

TL-Ultralight s.r.o. Notice of Continued Airworthiness
Service Notification 043012
Inspection of horizontal stabilizer connections

ISSUED BY: TL-Ultralight s.r.o.
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DATE OF NOTICE: 30 April 2012
EFFECTIVE DATE: Immediately
AFFECTED AIRCRAFT: TL-Ultralight, TL2000, StingSport, Sting S3, & Sting S4.
AFFECTED SERIAL NUMBERS: All
NOTICE ID: SN043012
PAGES: This is page 1 of 2 pages.

REFERENCES: TL2000 Aircraft Parts Manual (APM)
TL2000 Aircraft Maintenance Manual (AMM),
TL2000 Aircraft Operation Instructions (AOI),
This service bulletin: SB060611.

DISTRIBUTION: This service notice SN043012 is sent to all registered TL 2000 owners on record and posted on website of the US distributor: ww.sting.aero/owner/notices

DISCUSSION: This Service Bulletin establishes procedures for the inspection of the horizontal stabilizer connections. TL Ultralight, sro has built more than eighty aircraft for the US LSA market. All of the aircraft use the same tested structural alignment pins to install the horizontal tail.

Reports from the field indicate that trapped moisture may accumulate in the interior of the alignment fitting and possibly cause corrosion on any exposed metal surface. Aircraft that are located near coastal salt waters, whether stored inside or parked outside may be more susceptible to corrosion of any non-protected metal surfaces.

CORRECTIVE ACTION: All disassembly and reassembly directions are found in the latest version of the TL2000 Aircraft Maintenance Manual. The AMM can also be downloaded from the website noted above.

At the next annual condition inspection, remove the horizontal stabilizer and inspect the connection pins (Figure 1) to assure that there is no hidden corrosion. Some aircraft may have an extensive amount of silicone adhesive in the contact surface between the lower face of the beaver tail extension both ahead and aft of the alignment pins. Safety wire or dental floss may be used to break the silicone bond to these surfaces for removal of the upper face of the horizontal stabilizer.

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.

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Inspection should include the alignment pins, the rotating alignment pin bearing sockets (Figure 2) and all metal hinges. Clean the pins and bearings to inspect for corrosion. After inspection, lubricate all exposed metal surfaces and reinstall.



Figure 1

View of the aft lower surfaces of the horizontal stabilizer extension area ahead and aft of the red circled alignment pins. (Forward is to the left.)

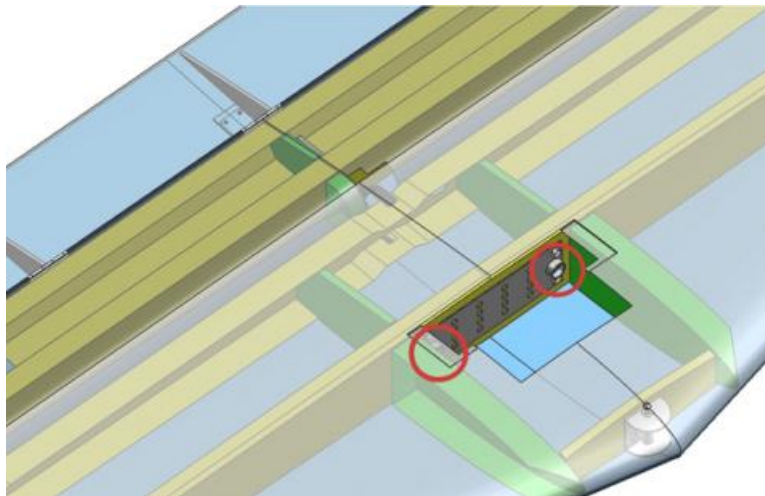


Figure 2

View of the upper face of the horizontal stabilizer showing the red circles in the aft wall of the recessed area where the pivot bearings are located. (Forward is down and to the right.)

SB043012 is not cause for grounding. Aircraft with current annual condition inspections are considered airworthy. Flight for re-positioning to complete services required in SB043012 is acceptable. Enter compliance with this Service Bulletin in the aircraft logs.
END SN043012

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