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**Registration no 2002/022837/07**  
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## NOTIFICATION

#0016

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**(Sling Aircraft (Pty) Ltd. considers compliance with all Notifications mandatory)**

**RELEASE DATE:** 14 April 2026

**EFFECTIVE DATE:** 14 April 2026

**SUBJECT:** Ballistic Parachute “Blowout” Skin Inspection and Installation

**MODELS AFFECTED:** All Sling 4 and Sling 4 TSi aircraft with parachutes installed / to be installed

**COMPLIANCE TIME:** Immediately

### 1. DESCRIPTION AND PURPOSE:

This notification is issued as a consequence of the unintended separation of the ballistic parachute blowout skin in a Sling 4 TSi on 15 March 2026. The separation of the skin appears to have resulted in the gradual feeding out, during flight, of the parachute cable and parachute. No rocket had yet been fitted in this particular installation. In the absence of a rocket triggered “ballistic” deployment, the parachute and cable appear to have been fed beneath the tailplane, resulting in the aircraft descending under parachute in a vertical, nose down attitude, trapping the pilot and resulting in a fatality.

Following the accident, Sling Aircraft has re-analysed and tested the design of the parachute installation and blowout skin, in particular the lift forces acting on the skin and the forces required for its separation. The designs meet the required parameters and safety standards provided that the systems are properly installed and maintained, and assuming no subsequent damage is caused to them. This notification requires that, prior to the next flight of any Sling 4 or Sling 4 TSi fitted with a ballistic parachute, the blowout skin is inspected for integrity of installation. It also requires specific attention to the installation of parachute systems in all aircraft either in assembly, being subsequently fitted with a ballistic parachute system or following replacement or maintenance of the system.

#### 1.1. MASS DATA:

N/A

#### 1.2. ELECTRICAL LOAD DATA:

N/A

#### 1.3. SOFTWARE MODIFICATIONS:

N/A

#### **1.4. REFERENCES:**

- DC-KAI-003-X-F, Latest Revision, Sling 4 TSi Fuselage Construction Manual
- DC-KAI-008-X-F, Latest Revision, Sling 4 TSi Finishing Construction Manual
- DC-MAM-001-X-F, Latest Revision, Sling 4 TSi Maintenance Manual
- Stratos Magnum Installation and User's Manual
- Stratos Magnum Rocket Installation Guide No 02-rt
- 020068-PM, BRS Parachute Installation Manual of the SLTSCM-08 for the Sling 4 TSi Aircraft
- 020068-IC, BRS Instructions for Continued Airworthiness of the SLTSCM-08 for the Sling 4 TSi Aircraft

#### **1.5. PUBLICATIONS AFFECTED:**

N/A

## **2. MATERIAL INFORMATION:**

### **2.1. PARTS AND CONSUMABLES LIST:**

N/A

### **2.2. TOOLS REQUIRED:**

N/A

### **2.3. MATERIAL RESPONSIBILITY:**

N/A

### **2.4. COMPANY SUPPORT INFORMATION:**

Customers are required to direct all requests for notification kits, materials, or related support to their authorised local distributor. Customers who have purchased their aircraft, kit, or components directly from Sling Aircraft headquarters should direct such requests to [sales@slingaircraft.com](mailto:sales@slingaircraft.com).

All technical inquiries or requests for clarification regarding this Notification should be submitted to [technical@slingaircraft.com](mailto:technical@slingaircraft.com).

## **3. INSTRUCTIONS:**

### **3.1. Inspection of ballistic parachute blowout skin installation prior to next flight**

The installation and condition of all ballistic parachute blowout skins in Sling 4 and Sling 4 TSi aircraft should be inspected prior to the next flight. Any aircraft in which the skin does not meet the requirements set out below should be repaired / maintained to bring it into compliance with installation requirements as per the instructions contained in the documents referenced above read with the additional Notification instructions set out below -

- Rivets should be located equidistant from the skin edge at all points around the skin;
- A rivet should be fitted in every space provided with a rivet hole with relief slot in the skin edge;

- The knurled (bent) outside edge of the blowout skin should be approximately the same distance from the rear fuselage skin around the entire skin. A gap of 0.2mm to 1.5mm is acceptable;
- The gap between the blowout skin and the rear fuselage skin should be sealed with silicone to ensure an air and watertight seal. (No harm will be caused by introducing small amounts of silicon to fill areas in which the silicon has degraded);
- There should be no significant dents or depressions, or cracks, in the rear fuselage skin near or under the blowout skin, or on the blowout skin itself, which would affect the integrity of the blowout skin installation;
- The edges of the blowout skin should not be “raised” or “lifted” significantly (more than 1mm) from the rear fuselage skin at any point, and particularly not on the forward facing edge, where it would be likely to catch flight related air flow beneath the skin surface;
- An explosive device warning sticker (supplied with the parachute) should be affixed to the blowout skin at the point where the ballistic rocket exits if deployed for warning and safety purposes.

Reference may be had to the installation instructions set out in the referenced documents and below in this notification in performing the above inspection, for purposes of improved understanding.

The person performing the inspection required by this Notification #0016 should make an entry in the aircraft flight folio confirming that the inspection has been performed.

The general condition of the ballistic parachute blowoff skin should, in addition, be checked in each aircraft pre-flight inspection, specific reference to which will be included in the next revision of the Sling 4 and Sling 4 TSi Pilot Operating Handbook. In addition, express provision for maintenance inspection will be included in the next revision of the Sling 4 and Sling 4 TSi Maintenance Manual.

### **3.2. Additional Notification instructions for the installation of ballistic parachute systems in affected aircraft**

When installing the ballistic parachute system, the installation instructions should be followed closely. Refer to the Sling 4 TSi finishing and fuselage construction manuals (DC-KAI-008-X-F, DC-KAI-003-X-F) and the relevant Ballistic Parachute Recovery System’s manual pertaining to the make and model installed in your aircraft. In addition, please make careful note of the following:

- Installation of the parachute and rocket:
  - Correct parachute and rocket installation ensures a firm fixation of the parachute bag, the rocket, and all interconnecting cables, lanyards, and straps. Ensure there is limited movement before progressing to the next steps.
  - In the case of any partial installation (e.g. with parachute but without rocket), it should be ensured that all elements of the system are well secured and that there is no potential for components to break free or feed out of the aircraft in any circumstances.
- When installing the blow-off skin:
  - Use the correct rivets (HW-RIV-142-X-X), a 3.2 x 8mm aluminium, multi-grip, dome head rivet with steel mandrel.
  - Make sure not to oval the holes when drilling into the fuselage skin.
  - Keep a consistent gap around the blowoff skin using the feeler gauge as per installation instructions.
  - Ensure an airtight seal to prevent water and/or air ingress.

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	RF-ASS-001-C-C-0	Rear Fuselage Assembly	1
2	RF-SKN-012-C-C-0	Parachute Cover Skin	1
3	901051631	Magnum 901 Parachute	1
998	HW-RIV-142-X-X-0	3.2 x 8mm Alu/Steel Dome head Rivets (Mullgrip)	25

1. Align the Blowout skin with the Rear Fuselage and ensure that the Blowout skin covers the Parachute compartment and no cables are interfering with the skin.
2. Use masking tape to keep the Blowout skin in place.
3. Mark and drill 3.2mm holes into the Rear Fuselage.
4. Cleco the Blowout skin onto the Rear Fuselage and trace the Blowout skin onto the Rear Fuselage. Then remove the Blowout skin.
5. Apply PVA release agent onto the Blowout skin where the Rear Fuselage and Blowout skin will make contact. Apply PVA release agent on the inside of the traced area of the Rear Fuselage as well. Leave to dry.
6. Apply silicone inside of the traced area on the Rear Fuselage to create a gasket.
7. Install the Blowout skin by using a 0.4mm feeler gauge or shim spacer between the Rear Fuselage and the Blowout skin when riveting 3.2 x 8mm rivets. This will create a water tight seal and also removable when deploying the Parachute.
8. Refer to the Magnum Rocket guide No 02-rt for installation of arming the rocket. (ONLY CERTIFIED PERSONEL MAY ARM THE ROCKET)

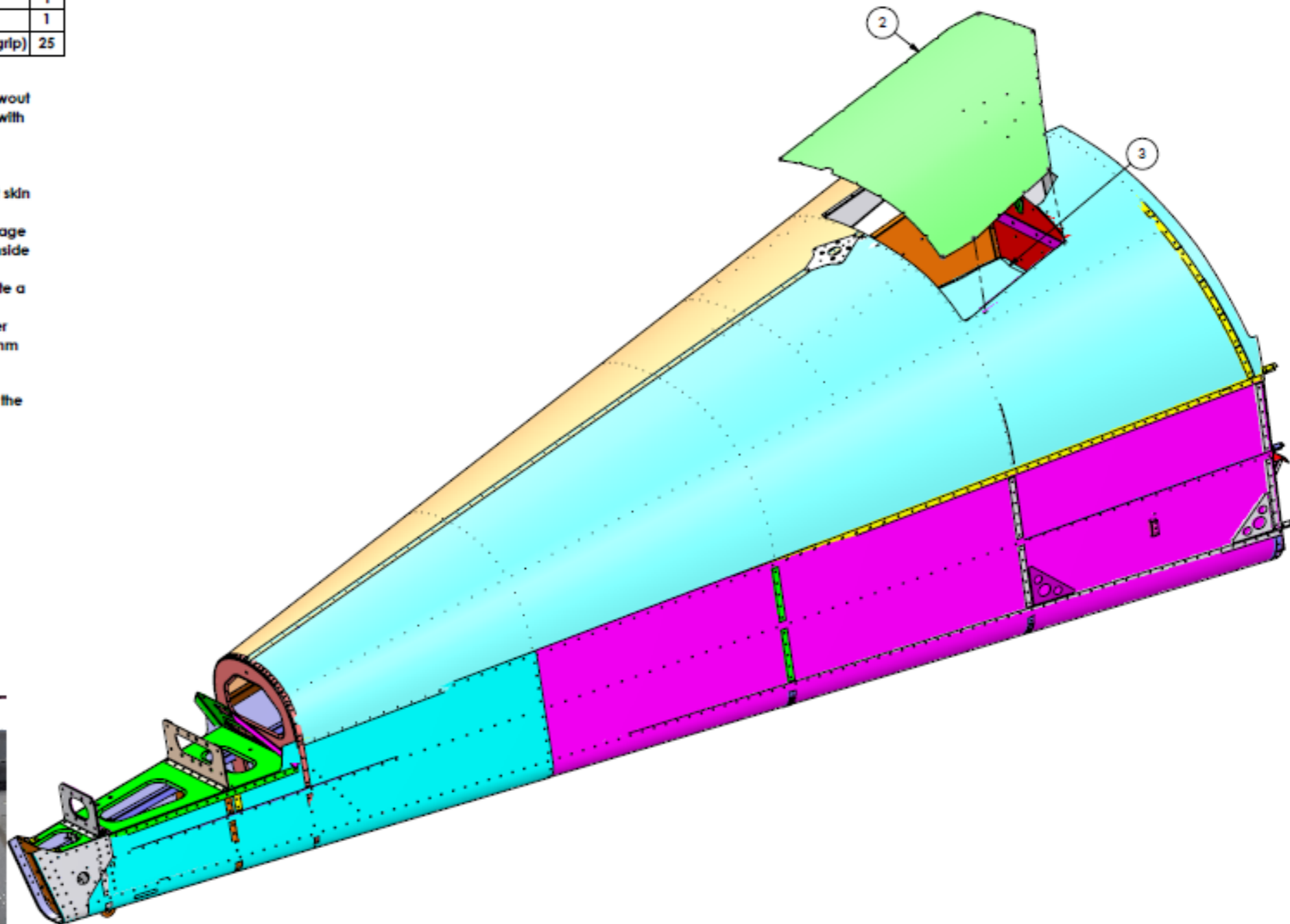


Example of feeler guage



Example of tracing the Blowout skin to the Rear Fuselage

## PARACHUTE BLOWOUT SKIN INSTALLATION



DISTRIBUTION LIST	INSPECTION	APPROVAL STAMP:	NOTES:
	PARTS MAN.		
	ASSEMBLY	X	
	COMPOSITES		
	UPHOLSTERY		

DRAWN: VERNON	PART NUMBER: FN-ASS-S05-C-F-0	SCALE: 1:5
DATE: 2021/01/26	DESCRIPTION: Parachute Handle Installation	SHEET: 33
	DRAWING CODE: FN-ASS-S05-C-F-0-A-0	SIZE: A3
	MATERIAL: N/A	
	WEIGHT: N/A	

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### 3.3. Inspect the installation

After installing the parachute skin, the installation should be inspected carefully to look out for any signs of the following:

- Rivets not completely tightened (gaps larger than those specified by the feeler gauge used in installation).
- Rivets with loose heads or other defects.
- Skin edges that are not flush with the rear fuselage, especially on the leading edge.
- Unsealed edges.
- Damage (dents / cracks) on the blow-out skin.

### 3.4. Follow the Appropriate Service and Maintenance Instructions

See the Sling 4 TSI Fuselage Maintenance Manual (DC-MAM-001-X-F) for information regarding the frequency for service and maintenance of the relevant ballistic parachute installation. After maintenance, be sure to reinstall and reinspect the parachute, rocket and blowout skin according to the above instructions and relevant manuals. When the blowout skin has been removed by drilling out the rivets, be sure to inspect the skin carefully for any damage. If in doubt, it is recommended that a new skin is ordered from Sling Aircraft as a replacement.

Signed on this the .....14th..... day of .....April..... 2026



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**ACCOUNTABLE MANAGER**  
**MR JAMES PITMAN**