

Service Bulletin 063010

GRS Recovery System Service Life

ISSUED BY:

TL-Ultralight s.r.o.
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DATE OF NOTICE: 30 June 2010

EFFECTIVE DATE: Immediately

LIMITATIONS: None

AFFECTED AIRCRAFT: TL-Ultralight, TL-2000, StingSport, Sting S3

AFFECTED SERIAL NUMBERS: See included list

NOTICE ID: 063010

PAGES: This is page 1 of 3pages.

REFERENCES: Aircraft Maintenance Manual (AMM), Aircraft Operation Instructions (AOI), This service bulletin: SB063010.

DISCUSSION: This Service Bulletin will establish procedures for the Galaxy Aircraft Recovery System (GRS) repack/reversion process. Since 2004 TL Ultralight, sro has built more than seventy aircraft for the US LSA market. All of the aircraft included factory installation of the GRS ballistic recovery system.

Initially the GRS system was rated with a five (5) year repack/revision service life. As GRS improved the components, the five year expiration time was extended to six (6) years with a revised installation process in the TL2000 Sting aircraft. (Rocket attached to the parachute container.) The currently installed GRS systems are rated for a nine (9) year service life from the date of manufacture before repack/revision is required. On some early serial numbered aircraft with remote rocket systems the airworthiness service life of the repack/revision may be less than nine (9) years.

DISTRIBUTION: This Service Bulletin SB063010 sent by Certified Mail to each affected owner on record.

This SB is also posted on the US distributor website: www.sting.aero/owner/notices

CORRECTIVE ACTION: It is **strongly recommended** to have the chute system repacked/revised at service life expiration. The parachute rocket system has received many improvements in the last five years. These system changes have added value to the replacement process by nearly doubling the time of the airworthiness service life before the next repack/revision.

This bulletin iaw ASTM Designation: F 2295 / Standard Practice for Light Sport Airplane Continued Operational Safety Monitoring
SAFETY ALERT requires immediate action. / SERVICE BULLETIN recommends future action. / SERVICE NOTIFICATION continued airworthiness information.

Service Bulletin 063010

GRS Recovery System Service Life

In order to provide continuing airworthiness service, the aircraft serial numbers have been coordinated with the GRS serial numbers to assist owners to determine the service life of the GRS aircraft recovery systems installed in each aircraft. The systems data sheet included in each aircraft blue folder will show the specific expiration date, on last day of that month.

The following aircraft serial numbers contain GRS systems which will require repack/revision by the date at the top of each column in order for the GRS system to remain in service and airworthy.

<u>Expired prior to</u> <u>30 June 2010</u> <u>2010</u>	<u>Expires on</u> <u>31 July 2010</u>	<u>Expires on</u> <u>30 August 2010</u>	<u>Expires on</u> <u>30 November</u>
TLUSA106	TLUSA125	TLUSA121	TLUSA128
TLUSA108	<u>TLUSA126</u>	TLUSA122	TLUSA129
TLUSA110	Total 2	TLUSA123	<u>TLUSA130</u>
TLUSA111		<u>TLUSA124</u>	Total 3
TLUSA112		Total 4	
TLUSA114			
TLUSA115			
TLUSA116			
TLUSA118			
TLUSA119			
<u>TLUSA120</u>			
Total 11			

FURTHER NOTIFICATIONS: This service notice will be updated to reflect additional time of service for subsequent serial numbers as the expiration dates occur.

CONTINUED AIRWORTHINESS: TL Ultralight, sro does not require the GRS recovery system as minimum operating equipment. Operation of the aircraft with the recovery chute system out of service time is **not recommended!** Such operations require the installation of a placard on the instrument panel in front of the passenger seat that states the following:

Warning!
 The service life of the aircraft
 parachute system has expired.
 The recovery system is not airworthy.

This warning placard is included in the certified mailing of this notice to the address of each registered owner on record by aircraft serial number. It is also available on request.

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Service Bulletin 063010

GRS Recovery System Service Life

PROCESS: Ordering process requires an extended time due to shipping to and from the Czech Republic. Once your current installation type is determined, a replacement will be ordered. The order is then placed in the GRS production schedule and is shipped back to Sportair when completed.

After system arrival and inspection, the aircraft must be scheduled to arrive at the SportairUSA facility at KORK for workorder, removal of the existing system and replacement. The removed system will be reshipped to GRS.

Complete system replacement will require two work days, Monday to Friday. (Weekend work only by previous approval and with additional labor costs.)

SKILL REQUIRED: GRS certificate of training for documentation, receive, inspect, deactivate, removal, fuel disposal, disassemble, class 1.4G explosive permit, packing/shipping, storage, , reassemble, install and log entry certification of service life.

SCHEDULE: Comply with this notice within the next three (3) hours of flight or thirty (30) days from date of this notice.

COSTS: Transport of aircraft at owner's expense to/from the USA distributor, SportairUSA, LC. Approximate cost estimate for repack/revision including labor of removal, fuel disposal, shipping system to GRS, repack & revision, return shipping of system to SportairUSA, labor for installation and certification in aircraft will be approximately \$2800-\$3800 at current USD/EURO rates.

CONTACT: To schedule an order and replacement appointment for the GRS system repack/revision please contact our US distributor:

SportairUSA, LC
8222 Remount Road
North Little Rock, AR 72118
Phone 501.228.7777.
Fax 501.227.8888
Email: *info1@sportair.aero*

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