

BRS Activation Handle Inspection & Rework

This document is used to provide additional support to the BRS SB 07-05

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- Pages: Two (2)
- Date Issued: August 29th, 2007
- Scope: all CT up to S/N 07-03-07 (excluded) with BRS parachute system. Details below under Affected Aircraft.

Affected Aircraft:

All CT models prior up to Serial Number 07-03-07 (this serial number is the first excluded) with the following equipment:

- BRS parachute system
- Parachute system activation handle mounted to the cabin bulkhead as shown below, above the rudder trim wheel.
- Parachute system handle installations of the fixed, non pivot-type (as shown below Fig 1).



Fig. 1: BRS parachute system handle installation which **is affected** by this SD

Not affected are CT versions:

- with different parachute systems than BRS (not applicable in USA)
- with BRS rescue systems that have the new installation (planes from 07-03-07 onwards have an attachment of the handle with a swivelling “pivot” in the installation.)



Fig. 2: New BRS rescue system handle installation which is **not affected** by this SD

Discussion:

Preceding this SD there was an incident where the pilot attempted to actuate his BRS parachute system and subsequently performed an emergency landing in the field. Investigation by BRS showed an incorrectly assembled activation handle which made the rocket difficult to ignite.

As it can not be deduced where and under what conditions this handle was improperly assembled, BRS and Flight Design are mandating an inspection and rework if required of all BRS parachute system handles of this type and installation.

Corrective Action and Procedure:

BRS and Flight Design are mandating an immediate inspection of the handle according to the BRS Service Bulletin SB 07-05 issued 8-24-07.

Attention – when performing BRS SB 07-05 always keep in mind that you are dealing with explosive equipment. Follow the steps required by BRS SB 07-05 accurately to avoid hazards or mistakes.

Unless BRS SB 07-05 is not complied with, the Parachute System is considered inoperable. Depending on the country the plane is registered in, this has different effects. When a Parachute system is not required by regulation (such as in the USA), the pilot can choose to operate the plane at his / her full own risk, for example to fly to a qualified workshop to perform the task. In countries where the parachute system is required, this procedure has to be complied with prior to next flight.

Documentation:

Complete aircraft records by noting compliance with BRS SB 07-05 in aircraft logbook. BRS provides a Completion Response sheet attached to SB07-05. Please send the completed Compliance Response form to both, BRS Inc. and Flight Design USA by email or fax.

As long as the Compliance Response has not reached the Flight Design and BRS offices, this SB is considered not performed for the individual aircraft, if affected. Aircraft not affected by this Service Bulletin are not required to send feedback.

Reminder:

Flight Design reminds the Owner/Operator of a Flight Design aircraft that compliance with all Safety Directives, Aircraft Operating Instructions, Maintenance Manuals as well as the reporting of any and all Safety of Flight or Service Difficulties by the Owner/Operator is *mandatory* for the operation of an SLSA aircraft.