

# Six Chuter Inc.

## SAFETY DIRECTIVE

### MANDATORY

A Safety directive will be distributed to all 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 un-airworthy. 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.

### SD 2015-01 P3Lite

*Safety Directives are a mandatory part of the Light Sport Manufacturing compliance system. They are NOT required for non-certified, ultralight aircraft. However, Six Chuter International maintains this system for all powered parachute models including the ultralight models and amateur built models.*

### Repeating symbols:

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

**WARNING:** Identifies an 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 other part, or could lead to suspension of warranty.

**NOTE:** Information useful for better handling.

#### 1) Planning Information

##### 1.1) Aircraft affected

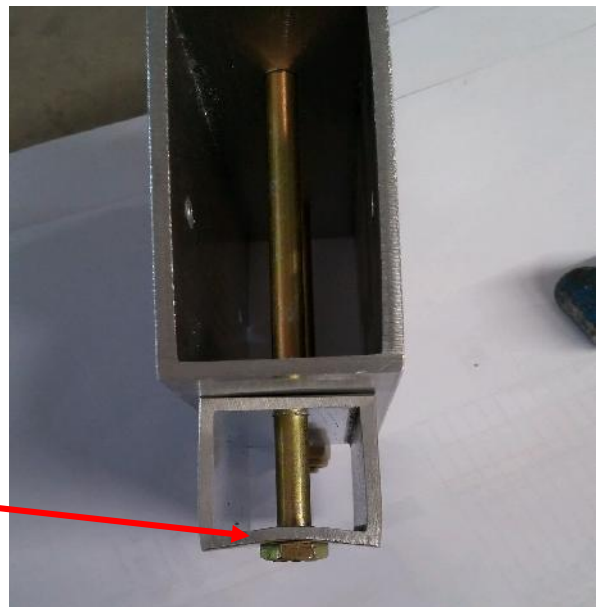
All versions of the aircraft type:  
- P3 Lite from S/N 3137 to 3165

##### 1.2) Concurrent SD/SB/SL

None

##### 1.3) Reason

Two customer feedback forms have been received indicating a loosening of the bolt that connects the engine spar to the pylon spar. Analysis shows that this results from a deformation of the inner tube used to secure the engine tube to the spar. See photo at the right. This deformation could occur through over tightening of the nut on the front of the pylon spar, during construction, or through rough landings. As this bolt loosens, the engine spar can move causing undesirable vibrations.



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**1.4) Subject**  
Loose bolt connecting engine spar to the pylon spar.

**1.5) Compliance**  
Because this is an ultralight model there is no mandatory maintenance requirements. HOWEVER, Six Chuter International recommends installation of a new part, a pylon-engine plate that will significantly strengthen this installation. This part is now part of the kit parts on all models after serial number 3166. The factory will provide the necessary parts at no cost to all existing P3 Lite owners.

The new Pylon-Engine Plate Installation

**1.6) Approval**  
The technical content of this document has been approved by Six Chuter International LLC. Safety Staff.

**1.7) Manpower**  
One Hour

**1.8) Mass Data**  
Weight and Balance is not affected by this change

**1.9) Electrical Load Data**  
No change

**1.10) Software**  
No Change

**1.11) References**  
P3 Lite Assembly Manual  
-Pylon-Engine Plate Assembly instructions

**1.12) Other Publications Affected**  
P3 Lite Assembly Manual

**1.13) Interchangeability of Parts**  
Six Chuter International LLC recommends that only factory provided parts be used on all of their aircraft models, including the Ultralight models.

### Contact

Tom Connelly [tom@sixchuter.com](mailto:tom@sixchuter.com)  
509 264-0588 for the parts kit to comply with this Safety Directive

