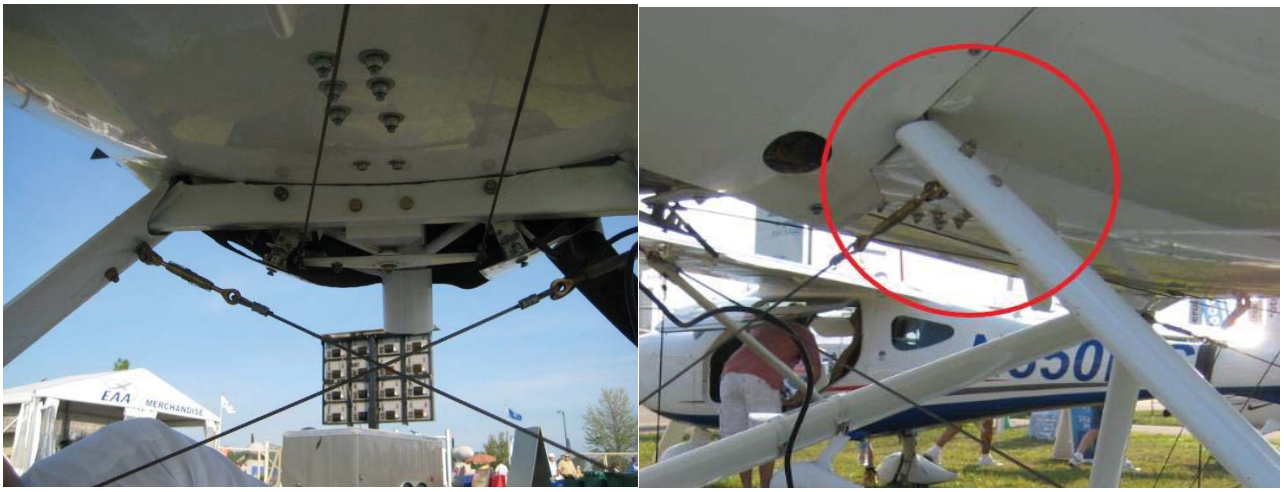

FIG 1

Step 3

Carefully lift the forward fuselage and disconnect the forward struts from the tangs at the end of the square tubular cross member. Inspect the welds and steel tang section of the cross member circled in Fig 2 for cracks, unusual bends or corrosion.

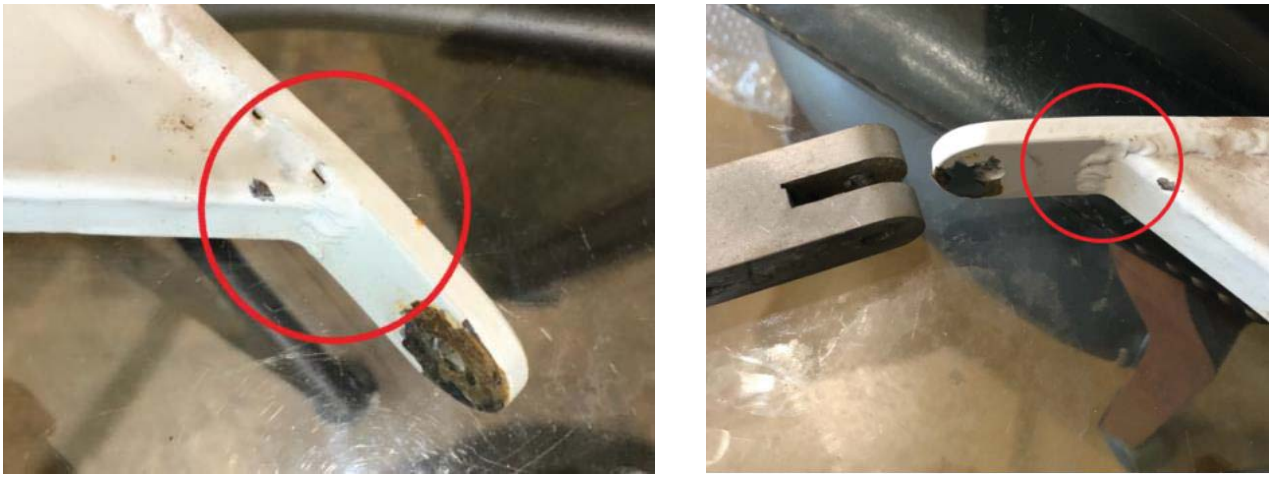

FIG 2

Step 4

Reconnect the forward struts to the tangs at the end of the square tubular cross member by reinserting the eyebolts and secure with new locknuts. Tighten the turnbuckles on the cross-bracing wires and secure with safety wire according to practices found in AC43-13.

3.4 Documentation

Conduct of this SB must be logged in the aircraft log book with date and signature of the responsible Person conducting the SB. National regulations have to be considered.