Sling Aircraft (Pty) Ltd
Registration no 2002/022837/07
Approved Maintenance Organisation AMO1264
Manufacturing Organisation M677

Hangar 8 Tedderfield Airpark
Nettleton Road Eikenhof
Johannesburg 1872
South Africa

PO Box 308
Eikenhof
Johannesburg 1872
South Africa

[T]+27 (0) 11 948 9898
[F]+27 (0) 86 632 4493
sales@slingaircraft.com
www.slingaircraft.com

SERVICE ALERT #0012 Revision 2

(Sling Aircraft (Pty) Ltd. considers compliance with all Service Alerts mandatory)

NOTE – THIS SERVICE ALERT REPLACES SERVICE ALERT #0012 (REVISION 1) IN ITS ENTIRETY
SERVICE ALERT #0012 (REVISION 1) IS ACCORDINGLY CANCELLED WITH EFFECT FROM 18/09/2025

RELEASE DATE: 19/08/2025

REASON FOR REVISION 1: Added alternative fuel hose brand (Raceflux)
REASON FOR REVISION 2: Update to list of affected models

EFFECTIVE DATE: 19/09/2024

SUBJECT: Sub-standard high pressure rubber fuel hose rupturing between high pressure pumps and engine fuel rail.

MODELS AFFECTED: All Rotax 912 iS, 915 iS and 916 iS fitted Sling ready to fly aircraft and kits ex-factory after 1 January 2023 installed with the defective fuel hoses identified in Section 2. Models manufactured after the effective date (19/09/2024) are expected to all have compliant fuel hoses and will not be affected by this safety alert.

COMPLIANCE TIME:
1. Aircraft flown less than 25 hours grounded and inspected and rectified before next flight,
2. More than 25 hours flown but less than 100 hours, aircraft inspected and rectified at 100 hour MPI,
3. More than 100 hours flown, aircraft inspected and rectified at next MPI.

LABOUR TIME: 1 hour inspection
2.5 hours replacement

1. DESCRIPTION AND PURPOSE:

This Service Alert serves to inform customers of potential sub-standard high pressure fuel hose failures, causing fuel to leak out of the rubber hose installation between the high-pressure pumps and the fuel rail on the Rotax © engine, causing a fire hazard and potential engine failure.

It has recently come to the attention of Sling Aircraft that there may be a sub-standard, off-brand batch of rubber fuel hoses supplied to you or installed in your aircraft by the Sling factory in South Africa. Sling has become aware of the defective hose as a consequence of the failure, by rupturing, of such hoses in the initial test flight phases of three of its aircraft, in each case within one hour of first running the engine. These failures have all occurred in hose lengths fitted between the high-pressure fuel pump and the fuel rail inlet on the Rotax engine (in each case the Rotax 912 iS).

The failed hoses have all been 3/8” (9.5mm) inner diameter, although the 5/16” (7.9mm) fuel hose could possibly also be affected. It would seem that a supplier of these hoses has supplied Sling Aircraft with a sub-quality, ‘off-brand’ batch of hoses in which at least a certain section of the hose

has a weakened inner lining, causing the pressurized fuel to push through the inner liner and rupture the outer sheath.

The fuel hose that is supposed to have been supplied is a Continental SAE J30R9 CARB (Q-10-004) hose. While the hose that was supplied to Sling was appropriately packaged as such hose, we suspect that in reality lower quality, cheaply available 'off-brand' hose was supplied.

The working pressure of the SAE J30R9 rated fuel hose is specified at 6.9 Bar (100 psi) at a maximum of 135°C, with a burst pressure of 62 Bar (900 psi). The failures of the off-brand fuel hose we have experienced well below such limits. We are accordingly concerned that aircraft which have been produced recently may have defective fuel hose installed which could still rupture, although we are not currently aware of any failures that have occurred past the 1 hour mark.

At the moment it would appear that, provided a failure has not taken place within the first hour or so of operation, the prospect of it occurring may be small. Unfortunately, due to the limited data we have on this issue at this stage, we are unable to determine the full extent of the issue at this time. In order for Sling Aircraft to reasonably cover all instances of sub-standard fuel hose supplied to customers, whether installed in flying aircraft, to kit builders or for purposes of maintenance, the following is advised with immediate effect in relation to Sling ready to fly and kit aircraft delivered ex-factory after 1 January 2023:

1. Any aircraft which has flown less than 25 hours should be grounded before the next flight, the fuel hose checked and, if identified as of the defective type (as per the explanation in Section 2), all defective fuel hose on the high pressure side of the fuel system should be replaced with hose of the correct quality prior to the next flight.
2. In the case of any aircraft which has flown more than 25 hours, but less than 100 hours, the fuel hose should be inspected at the 100 hour MPI and replaced if it is of the defective type.
3. In the case of an aircraft which has flown more than 100 hours, the fuel hose should inspected at the next scheduled maintenance or inspection and replaced if of the defective type.

Any Sling aircraft which has not yet flown should be inspected for the defective hose type prior to flight and any defective hose should be replaced prior to first flight.

1.1. MASS DATA:

N/A

1.2. ELECTRICAL LOAD DATA:

N/A

1.3. SOFTWARE MODIFICATIONS:

N/A

1.4. REFERENCES:

a) DC-MAM-002-X-B – Sling 2 and Sling LSA Maintenance Manual
b) DC-MAM-001-X-F – Sling 4 TSi Maintenance Manual
c) DC-MAM-001-X-G – Sling 4 High Wing Maintenance Manual

1.5. PUBLICATIONS AFFECTED:

N/A

2. MATERIAL INFORMATION:

The fuel hose that is affected (ie – is of the defective type) can be identified by the white lettering printed on the hose that looks like the below. Note the stamped lettering with sharp white edges, not a uniform colour, and the absence of the word “Continental”:

Figure 1: **Sub-standard** fuel hose - stamped lettering

The correct fuel hose branding is printed in a uniform manner and looks like the below. Note the even coloured lettering that is printed on and includes the trademarked “Continental” branding:

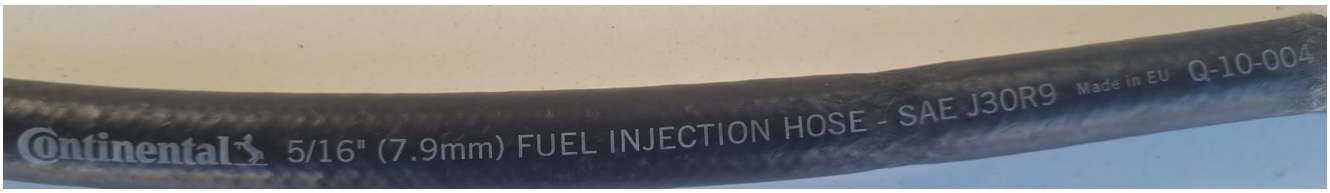


Figure 2: **Correct** fuel hose - printed and branded lettering

There is an alternative fuel hose brand that may be installed in place of continental fuel hose. This fuel hose is from a manufacturer known as RaceFlux, as seen in Figure 3.

Figure 3: Alternative approved fuel hose – RaceFlux

2.1. PARTS AND CONSUMABLES LIST:

912 iS Engine

a) 3/8” OET Ear clamps x 12[1]
b) 5/16” OET ear clamps x 8[1]
c) 5/16” OET ear clamps x 20[2]
d) 3/8” *Continental* or *RaceFlux* fuel hose (SAE J30R9) x 4.3m
e) 5/16” *Continental* or *RaceFlux* fuel hose (SAE J30R9) x 1.7m
f) Cable ties (as needed, for standoffs)
g) Locking wire or metal cables ties

915 iS Engine

a) 3/8” OET Ear clamps x 14
b) 5/16” OET ear clamps x 8
c) 3/8” *Continental* or *RaceFlux* fuel hose (SAE J30R9) x 4.3m
d) 5/16” *Continental* or *RaceFlux* fuel hose (SAE J30R9) x 1.7m
e) Cable ties (as needed, for standoffs)
f) Locking wire or metal cables ties

916 iS Engine

a) 3/8” OET Ear clamps x 6
b) 5/16” OET ear clamps x 4
c) 3/8” *Continental* or *RaceFlux* fuel hose (SAE J30R9) x 4.3m
d) 5/16” *Continental* or *RaceFlux* fuel hose (SAE J30R9) x 1.7m
e) Cable ties (as needed, for standoffs)
f) Locking wire or metal cables ties

2.2. TOOLS REQUIRED:

a) Oetiker clamp pliers
b) Side cutters
c) Locking wire pliers
d) Craft knife or blade
e) Hose cutters
f) Flat screwdriver
g) 5/16 spanner
h) 3mm Allen key / hex drive

2.3. MATERIAL RESPONSIBILITY:

Sling Aircraft (Pty) Ltd will provide the required hardware listed in Section 2.1 for all aircraft subject to the Service Alert. Alternatively, fuel hose meeting the SAE J30R9 specification can be procured locally and installed. At the time of writing the only hose that is approved is the Continental hose, shown in Figure 2, but this list will be amended through revisions of this Service Alert. Customers are requested to email Technical@Slingaircraft.com with proposed alternatives that can be locally sourced for approval on a case-by-case basis.

[1] Only required if you have the fuel system layout that corresponds to Figure 4.

[2] Only required if you have the fuel system layout that corresponds to Figure 3.

2.4. LABOUR RESPONSIBILITY:

Sling Aircraft AMO 1264 (Johannesburg, South Africa) is available to perform the required work on all aircraft delivered to its premises. The aircraft may be flown to an aircraft maintenance organisation for the work to be carried out, if it has flown more than 25 hours. Person(s) implementing the work are required to follow instructions set out below and refer to the supplementary documentation listed in Section 1.4 as needed. Sling Aircraft cannot accept any responsibility for the quality of work performed in implementing this Service Alert, if the work is not performed by Sling Aircraft AMO 1264 (Johannesburg, South Africa).

All work carried out on the aircraft with respect to this Service Alert (Service Alert 12) may be performed by the kit builder. Refer to the legal requirements of the governing aviation authority of the country where the actions, as detailed by this Service Alert, are to be carried out. Sling Aircraft will cover the installation costs of aircraft under warranty. Sling Aircraft is not responsible for costs related to shipping, downtime, loss of income, etc.

2.5. COMPANY SUPPORT INFORMATION:

To request Service Alert kits, please use the following contact details:
sales@slingaircraft.com.

Make use of the following contact details for any related technical queries:
airworthiness@slingaircraft.com or technical@slingaircraft.com

3. INSTRUCTIONS:

This section details which of the fuel hoses need to be inspected and replaced, should they be of the sub-standard fuel hose type.

3.1. 912 iS ENGINE FUEL HOSE

There are two fuel system configurations applicable to the Sling 2 and Sling LSA. These can be seen in Figure 4 and Figure 5.

With reference to Figure 4 and Figure 5, all the fuel lines bounded withing the dashed line "----" must be inspected and replaced should they be of the sub-standard type of fuel hose. It must be replaced with the correct fuel hose as described in Section 2.

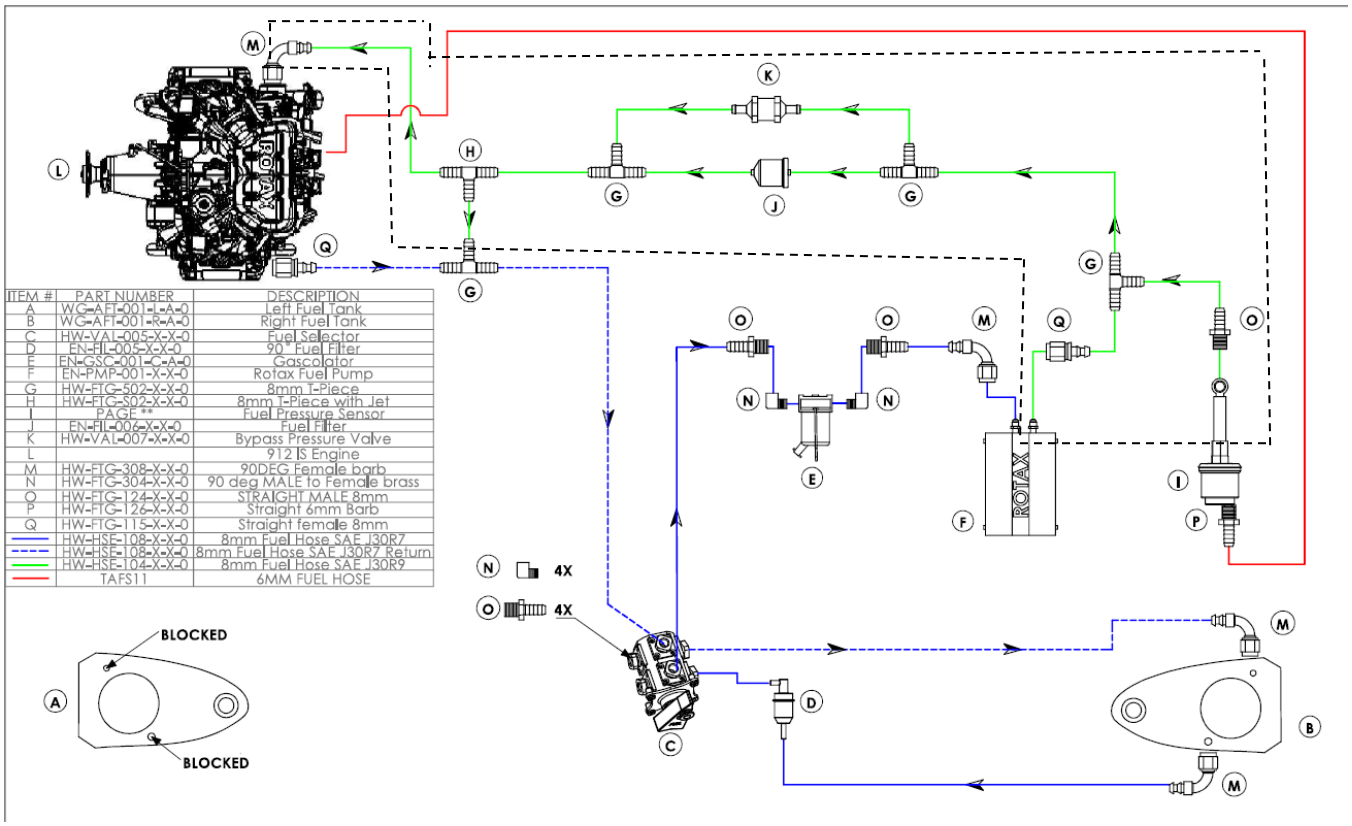
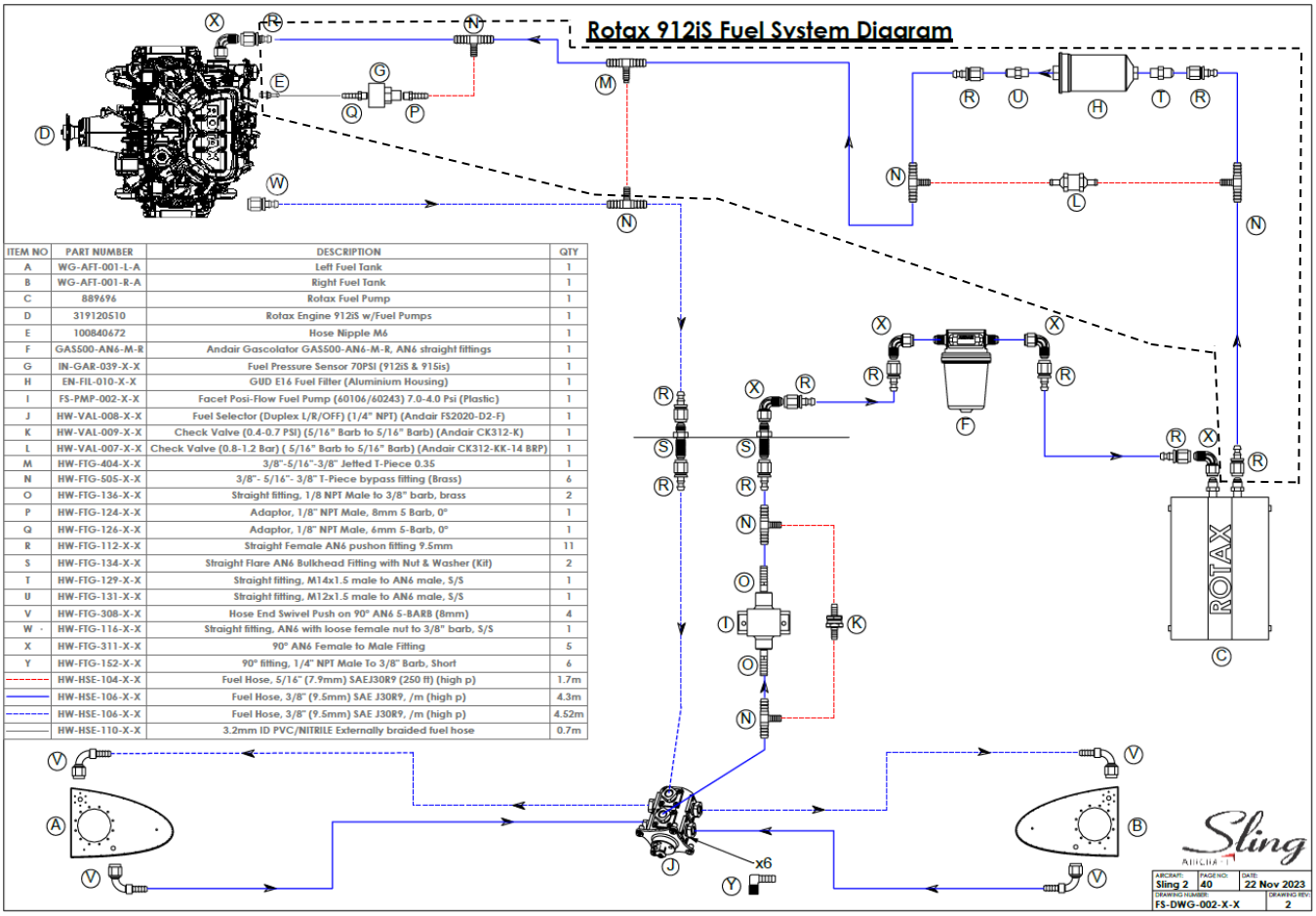


Figure 4: 912 iS Fuel System Diagram



ITEM NO	PART NUMBER	DESCRIPTION	QTY
A	WG-AFT-001-L-A	Left Fuel Tank	1
B	WG-AFT-001-R-A	Right Fuel Tank	1
C	889696	Rotax Fuel Pump	1
D	319120510	Rotax Engine 912iS w/Fuel Pumps	1
E	100840672	Hose Nipple M6	1
F	GAS500-AN6-M-R	Andair Gascolator GAS500-AN6-M-R, AN6 straight fittings	1
G	IN-GAR-039-X-X	Fuel Pressure Sensor 70PSI (912iS & 915is)	1
H	EN-FIL-010-X-X	GUD E16 Fuel Filter (Aluminium Housing)	1
I	FS-PMP-002-X-X	Facet Posi-Flow Fuel Pump (60106/60243) 7.0-4.0 Psi (Plastic)	1
J	HW-VAL-008-X-X	Fuel Selector (Duplex L/R/OFF) (1/4" NPT) (Andair FS2020-D2-F)	1
K	HW-VAL-009-X-X	Check Valve (0.4-0.7 PSI) (5/16" Barb to 5/16" Barb) (Andair CK312-K)	1
L	HW-VAL-007-X-X	Check Valve (0.8-1.2 Bar) (5/16" Barb to 5/16" Barb) (Andair CK312-KK-14 BRP)	1
M	HW-FTG-404-X-X	3/8"-5/16"-3/8" Jetted T-Piece 0.35	1
N	HW-FTG-505-X-X	3/8"- 5/16"- 3/8" T-Piece bypass fitting (Brass)	6
O	HW-FTG-136-X-X	Straight fitting, 1/8 NPT Male to 3/8" barb, brass	2
P	HW-FTG-124-X-X	Adaptor, 1/8" NPT Male, 8mm S Barb, 0°	1
Q	HW-FTG-126-X-X	Adaptor, 1/8" NPT Male, 6mm S-Barb, 0°	1
R	HW-FTG-112-X-X	Straight Female AN6 pushon fitting 9.5mm	11
S	HW-FTG-134-X-X	Straight Flare AN6 Bulkhead Fitting with Nut & Washer (Kit)	2
T	HW-FTG-129-X-X	Straight fitting, M14x1.5 male to AN6 male, S/S	1
U	HW-FTG-131-X-X	Straight fitting, M12x1.5 male to AN6 male, S/S	1
V	HW-FTG-308-X-X	Hose End Swivel Push on 90° AN6 S-BARB (8mm)	4
W	HW-FTG-116-X-X	Straight fitting, AN6 with loose female nut to 3/8" barb, S/S	1
X	HW-FTG-311-X-X	90° AN6 Female to Male Fitting	5
Y	HW-FTG-152-X-X	90° fitting, 1/4" NPT Male To 3/8" Barb, Short	6
	HW-HSE-104-X-X	Fuel Hose, 5/16" (7.9mm) SAEJ30R9 (250 ft) (high p)	1.7m
	HW-HSE-106-X-X	Fuel Hose, 3/8" (9.5mm) SAE J30R9, /m (high p)	4.3m
	HW-HSE-106-X-X	Fuel Hose, 3/8" (9.5mm) SAE J30R9, /m (high p)	4.52m
	3.2mm ID PVC/NITRILE Externally braided fuel hose		0.7m

Figure 5: 912 iS Fuel System Diagram

Step 1: In order to inspect the fuel lines shown in the diagrams above, remove the cowling. Refer to Section 5.1.1 of the Sling 2 & LSA Maintenance Manual for the instructions to remove the cowling.

Step 2: The heat sleeve around the fuel hose will be fixed in place using either locking wire or metal cable ties. Once the cowling has been removed, used the side cutters to remove these so that the heat sleeve can be moved to inspect the hose underneath. Refer to Figure 6 for an example of how the heat sleeve is attached using the cable ties. Please note, Figure 6 is just for reference purposes, all the fuel lines (as shown in Figure 4 and Figure 5.) must be checked.

Figure 6: Example of cable ties to be removed.

Step 3: If it is found that the hose is of the sub-standard fuel hose type, it must be replaced with the correct fuel hose. Using the Oetiker clamp pliers, remove the Oetiker ear clamps (OET ear clamps) retaining the hose onto the hose end fittings.

Step 4: In order to replace the fuel hose, cut the fuel hose to the correct length. Place the heat sleeve over the hose. Place the OET ear clamps onto the hose ends. Fit the hose ends to the respective fittings and then crimp the OET ear clamps.

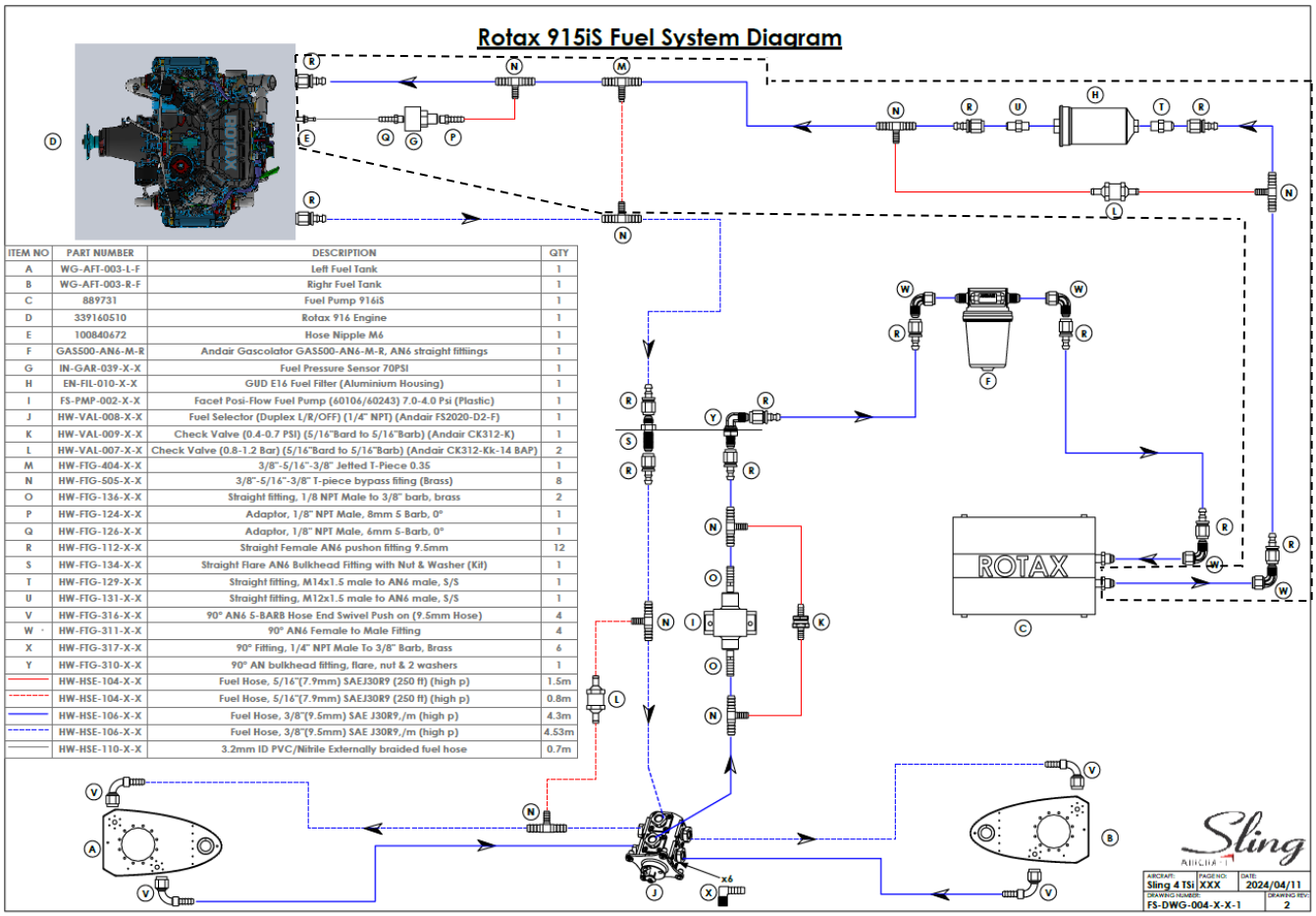
Step 5: Use locking wire or metal cable ties to secure the heat sleeve in place.

Step 6: Add standoffs as needed.

Step 7: If more detail is required on how to install the fuel lines and heat sleeve, refer to the firewall forward KAI for the Sling 2 and Sling LSA.

3.2. 915 iS ENGINE FUEL HOSE

With reference to Figure 7, all the fuel lines bounded withing the dashed line "----" must be inspected and replaced should they be of the sub-standard type of fuel hose. It must be replaced with the correct fuel hose as described in Section 2.



ITEM NO	PART NUMBER	DESCRIPTION	QTY
A	WG-AFT-003-L-F	Left Fuel Tank	1
B	WG-AFT-003-R-F	Righr Fuel Tank	1
C	889731	Fuel Pump 916iS	1
D	339160510	Rotax 916 Engine	1
E	100840672	Hose Nipple M6	1
F	GAS500-AN6-M-R	Andair Gascolator GAS500-AN6-M-R, AN6 straight fittings	1
G	IN-GAR-039-X-X	Fuel Pressure Sensor 70PSI	1
H	EN-FIL-010-X-X	GUD E16 Fuel Filter (Aluminium Housing)	1
I	FS-PMP-002-X-X	Facet Posi-Flow Fuel Pump (60106/60243) 7.0-4.0 Psi (Plastic)	1
J	HW-VAL-008-X-X	Fuel Selector (Duplex L/R/OFF) (1/4" NPT) (Andair FS2020-D2-F)	1
K	HW-VAL-009-X-X	Check Valve (0.4-0.7 PSI) (5/16"Bard to 5/16"Barb) (Andair CK312-K)	1
L	HW-VAL-007-X-X	Check Valve (0.8-1.2 Bar) (5/16"Bard to 5/16"Barb) (Andair CK312-Kk-14 BAP)	2
M	HW-FTG-404-X-X	3/8"-5/16"-3/8" Jetted T-Piece 0.35	1
N	HW-FTG-505-X-X	3/8"-5/16"-3/8" T-piece bypass fiting (Brass)	8
O	HW-FTG-136-X-X	Straight fitting, 1/8 NPT Male to 3/8" barb, brass	2
P	HW-FTG-124-X-X	Adaptor, 1/8" NPT Male, 8mm S Barb, 0°	1
Q	HW-FTG-126-X-X	Adaptor, 1/8" NPT Male, 6mm S-Barb, 0°	1
R	HW-FTG-112-X-X	Straight Female AN6 pushon fitting 9.5mm	12
S	HW-FTG-134-X-X	Straight Flare AN6 Bulkhead Fitting with Nut & Washer (Kit)	1
T	HW-FTG-129-X-X	Straight fitting, M14x1.5 male to AN6 male, S/S	1
U	HW-FTG-131-X-X	Straight fitting, M12x1.5 male to AN6 male, S/S	1
V	HW-FTG-316-X-X	90° AN6 S-BARB Hose End Swivel Push on (9.5mm Hose)	4
W	HW-FTG-311-X-X	90° AN6 Female to Male Fitting	4
X	HW-FTG-317-X-X	90° Fitting, 1/4" NPT Male To 3/8" Barb, Brass	6
Y	HW-FTG-310-X-X	90° AN bulkhead fitting, flare, nut & 2 washers	1
	HW-HSE-104-X-X	Fuel Hose, 5/16"(7.9mm) SAEJ30R9 (250 ft) (high p)	1.5m
	HW-HSE-104-X-X	Fuel Hose, 5/16"(7.9mm) SAEJ30R9 (250 ft) (high p)	0.8m
	HW-HSE-106-X-X	Fuel Hose, 3/8"(9.5mm) SAE J30R9,/m (high p)	4.3m
	HW-HSE-106-X-X	Fuel Hose, 3/8"(9.5mm) SAE J30R9,/m (high p)	4.53m
	HW-HSE-110-X-X	3.2mm ID PVC/Nitrile Externally braided fuel hose	0.7m

Figure 7: 915 iS Fuel System Diagram

Step 1: In order to inspect the fuel lines shown in the diagram above, remove the cowling. Refer to Section 5.1.1 of the Sling 4 TSi Maintenance Manual for the instructions to remove the cowling.

Step 2: The heat sleeve around the fuel hose will be secured in place using either locking wire or metal cable ties. Once the cowling has been removed, used the side cutters to remove these so that the heat sleeve can be moved to inspect the hose underneath. Refer to Figure 8 for an example of how the heat sleeve is attached using the cable ties. Please note, Figure 8 is just for reference purposes, all the fuel lines (as shown in Figure 7) must be checked.

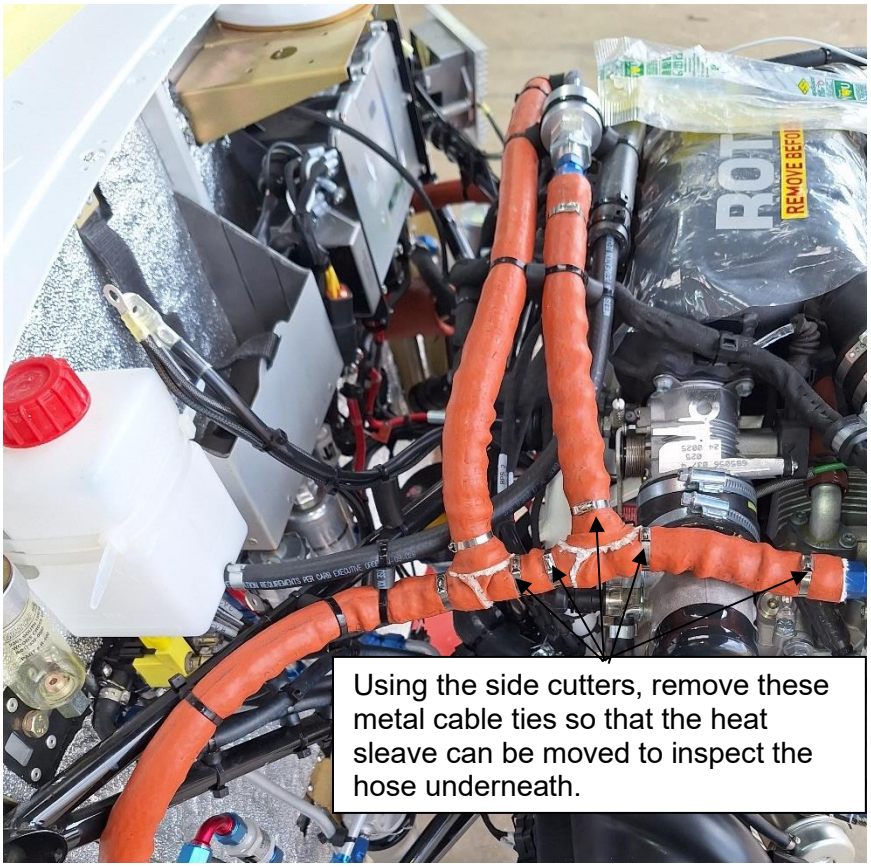


Figure 8: Example of cable ties to be removed.

Step 3: If it is found that the hose is of the sub-standard fuel hose type, it must be replaced with the correct fuel hose. Using the Oetiker clamp pliers, remove the Oetiker ear clamps (OET ear clamps) retaining the hose onto the hose end fittings.

Step 4: In order to replace the fuel hose, cut the fuel hose to the correct length. Place the heat sleeve over the hose. Place the OET ear clamps onto the hose ends. Fit the hose ends to the respective fittings and then crimp the OET ear clamps.

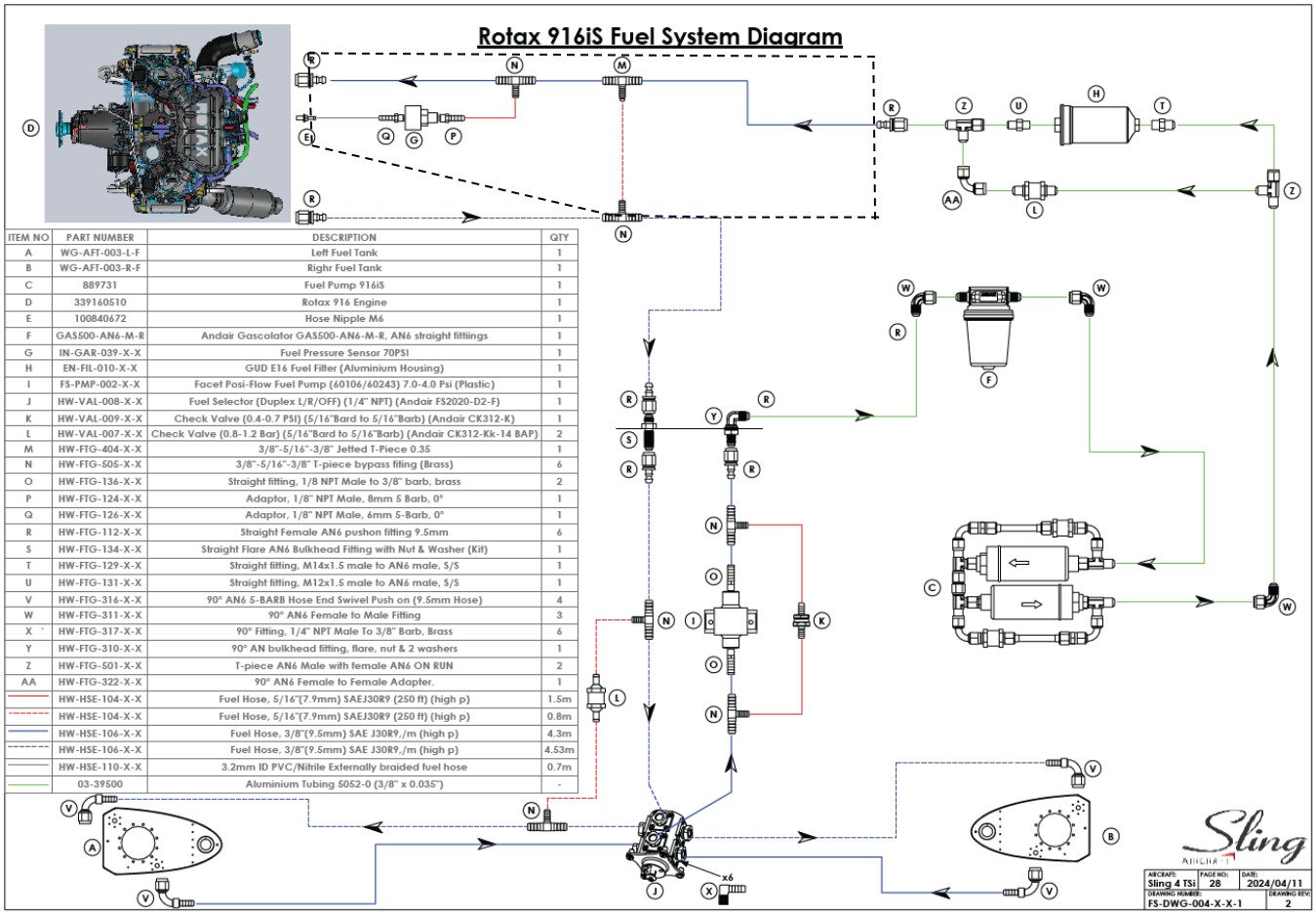
Step 5: Use locking wire or metal cable ties to secure the heat sleeve in place.

Step 6: Add standoffs as needed.

Step 7: If more detail is required on how to install the fuel lines and heat sleeve, refer to the firewall forward KAI for the Sling 4 TSi

3.3. 916 iS ENGINE FUEL HOSE

With reference to Figure 7, all the fuel lines bounded withing the dashed line "----" must be inspected and replaced should they be of the sub-standard type of fuel hose. It must be replaced with the correct fuel hose as described in Section 2.



ITEM NO	PART NUMBER	DESCRIPTION	QTY
A	WG-AFT-003-L-F	Left Fuel Tank	1
B	WG-AFT-003-R-F	Righr Fuel Tank	1
C	889731	Fuel Pump 916iS	1
D	339160510	Rotax 916 Engine	1
E	100840672	Hose Nipple M6	1
F	GAS500-AN6-M-R	Andair Gascolator GAS500-AN6-M-R, AN6 straight fittiings	1
G	IN-GAR-039-X-X	Fuel Pressure Sensor 70PSI	1
H	EN-FIL-010-X-X	GUD E16 Fuel Filter (Aluminium Housing)	1
I	FS-PMP-002-X-X	Facet Posi-Flow Fuel Pump (60106/60243) 7.0-4.0 Psi (Plastic)	1
J	HW-VAL-008-X-X	Fuel Selector (Duplex L/R/OFF) (1/4" NPT) (Andair FS2020-D2-F)	1
K	HW-VAL-009-X-X	Check Valve (0.4-0.7 PSI) (5/16"Bard to 5/16"Barb) (Andair CK312-K)	1
L	HW-VAL-007-X-X	Check Valve (0.8-1.2 Bar) (5/16"Bard to 5/16"Barb) (Andair CK312-Kk-14 BAP)	2
M	HW-FTG-404-X-X	3/8"-5/16"-3/8" Jetted T-Piece 0.35	1
N	HW-FTG-505-X-X	3/8"-5/16"-3/8" T-piece bypass fiting (Brass)	6
O	HW-FTG-136-X-X	Straight fitting, 1/8 NPT Male to 3/8" barb, brass	2
P	HW-FTG-124-X-X	Adaptor, 1/8" NPT Male, 8mm 5 Barb, 0°	1
Q	HW-FTG-126-X-X	Adaptor, 1/8" NPT Male, 6mm 5-Barb, 0°	1
R	HW-FTG-112-X-X	Straight Female AN6 pushon fitting 9.5mm	6
S	HW-FTG-134-X-X	Straight Flare AN6 Bulkhead Fitting with Nut & Washer (Kit)	1
T	HW-FTG-129-X-X	Straight fitting, M14x1.5 male to AN6 male, S/S	1
U	HW-FTG-131-X-X	Straight fitting, M12x1.5 male to AN6 male, S/S	1
V	HW-FTG-316-X-X	90° AN6 5-BARB Hose End Swivel Push on (9.5mm Hose)	4
W	HW-FTG-311-X-X	90° AN6 Female to Male Fitting	3
X	HW-FTG-317-X-X	90° Fitting, 1/4" NPT Male To 3/8" Barb, Brass	6
Y	HW-FTG-310-X-X	90° AN bulkhead fitting, flare, nut & 2 washers	1
Z	HW-FTG-501-X-X	T-piece AN6 Male with female AN6 ON RUN	2
AA	HW-FTG-322-X-X	90° AN6 Female to Female Adapter.	1
	HW-HSE-104-X-X	Fuel Hose, 5/16"(7.9mm) SAEJ30R9 (250 ft) (high p)	1.5m
	HW-HSE-104-X-X	Fuel Hose, 5/16"(7.9mm) SAEJ30R9 (250 ft) (high p)	0.8m
	HW-HSE-106-X-X	Fuel Hose, 3/8"(9.5mm) SAE J30R9,/m (high p)	4.3m
	HW-HSE-106-X-X	Fuel Hose, 3/8"(9.5mm) SAE J30R9,/m (high p)	4.53m
	HW-HSE-110-X-X	3.2mm ID PVC/Nitrile Externally braided fuel hose	0.7m
	03-39500	Aluminium Tubing 5052-0 (3/8" x 0.035")	-

Figure 9: 916 iS Fuel System Diagram

Step 1: In order to inspect the fuel lines shown in the diagram above, remove the cowling. Refer to Section 5.1.1 of the Sling 4 TSi Maintenance Manual or the Sling 4 High Wing Maintenance Manual (where applicable) for the instructions to remove the cowling.

Step 2: The heat sleeve around the fuel hose will be secured in place using either locking wire or metal cable ties. Once the cowling has been removed, used the side cutters to remove these so that the heat sleeve can be moved to inspect the hose underneath. Refer to Figure 8 for an example of how the heat sleeve is attached using the cable ties.

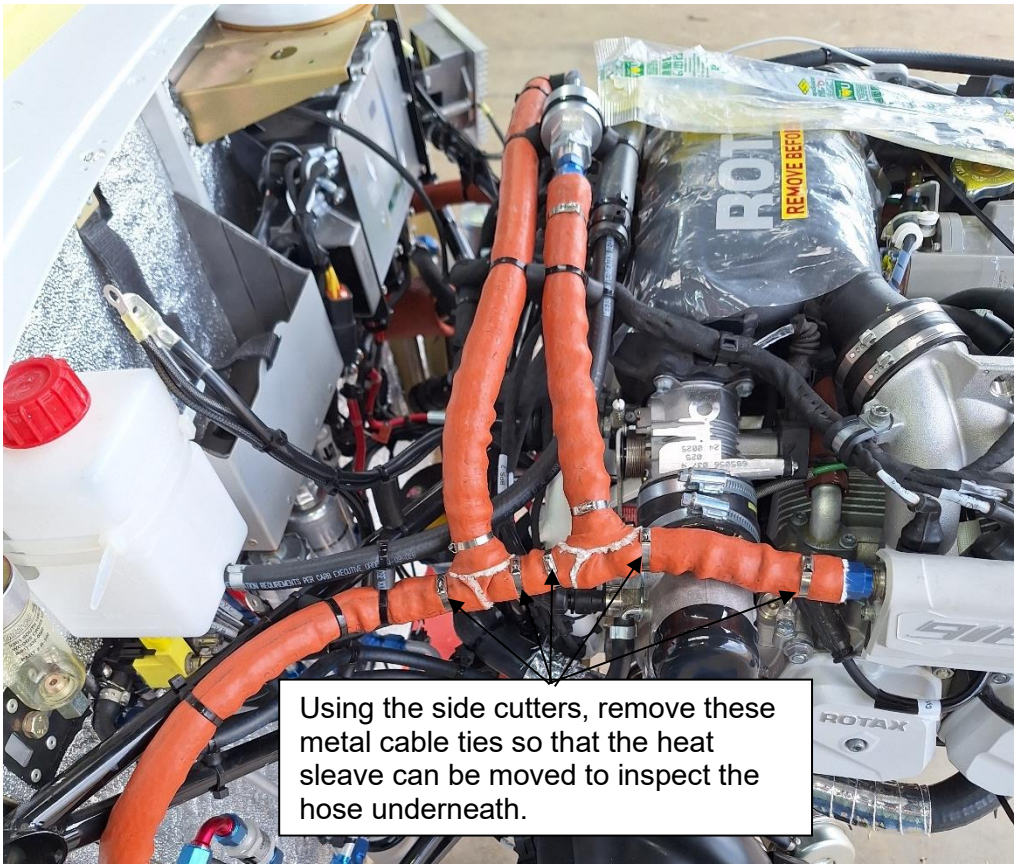


Figure 10: Example of cable ties to be removed.

Step 3: If it is found that the hose is of the sub-standard fuel hose type, it must be replaced with the correct fuel hose. Using the Oetiker clamp pliers, remove the Oetiker ear clamps (OET ear clamps) retaining the hose onto the hose end fittings.

Step 4: In order to replace the fuel hose, cut the fuel hose to the correct length. Place the heat sleeve over the hose. Place the OET ear clamps onto the hose ends. Fit the hose ends to the respective fittings and then crimp the OET ear clamps.

Step 5: Use locking wire or metal cable ties to secure the heat sleeve in place.

Step 6: Add standoffs as needed.

Step 7: If more detail is required on how to install the fuel lines and heat sleeve, refer to the firewall forward KAI for the Sling 4 TSi or the Sling 4 High Wing, where applicable.

Signed on this the 19th day of August 2025

J A L Pitman

ACCOUNTABLE MANAGER
MR JAMES PITMAN