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Approved Maintenance Organisation AM01264 Manufacturing Organisation - M677

SERVICE BULLETIN

#0013 Revision 1

Page 1 of 4

(The Airplane Factory (Pty) Ltd. considers compliance with all Service Bulletins mandatory)

**NOTE: THIS SERVICE BULLETIN REPLACES SERVICE BULLETIN #0013 (REVISION 0) IN ITS ENTIRETY
SERVICE BULLETIN #0013 (REVISION 0) IS ACCORDINGLY CANCELLED WITH EFFECT FROM 19/08/2025.**

RELEASE DATE: 19 August 2025
REASON FOR REVISION 1: Update to list of affected models
EFFECTIVE DATE: 8 June 2018
SUBJECT: Rudder Pedal Stop Replacement
MODELS AFFECTED: Sling LSA and Sling 2 - SIN 001-130 (Inclusive)
Sling 4 - SIN 001 - 015 (Inclusive)
Aircraft manufactured before the effective date (08/06/2018) not included within the serial numbers above, please comply with Note 2 below.
COMPLIANCE TIME: Next scheduled mandatory periodic inspection ("MPI")

1.1. DESCRIPTION AND PURPOSE:

To prevent failure of the rudder stops due to excessive force being applied to the rudder pedals.

This Service Bulletin requires that the change be made to all affected flying aircraft during the next MPI immediately after 8 June 2018. In addition, the change should be applied to all affected kit-built aircraft still under construction prior to first flight. The change requires the rudder control stop with the part numbers CT-STO-004X-A-O, CT-STO-004-X-A-1, CT-STO-004-X-C-O and CT-STO-004-X-C-1 to be replaced by the modified rudder control stop with the part number CT-STO-004-X-A-3 or CT-STO-004-X-A-4 (To be requested from your local distributor).

1.2. MATERIAL COST AND RESPONSIBILITY:

All work must be performed by a person appropriately qualified to make structural changes and repairs to Sling aircraft. The Airplane Factory AMO (Johannesburg, South Africa), is available to perform the required work on all aircraft that are delivered to its premises.

Person(s) implementing the work are required to follow the instructions set out below.

1.3. PARTS AND CONSUMABLES LIST:

- a) 2 x CT-STO-004-X-A-3 or CT-STO-004-X-A-4
- b) 2 x AN3 Nyloc Locknut
- c) 2 x AN4 Nyloc Locknut
- d) 2 x AN5 Nyloc Locknut
- e) 222 loctite or equivalent

1.4. TOOLS REQUIRED:

- a) 2 x 3/8" Spanner
- b) 2 x 7/16" Spanner
- c) 2 x 1/2" Spanner
- d) 2mm Allen Key
- e) 1/4" or 3/8" drive ratchet spanner
- f) 3/8", 7/16" and 1/2" sockets
- g) 4mm pilot punch
- h) 6mm pilot punch

1.5. INSTRUCTIONS:

Sling LSA Sling 2 and Sling 4 tri-cycle undercarriage:

1. Read and understand these instructions and refer to the attached drawings before attempting any work on the airframe.
2. Remove the bottom and top cowling.
3. Remove inspection covers on both right-hand and left-hand side granting access to the rudder pedal stops using 2mm Allen key. (Figure 1)
4. Remove the pushrods from the nose wheel only by detaching the AN5 bolt with the 1/2" spanner/ratchet respectively (Shown in Figure 2).
5. Once the push rod is disconnected from the front fork assembly, the rudder pedals will be able to be manoeuvred easily allowing access to remove rudder control stops.
6. Completely remove the rudder control stop on right-hand side by removing the AN3 nut with a 3/8" spanner/ratchet and AN4 nut with 7/16" spanner/ratchet.
7. In doing so, using the 4mm pilot punch for the AN3 bolt push the bolt outwards keeping the pilot punch up against the bolt until the bolt falls out the other end.
(The reason to do it this way, is to keep the bushes, washers, eyebolt and cable in place preventing difficulty during the installation of the bolt and new rudder control stops).
8. Using the 6mm pilot punch for the AN4 bolt push the bolt outwards keeping the pilot punch up against the bolt until the bolt falls out the other end.
(The reason to do it this way, is to keep the bushes, washers, eyebolt and cable in place preventing difficulty during the installation of the bolt and new rudder control stops).
9. Remove the rudder control stop and install new control stop (CT-STO-004-X-A-3 or CT-STO-004-X-A-4) onto the pilot punch.
10. Reinstall bolts through control stops - using the AN3 bolt push the 4mm pilot punch outwards, until punch falls out, continue the same method with the AN4 bolt and 6mm pilot punch.
11. Install nuts on both AN3 and AN4 bolts and tighten using a 3/8" and 7/16" respectively.
12. Continue the above method for the left-hand side rudder control stop.
13. Reinstall the pushrods using the AN5 bolt and tighten using a 1/2" spanner/ratchet respectively.

14. Ensure satisfactory rudder cable stop movement by turning the wheel to either side and observe clearance of each stop and ensure the two stops interlock at the end of their travel.
15. If all operations are satisfactory, reinstall the covers using the 2mm Allen key and 222 loctite or equivalent and install cowlings.

1.6. SUMMARY

These instructions must be conducted in accordance with the instructions from section 1.5 above. The details of the Service Bulletin must be written up in the appropriate airframe logbook.

1.7. DIAGRAMS:

Sling LSA and Sling 2



Sling 4

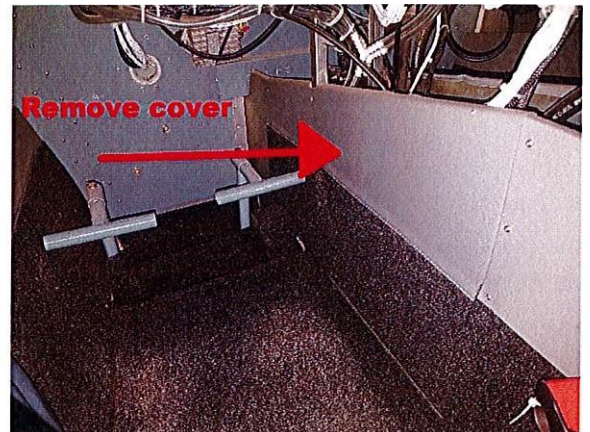


Figure 1 — Illustrates the covers to be removed

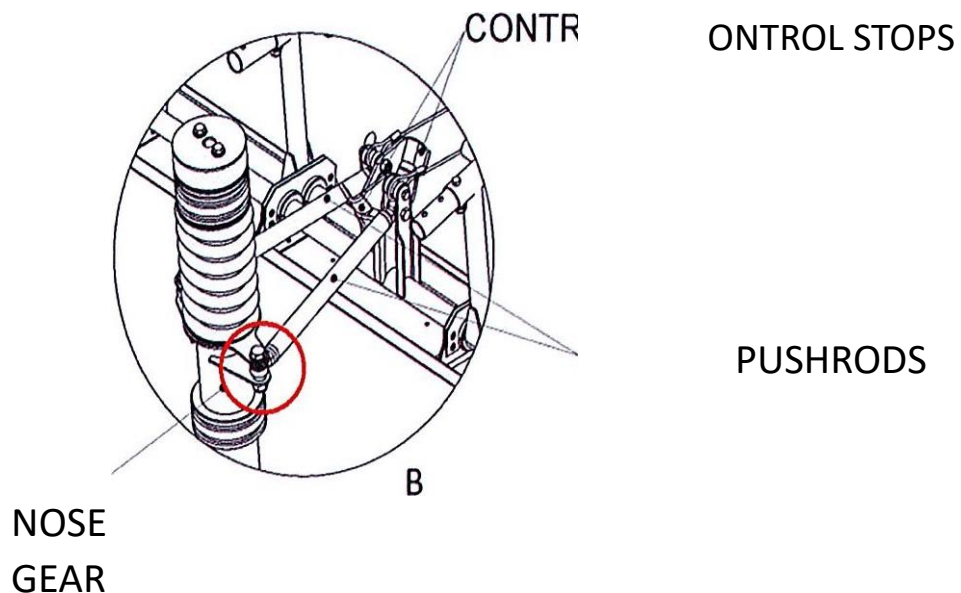


Figure 2 — Illustrates the AN5 bolt to be removed, disconnecting the pushrod. No adjustments should be made to the pushrod and/or eyebolt.

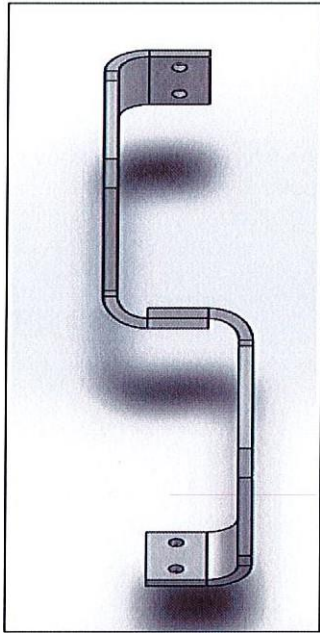


Figure 4 — Old pedal stop assembly

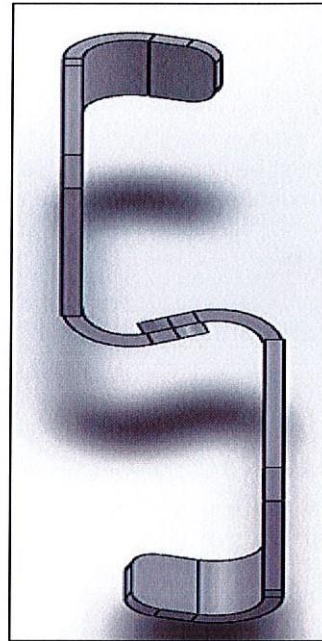


Figure 5 — New pedal stop assembly

NOTE 1: The illustrations in this document show a typical construction. They may not represent full detail or the exact shape of the parts. Exploded views are not technical drawings and are for reference only. For specific details, refer to the current documents of the respective aircraft type.

NOTE 2: Aircraft manufactured before the effective date (08/06/2018), which are not included within the serial number range, must have the rudder pedal stops inspected during the next MPI and if found unsatisfactory, the rudder pedal stops must be changed as per Service Bulletin #0013.

Signed on this the 19th day of August 2025

JAL Pitman

ACCOUNTABLE MANAGER
MR JAMES PITMAN