

Six Chuter International LLC

SERVICE LETTER

Service letters 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 issue 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 letter changes are not mandatory to maintain the aircraft's compliance with ASTM Standards.

Thursday, July 26, 2018 SL- 2018-01

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 aircraft 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:

- All Six Chuter Models (various engine configurations)

1.2. Concurrent SD/SB/SL

There are no concurrent directives, letters or bulletins with this Service Bulletin.

1.3. Reason

The newest standard canopy risers used on Six Chuter models is the Apco nylon riser, part number 70803. This model simplifies rigging of various canopies but must be installed correctly to insure proper compensation for torque. And the installation varies depending on what engine is installed on your Six Chuter.

1.4. Compliance

Compliance is mandatory for installation of these risers on new kits or factory assembled units. There is no mandatory requirement to replace previous risers with this newer version. This letter is issued to owners who might be interested in purchasing the newer risers either to improve trim, or to replace risers that are showing wear.

1.5. Approval

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

2) Material Information

2.1 Material – cost and availability Available from Six Chuter International LLC parts center 360 904-8766 or on line at <http://sixchuter.mybigcommerce.com/apco-risers-for-six-chuter-models/> Retail cost is \$159.95 not including shipping

2.2 Company support information These risers are now the standard part for all Experimental and Special Light Sport powered parachutes manufactured by Six Chuter International LLC

2.3 Material required per Aircraft These risers connect to the c.g. adjuster bracket using #6 oval or 9/32nd Delta Rapid Links

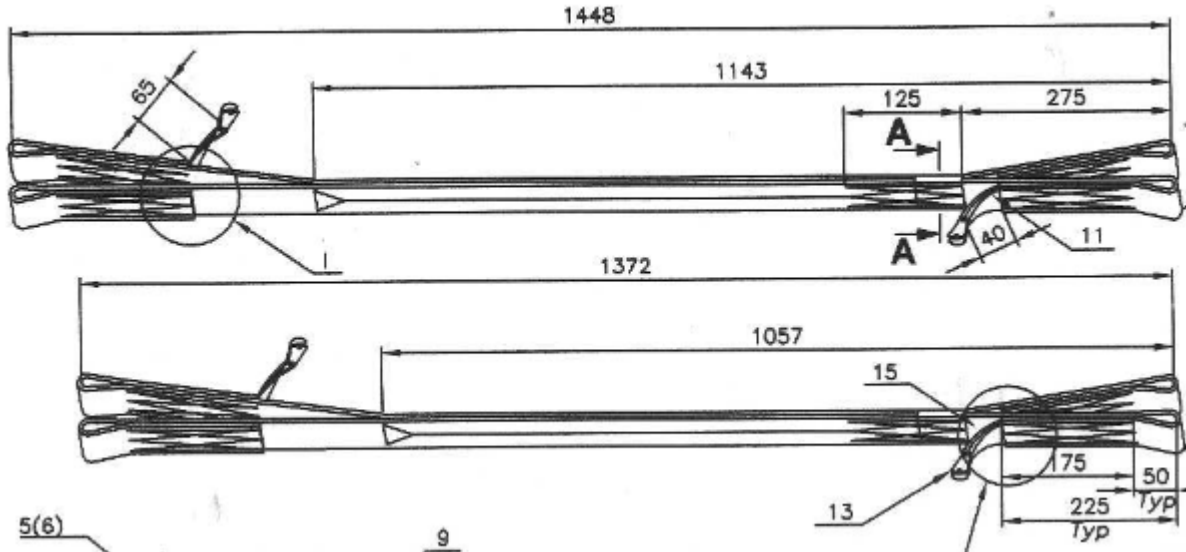
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3) Accomplishment / Instructions

3.1) Instructions

- 3.1)1. Part Number 70803: The new style risers are a variable length, with one set of risers being 1448 mm (57 inches in overall length) and the other set being 1372 mm (54 inches in length)



- 3.1)2. The riser with the longer tabbed pulley must be oriented to the top of the risers (where the canopy lines connect), and towards the back of the aircraft. The 'B line set', which is the rear set of canopy lines connect to the rear riser that the longer pulley is connected to. The A line set connects to the forward riser on each side of the aircraft.
- 3.1)3. The shorter pulley tab should be on the lower end of the risers and facing forward.
- 3.1)4. If the risers have the plastic sleeves on the upper end of the risers, remove them and place them on the lower end of the risers. Installation of these sleeves is not mandatory but will help reduce abrasion of the risers.
- 3.1)5. The **longer set** of risers installs on the **left outrigger** when installing on models using the **Rotax 582** or **Rotax 503** engine. This same orientation should be used on models using the **Aeromomentum** engine.
- 3.1)6. The **longer set** of risers installs on the **right outrigger** when installing on units with the counter rotating **Rotax 912**. And this orientation should also be used on models using the **Kawasaki 440** engine.
- 3.1)7. The lower end of the risers that attach to the c.g. adjuster is the end with the risers at even length. The top of each riser set is the one with the rear riser that is about one inch longer than the front riser.
- 3.1)8. **◆NOTE** Check your maintenance manual for authorization privileges for this installation:
- 3.1)8.1. Owners of Experimental Light Sport may complete this installation
- 3.1)8.2. Owners of Special Light Sport must have this installation completed by a Repairman with Maintenance Rating or higher.

3.2) Inspection **▲WARNING**

- 3.2)1. Insure that the steering lines are routed on top of the outrigger during canopy lay out. Do not kite the canopy with the steering line under the outrigger.
- 3.2)2. Insure that the steering lines are properly measured using the appropriate method and instructions with the specific canopy installed.
- 3.2)3. We always recommend that the pilot/operator practice kiting the canopy at least once to check lines and rigging, before attempting flight.

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3.3) Summary

- 3.3)1. This service bulletin is not mandatory and is issued as a service to owners of Six Chuter models that use the variable adjuster system instead of the adjustable c.g. tubes found older models.
- 3.3)2. **▲ WARNING** This riser system can be used on older models but only if the c.g. tubes are set to equal lengths before installing the riser set.