

Six Chuter International LLC

SERVICE BULLETIN 2013-02

Service bulletins will be distributed to all operators by the manufacturer when no unsafe condition exists that could lead to an un-airworthy condition, but a service problem has become repetitive for which the manufacture has developed a design change, or service procedure change that will contribute to the improvement or convenience of operation or maintenance of the aircraft. Service bulletin changes are not mandatory to maintain the aircraft's compliance with ASTM Standards.

Repeating symbols:

Please pay attention to the following symbols throughout this document emphasizing particular information.

- WARNING:** Identifies and instruction, which if not followed, may cause serious injury or even death.
- CAUTION:** Denotes an instruction which if not followed, may severely damage the engine or could lead to suspension of warranty.
- NOTE:** Information useful for better handling.

LEVEL	ADVISORY
DATE	08/01/2013
SB NUMBER	Service Bulletin 2013-02
APPLICABLE MODELS & CATEGORIES	All Legend Models (XL, Paragon, 103s)

1) Planning Information

1.1) Aircraft affected

- All versions of the aircraft type:
- Legend Models Including XL, Paragon and 103s
 - Categories including Experimental, Special Light Sport and P103

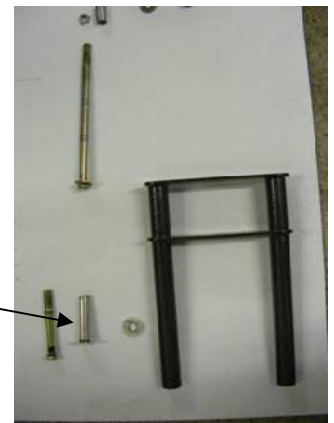
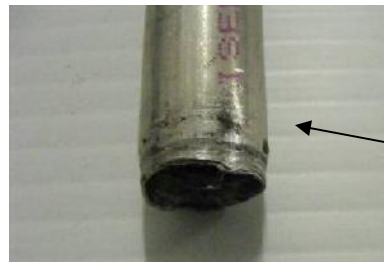
1.2) Concurrent Change Order

Change Order 08/01/2012:

1.3) Reason

We have had a total of six reported maintenance issues on Legend XL front forks. These have been on both the heavier fork for 912 and the standard one. The aluminum insert for the bolt that connects the fork to the frame rail has been found to wear excessively. Once worn the bolt tends to enlarge the hole resulting in wobbling movement of the front fork. These reports are from owners of Legend powered parachutes that are flown from rougher fields, or are heavy use aircraft (training) and other high hour uses.

AFFECTED INSTALLATION & PARTS



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1.4) Subject
Inspection, maintenance or replacement of Front Fork Parts

1.5) Compliance

1.5.1 The security of the front fork should be a standard item on preflight checklist.

1.5.2 If excessive play is discovered with this installation the front fork and end plate on the frame plate should be removed to check the aluminum insert for deformity.

1.5.3 If there is any deformation to the aluminum insert, or if the holes that hold the front fork bolt are showing signs of deformity, then this new installation is recommended.

1.6) Approval

The technical content of this document has been approved by Six Chuter International LLC Safety Staff. Change order 08/01/2012 incorporates this installation as standard on serial numbers 3134 and later, or manufactured dates after 08/01/2012.

2) Material Information

2.1 Material – cost and availability Contact Six Chuter parts center, Rolando Santiago 360 9048766 or Tom Connelly 509 264-0588 Two replacement brass bushings \$15.95

2.2 Company support information Contact Tom Connelly, Operations Manager 509 264-0588 for installation assistance.

2.3 Material required per Aircraft Two ¾" Brass Bushing with 5/8" inside diameter

3) Accomplishment / Instructions

3.1 Order replacement parts, Brass Bushing. Carefully drill out the ¼" hole to accommodate installation of brass bushings on top side and underside of fork. Replace the front fork. Eliminate the aluminum insert and secure the end plate of the frame rail.

3.2 Inspection After installation check to ascertain if the "wobbling" is eliminated.

4) Authorizations

4.1 Refer to maintenance manual for authorizations

4.2 This repair on Special Light Sport certified aircraft requires A & P certification, FAA repairman with maintenance rating, of FAA approved Service Station.

4.3 Owner operator of Experimental, Amateur Built or Part 103 aircraft are authorized to conduct this service.

