

TL-ULTRALIGHT s.r.o. NOTICE OF CORRECTIVE ACTION

Service Bulletin 060611

GRS Recovery System Service Life

ISSUED BY:

TL-Ultralight s.r.o.
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DATE OF NOTICE: 6 June 2011

EFFECTIVE DATE: Immediately

LIMITATIONS: None

AFFECTED AIRCRAFT: TL-Ultralight, TL-2000, Sting Carbon, StingSport.

AFFECTED SERIAL NUMBERS: See included list

NOTICE ID: 060611

PAGES: This is page 1 of 4 pages.

REFERENCES: Aircraft Maintenance Manual (AMM), Pilot Operating Handbook (POH), Aircraft Operation Instructions (AOI), this service bulletin: SB060611 and Galaxy Service Bulletins GRS040609 and GRSSB063010

DISCUSSION: This Service Bulletin establishes procedures for the GRS repack/reversion process. All TL-2000 aircraft include installation of the Galaxy Aircraft Recovery System (GRS) ballistic recovery system.

Initially the GRS system was rated for a five (5) year repack/revision service life. As GRS improved the components, the five year service life has been extended for the currently installed GRS systems to nine (9) years from the date of manufacture.

This service bulletin will assist owners of existing aircraft to determine the service life of the GRS system installed in each affected aircraft.

DISTRIBUTION: This Service Bulletin, SB060611, sent by Certified Mail to each affected owner of record. This SB is also posted on website of the US distributor, SportairUSA.

www.sting.aero/owner/notices

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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CORRECTIVE ACTION: It is **strongly recommended** to have the chute system repacked/revision at service life expiration. The parachute rocket system has received many improvements in the last six 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.

PROCESS: The 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 from GRS. The order is then placed in the GRS production schedule and is shipped to SportairUSA when completed.

After the GRS system arrival and inspection, the aircraft must be scheduled to arrive at the SportairUSA facilities at KORK for workorder, removal of the complete existing system, replacement, deactivation of the rocket propellant, aircraft logbook entry and preparation for return to GRS.

Complete system replacement will require two work days, Monday through Friday. (Weekend work only by previous approval and with additional labor costs.) The removed, deactivated system will be reshipped to GRS by SportairUSA.

SKILL REQUIRED: GRS certificate of training for shipping, 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 ten (10) 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 location, SportairUSA, LC.

Approximate cost estimate for repack/revision including labor for removal, fuel disposal, shipping system to and from SportairUSA, repack & revision, return shipping of system to GRS, labor for installation and certification in aircraft will be approximately \$2800-\$3800 at current USD/EURO rates.

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CONTINUED AIRWORTHINESS: TL Ultralight, sro does not require the GRS recovery system as minimum operating equipment. However, 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 GRS
parachute system has expired.**

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. The label should be installed and a record of the service life expiration and placard installation included in the aircraft log book.

FURTHER NOTIFICATIONS: This service notice will be updated to reflect additional time of service for subsequent aircraft serial numbers prior to the GRS system expiration dates.

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

SportairUSA, LC
KORK Municipal Airport
8222 Remount Road
North Little Rock, AR 72118

Phone 501.228.7777
Fax 501.227.8888
Email: *info1@sportair.aero*

End SB060611