

I.C.P. Srl	SERVICE BULLETIN	01-2011	Emission: 1st March 2011	Page
-------------------	-------------------------	---------	-----------------------------	------

REV. 00

01/03/11

CLASSIFICAZIONE: **COMPULSORY**

OGGETTO/Object:

Additional parachute bridles for Savannah (all variants) registered in Germany

AEROMOBILI INTERESSATI - PARTI INTERESSATE / Airplanes and Parts Affected:

Savannah (all variants) registered in Germany

DESCRIPTION:

This S.B. describes the fitting of two additional safety bridles for the parachute that **MUST** be installed on all the aircrafts "Savannah" in all their variants in order to satisfy the LTF-UL regulations.

An upgrade kit is available: contact ICP for delivery and shipment.

Procedure:

On the horizontal floor of the luggage compartement drill a hole 33 mm diam. To find the center of the hole follow the drawing in picture 2. First make a 4 mm hole, then enlarge it until 33 mm in several passages. Deburr the edges of the hole accurately. At the end, glue the rubber "C", cutted at the right lenght, on the edges of the hole.



Fig. 1

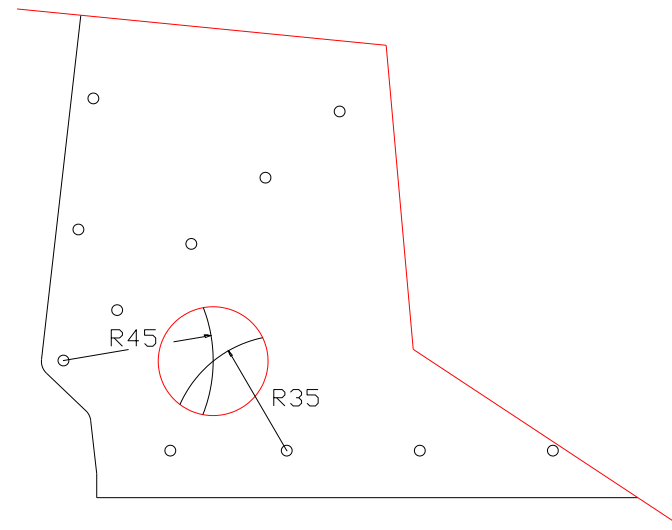


Fig. 2

In the same manner, drill an hole 33 mm diameter inside the "C" of the main carriage leg, as in pictures 3 (upper view), 4 (lower view) and 5. The hole must be centered between the two vertical side of the "C". Drill first 4 mm diameter, then enlarge in several passages until 33 mm diameter, deburr, and glue the rubber "C" on the hole.

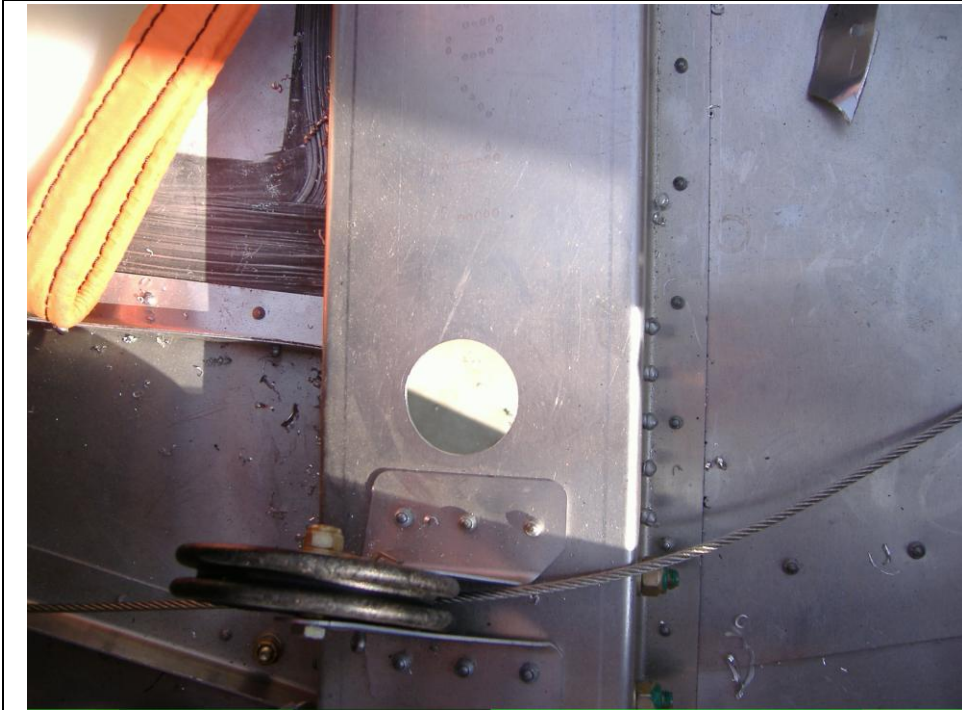


Fig. 3

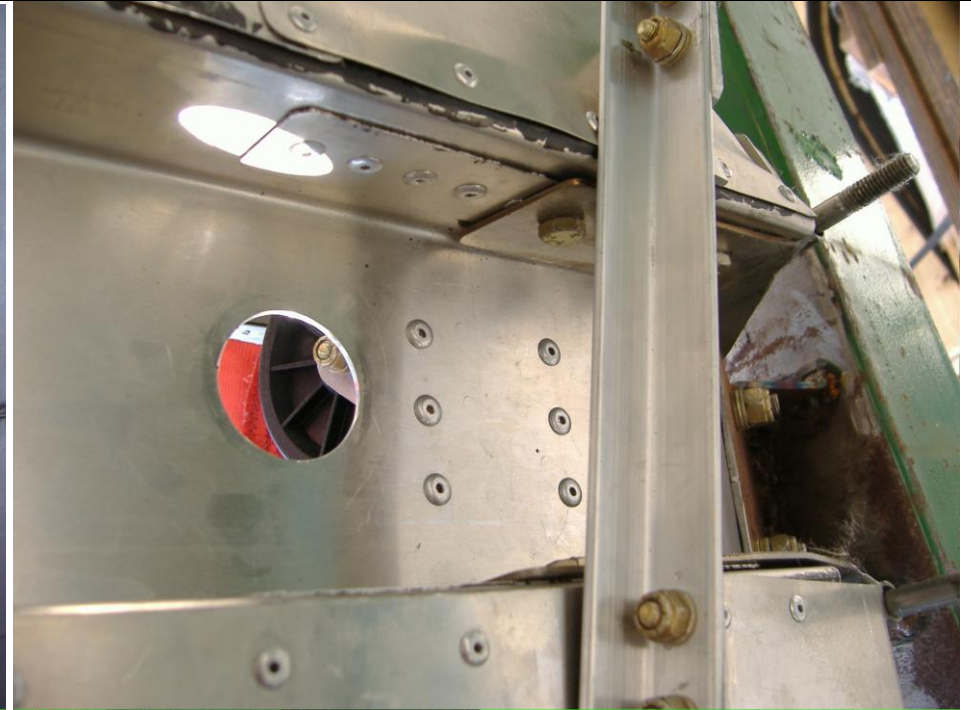


Fig. 4

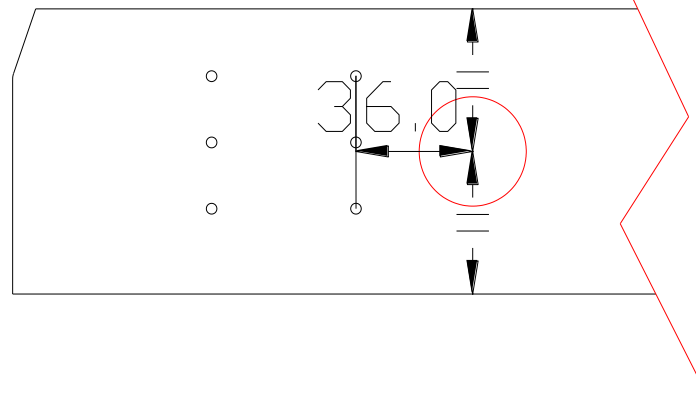


Fig. 5

These holes must be drilled on both sides of the aircraft, in a simmetrical manner.

In order to fit the main leg, the two supplementary bridles (both lenght 2,60 meters) must be let free under the fuselage in order to have a big ring in which insert the main carriage leg (see pic. 6).



Fig. 6

Put the main gear inside the ring of both the two brides; the end of the two bridles coming from the main gear must arrive in the middle of the back of the seat panel. Lift with little steps the main gear, and in the meanwhile, recover the bridle inside the fuselage in order to have the bridles well sticking to the main gear. When the main gear will be in the right position, the bridle must be tightened only around the main gear; use a plastic clamp to close the brides only up the "C" of the main gear, inside the fuselage(see pictures 7 and 8).



Fig. 7.



Fig. 8.

The longer side of the bride must pass through the hole on the baggage compartment (NOTE: on the right side the bride must pass between the vertical wall and the fuel line, see picture 9).



Fig. 9

This bridle must go to the rear wing attachment, must pass through the ring of the rear bridle of the parachute (see picture 10), and again must come back inside the fuselage through the hole on the baggage compartment (see picture 11).



Fig. 10



Fig. 11



Fig. 12

Inside the fuselage, near the horizontal reinforcement of the back seat, the two ends of the bridle must be connected between them using the steel hook (see picture 13).



Fig. 13

Close strictly the screw of the hook, using blue Loctite 243 . Using plastic clamps, tighten the bridle around the wing attachment (as in picture 10, 11 12). NOTE: do not clamp the bridles together with the fuel line.

NOTE: the lenght of the bridles is more than necessary, so it is normal that even when the two ends are connected, the bridle seems slack. Use plastic clamps to fix the steel rope to the horizontal "C" reinforcement in order to avoid banging into the fuselage.

MANPOWER: / 1 person for 8 Hrs

TOOLS: / Drill until diam. 33 mm, riveter, glue (cianoacrilate), scissors for sheet metal

SPECIAL TOOLS: /

WEIGHT & BALANCE : /
