

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

## Service Bulletin 060611a

### GRS Recovery System Service Life

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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, StingSport, Sting S3, Sting S4, TL-3000, Sirius

AFFECTED SERIAL NUMBERS: All

NOTICE ID: SB060611a (Replaces and clarifies SB060611)

PAGES: This is page 1 of 3 pages.

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REFERENCES: Aircraft Maintenance Manual (AMM), Aircraft Operation Instructions (AOI),  
This service bulletin: SB060611a. Galaxy Service Bulletin GRS040609 And 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 as an optional installation, not as standard equipment, however the GRS system must be included in the aircraft weight and balance calculations.

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 / TL3000 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 SB060611a 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](http://www.sting.aero/owner/notices)

CORRECTIVE ACTION: It is **strongly recommended** to have the chute system repacked/reviced 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.

In order to provide continuing airworthiness service, the following 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

This bulletin iaw ASTM Designation: F 2295 / Standard Practice for Light Sport Airplane Continued Operational Safety Monitoring  
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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 next to each column in order for the GRS system to remain in service and airworthy:

Airplane	Timed Out	Airplane	Timed Out	Airplane	Timed Out
TLUSA 165-180	To be announced	TLUSA 143	May 31, 2012	TLUSA 121	August 31, 2011
TLUSA 164	May 31, 2017	TLUSA 142	Non exsistance	TLUSA 120	June 30, 2011
TLUSA 163	May 31, 2017	TLUSA 141	Non exsistance	TLUSA 119	Expired 2010
TLUSA 162	See SB GRS-040609	TLUSA 140	May 31, 2012	TLUSA 118	Expired 2010
TLUSA 161	May 31, 2017	TLUSA 139	April 30, 2012	TLUSA 117	Expired 2010
TLUSA 160	31-May-17	TLUSA 138	April 30, 2012	TLUSA 116	Expired 2010
TLUSA 159	May 31, 2017	TLUSA 137	March 31, 2012	TLUSA 115	Expired 2010
TLUSA 158	SB Tornado	TLUSA 136	February 29, 2012	TLUSA 114	Expired 2009
TLUSA 157	See SB GRS-040609	TLUSA 135	January 30, 2012	TLUSA 113	Expired 2009
TLUSA 156	See SB GRS-040609	TLUSA 134	January 30, 2012	TLUSA 112	Expired 2009
TLUSA 155	November 30, 2012	TLUSA 133	January 30, 2012	TLUSA 111	Expired 2009
TLUSA 154	November 30, 2012	TLUSA 132	January 30, 2012	TLUSA 110	Expired 2009
TLUSA 153	August 31, 2012	TLUSA 131	December 31, 2011	TLUSA 109	Expired 2009
TLUSA 152	August 31, 2012	TLUSA 130	November 30, 2011	TLUSA 108	Expired 2009
TLUSA 151	August 31, 2012	TLUSA 129	November 30, 2011	TLUSA 107	May 31, 2017
TLUSA 150	September 30, 2012	TLUSA 128	November 30, 2011	TLUSA 106	Expired 2009
TLUSA 149	August 31, 2012	TLUSA 127	May 31, 2017	TLUSA 105	Expired 2009
TLUSA 148	August 31, 2012	TLUSA 126	July 31, 2011	TLUSA 104	Expired 2008
TLUSA 147	June 30, 2012	TLUSA 125	July 31, 2011	TLUSA 103	May 31, 2017
TLUSA 146	June 30, 2012	TLUSA 124	August 31, 2011	TLUSA 102	Expired 2008
TLUSA 145	May 31, 2012	TLUSA 123	August 31, 2011	TLUSA 101	Expired 2008
TLUSA 144	May 31, 2012	TLUSA 122	August 31, 2011		

**FURTHER NOTIFICATIONS:** This service notice may be updated to reflect additional time of service for subsequent serial numbers as the expiration dates occur in follow-on aircraft.

**CONTINUED AIRWORTHINESS:** TL Ultralight, sro does not require the GRS recovery system as minimum operating equipment for the aircraft to be serviceable. The Galaxy system is included in the weight and balance data as standard equipment but should not be included in the required equipment for operation or condition for safe operation of the aircraft. A Galaxy system that is out of service has no effect on the aircraft service life or airworthiness for operation. 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.

This warning placard is included in the certified mailing of this notice to the address of each

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registered owner on record by aircraft serial number. It is also available on request.

**WARNING:** Do NOT attempt to remove an existing GRS system from any aircraft without proper GRS training or current removal safety procedures!

**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. A deposit of 3,000EU is required at the time of order. 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.

**COST ESTIMATE:** Transport of aircraft to KORK airport 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 GRS, labor for installation and certification in aircraft will be approximately 4,800EU-6,800EU at current USD/EU exchange 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  
KORK Municipal Airport  
North Little Rock, AR 72118  
Phone 501.228.7777  
Fax 501.227.8888  
Email: *info1@sportair.aero*

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