FLIGHT DESIGN

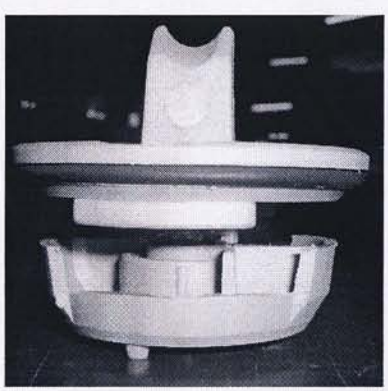
№ 081027

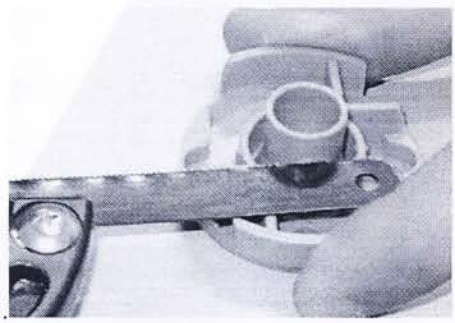
Flight Design Manufacturer Approval for all CTLS

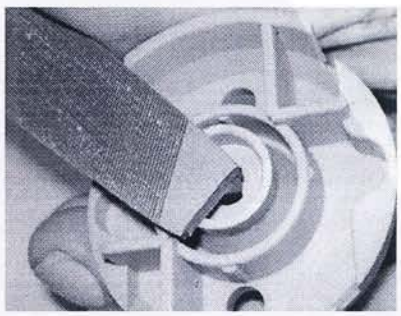
In special cases it can happen that the plastic fuel filler cap that is installed to the CTLS is difficult to operate due to a too close fit at the guidance between top cover and bottom plug. To avoid operational difficulties we hereby approve the modification of fuel caps as described below. There is no explicit requirement to perform this modification.

Remove the fuel filler cap from the aircraft. Loosen the nut on the lower side to disassemble the filler cap

Trim a portion of the saddle off of the bottom plug (this is where the twist-lock tab-bolt passes through). The depth of the cut should be about 3/4 of the way down from the top of the saddle as shown in Figures. By decreasing the height of this saddle, it should allow enough clearance for the twist-lock tab to engage and secure, normally and without UNUSUAL binding and/or friction



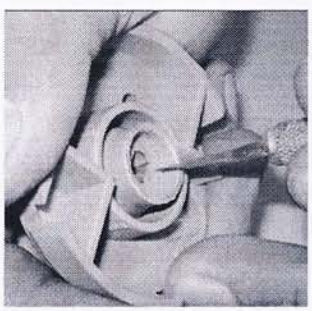


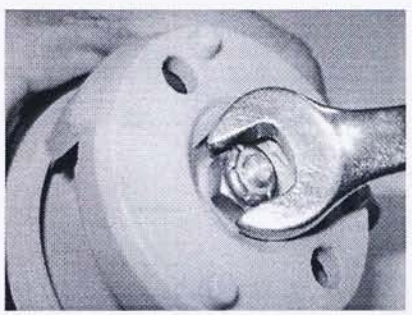


Carefully sand and clean the cutted edge so that no friction results from uneven edges.

Carefully remove all dust before re-assembly.

Re-assemble upper and lower part of the cap again by re-installing a new self-locking nut.





Tighten the nut only so much that, when installing the filler cap to the wing and locking it to the in-flight position, the filler cap is just tightened to the wing so much that the O-ring is slightly compressed. Do not adjust too tight, as this will damage the O- ring. Do not adjust too loose as the filler cap will no longer seal off properly.

Fulfillment of this work must be documented in the aircraft records (Aircraft Logbook) with reference to and together with this approval.

Note: Approval is given for the mechanical installation only. Correct function of all installed equipment is under the obligation of the modifier as this can not be checked by Flight Design.

Flight Design Document Center, 27 Oct 2008

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It's up to you.

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