



Six Chuter Inc.  
**SAFETY DIRECTIVE**

Safety directives are issued to all known operators when a condition is found to exist that may also exist in other aircraft in the fleet and which would cause a deviation from original design or unsafe condition for flight, rendering the aircraft unairworthy. This change, maintenance procedure, inspection procedure, or other procedures deemed appropriate by the manufacturer is mandatory and must be performed and documented in the individual aircraft logs in order for that aircraft to maintain compliance with ASTM standards.

<b>LEVEL</b>	<b>MANDATORY</b>
<b>DATE</b>	09/01/2014
<b>SB NUMBER</b>	SD 2014-02
<b>APPLICABLE MODELS &amp; CATEGORIES</b>	All models and years with two stroke engines using poly Oil Reservoir or four stroke engines with poly Coolant Reservoir

**1.0 Overview**

1.1 Two recent engine issues relating to improperly vented oil reservoir caps have been brought to our attention. All oil and coolant reservoir caps installed on any Six Chuter model using a two stroke engine for oil injection and all models using a radiator coolant system must be properly vented.

**2.0 Aircraft Affected**

2.1 All Six Chuter Models with two stroke engines using oil injection and poly plastic oil reservoirs, and all models with poly plastic reservoir for coolant overflow.

**3.0 Concurrent Bulletins (None)**

**4.0 Reason**

4.1 In one case an owner installed an older style, non-vented plastic cap on a new style oil reservoir. The lack of vent restricted oil flow to the engine, resulting in an engine failure. The older style caps on older style reservoirs illustrated below come from the vendor without a vent hole. When used on the plastic gas tanks they remain unvented and a vent tube is installed on the gas tank itself. When used on either the coolant or oil reservoir a 1/8" hole must be drilled in the top of the cap to allow for proper venting. This instruction is in the relevant Six Chuter engine installation manual.



Older style (prior to 2009), Coolant and Oil Reservoirs. Caps have small nipple on top for safety wire



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- 4.2 In the second reported incident an owner of an older model installed the newer style oil reservoir. The caps that come from the vendor use a very small hole to vent the cap. In this case the smaller hole can easily be blocked if the cap is not cleaned and checked regularly as part of the preflight inspection. In this case the oil flow became restricted resulting in engine problems.

New Style Oil and Coolant Reservoirs with rounded caps



**5.0 Compliance Pre-2009 Models**

- 5.1 Owner of units produced prior to 2009 with the older style coolant and oil reservoirs must insure that they were installed according to the manual.
- 5.2 These caps, if used on the plastic gas tanks should be non-vented, and a vent hose must be installed on the gas tank, according to the installation manual.
- 5.3 If these caps are used on the coolant and oil reservoir they must be drilled with 1/8" bit on top of the cap to provide for the vent.
- 5.4 The preflight inspection must include regular checking of this cap to insure that it is clean and that the vent hole is unobstructed.

**6.0 Compliance on Pre-2009 Models that have been updated with the newer style oil and coolant reservoir and all 2009 and later models with the newer style oil and coolant reservoirs.**

- 6.1 Owners must check the vent hole as a part of daily preflight to insure cleanliness of the cap and an unobstructed vent hole.
- 6.2 If the cap has the smaller "pin prick" size vent hole, owners are advised to drill that out with 1/8" bit.
- 6.3 A new part is available to replace the caps with smaller vents on the newer style reservoirs. This newer style cap uses an internal cap vent that avoids the need for drilling out the cap and is less prone to obstructions from debris. This cap will be installed on all units beginning with Serial Number 3155.

Flambeau Part 080139AE 2-1/4 Inch (5.71 cm) EPA fuel cap with Tether, inward vent and no center graphics. \$9.95

	080139AE	2-1/4 Inch (5.71 cm) EPA fuel cap with Tether, inward vent and no center graphics
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**7.0 Approval**

- 7.1 The technical content of this document has been approved by Six Chuter Inc. Safety Staff.

**8.0 Manpower**

- 8.1 Inspection of the caps is a daily preflight item that should take less than one minute.
- 8.2 Inspection of your current cap and drilling with 1/8" drill bit can be accomplished in less than five minutes



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**9.0 Weight and Balance**

9.1 Weight and Balance is not affected by implementation of this Safety Directive.

**10.0 Electrical Load (Not Applicable)**

**11.0 Software (Not Applicable)**

**12.0 References**

12.1 Six Chuter Maintenance Manual, Engine Installation Section for your Make and Model

**13.0 Other Publications Affected (None)**

**14.0 Interchangeability of Parts**

14.1 There is no other cap for either the older style or newer style coolant or oil reservoirs that are approved by Six Chuter International LLC for use on Six Chuter Powered Parachutes.

14.2 Only the older style cap can be used on older style reservoirs, and they must be vented according to the instructions in this safety directive.

14.3 The older style cap **MUST NOT BE USED** on the newer style reservoirs.

14.4 The new part Flambeau Part 080139AE 2-1/4 Inch is only approved for use on the newer style oil and coolant reservoirs.

**15.0 Availability of Parts and Technical Support**

15.1 For questions on this Safety Directive, or further instructions, contact

15.1.1 Rolando Santiago, Six Chuter Technical Support 360 904-8766

15.2 To order the newer style cap, contact

15.2.1 Email [Sixchuterinfo@comcast.net](mailto:Sixchuterinfo@comcast.net) , or Six Chuter 888 727-1998

15.2.2 Tom Connelly, Operations Manager, 509 264-0588