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

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

RELEASE DATE: 02/06/2025

EFFECTIVE DATE: 02/06/2025

SUBJECT: HW front seat rail installation

MODELS AFFECTED:

Factory built aircraft:

002, 003, 004k, 005k, 011gk, 018g, 019g, 020i, 022g, 024g, 027g, 028g, 029g, 032i, 034i, 040gk, 044g

Kits and Quick Build kits:

001, 006gk, 007gk, 008gk, 009gk, 010gk, 0012gk, 014gk, 015gk, 017ik, 021ik, 023gk, 026gk, 031gk, 035gk, 036gk, 037gk, 038gk, 039gk, 041gk, 042gk, 043gk, 045gk, 046gk, 047gk, 048ik, 049gk, 050gk, 051gk, 052gk, 053gk, 054gk, 055gk, 056ik, 059gk, 060gk, 061ik, 062ik, 063gk, 064gk, 066iq, 067gq, 068gq, 069gk, 070gk, 071gk, 074gk, 075gk, 080qg, 081qg, 093iq, 107gq, 109ik

COMPLIANCE TIME: Next MPI (Mandatory Periodic Inspection) or annual inspection, whichever comes first.

LABOUR TIME: 60 minutes

1. DESCRIPTION AND PURPOSE:

This service bulletin outlines the correct procedure for drilling the locating holes for the front seat rails on the Sling 4 HW. The HW Finishing Construction Manual does not specify that these holes should be drilled through both the floor and the inspection hatch. Additionally, an extra anchor point has been incorporated into the seat rail.
To ensure proper installation, follow the instructions to drill all front seat rail locating holes fully through both the floor and the inspection hatch. Also, adhere to the provided instructions for the additional anchor point on the seat rail.

Compliance with this service bulletin is mandatory and should be performed at the aircraft's next MPI (mandatory periodic inspection) or annual inspection, whichever comes first. Alternatively, this service bulletin may be carried out by the kit builder immediately. The purpose of this Service Bulletin is to ensure that the front seat locating pins engage fully within the locating holes.

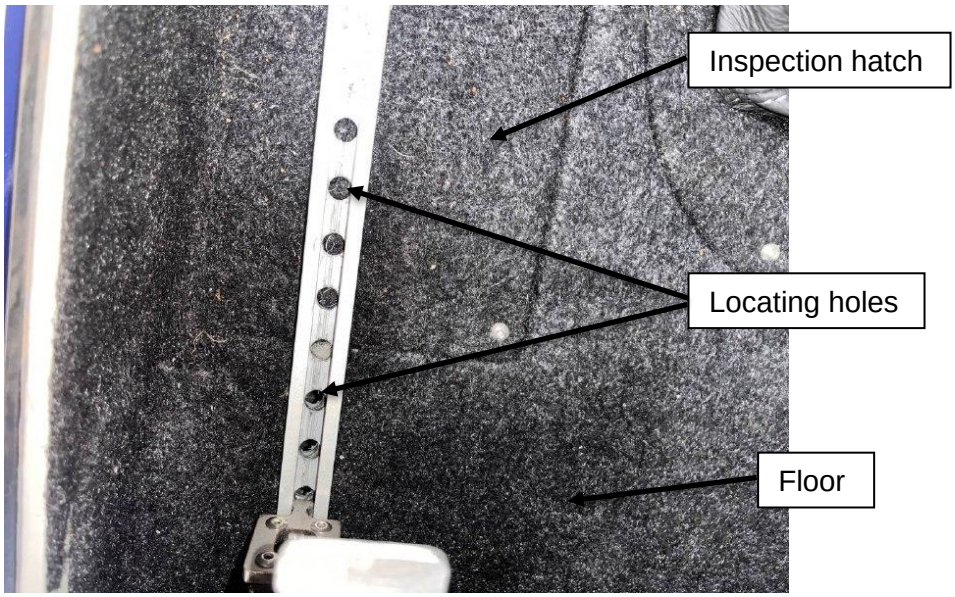

Figure 1: Photograph of seat rails.

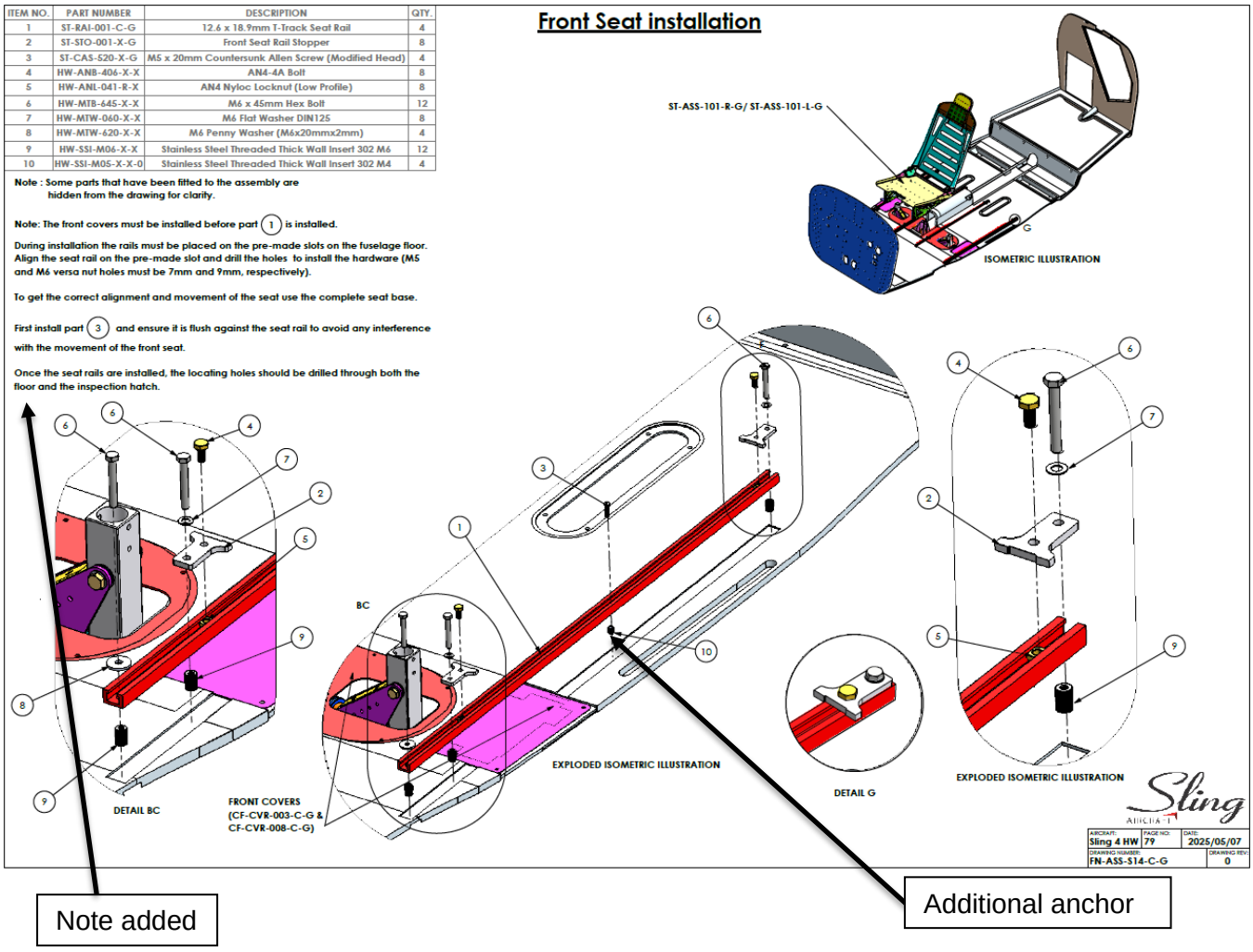

Figure 2: Construction manual drawing including updated Instructions.

1.1. MASS DATA:

N/A

1.2. ELECTRICAL LOAD DATA:

N/A

1.3. SOFTWARE MODIFICATIONS:

N/A

1.4. REFERENCES:

a) DC-KAI-008-X-G – Sling 4 HW Finishing Construction Manual

1.5. PUBLICATIONS AFFECTED:

a) DC-KAI-008-X-G – Sling 4 HW Finishing Construction Manual

- Front seat rail installation instructions have been updated to include the instructions as set out in this service bulletin.

2. MATERIAL INFORMATION:

2.1. PARTS AND CONSUMABLES LIST:

Part Number	Description	QTY
HW-RNM-502-X-X-0	M5 Bulb Steel Rivnut	4
HW-SSI-M05-X-X-0	Stainless Steel Threaded Thick Wall Insert 302 M5	4
ST-CAS-520-X-G-0	M5 x 20mm Countersunk Allen Screw (Modified Head)	4

2.2. TOOLS REQUIRED:

a) 7/16” spanner or socket
b) 10mm spanner or socket
c) 8 mm high-speed steel (HSS) drill bit
d) 5,1 mm high-speed steel (HSS) drill bit
e) 6 mm high-speed steel (HSS) drill bit
f) 7 mm high-speed steel (HSS) drill bit
g) Rivet nut crimping tool
h) Vernier calliper
i) Marker
j) countersunk drill bit
k) Drill bit limit ring / Masking tape
l) Electrical drill
m) 2 mm Allen key / hex drive
n) 3 mm Allen key / hex drive
o) Vacuum cleaner

2.3. MATERIAL RESPONSIBILITY:

N/A

2.4. COMPANY SUPPORT INFORMATION

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. 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 Bulletin, 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 Bulletin (Service Bulletin 28) 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 Bulletin, 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 Bulletin kits, please use the following contact details:
sales@slingaircraft.com, or contact your local distributer.

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

3. INSTRUCTIONS:

This section provides instructions for drilling the locating holes through the floor and inspection hatch, as well as adding the extra anchor point to the seat rail. If your aircraft is already fitted with the additional anchor point, you can skip the relevant steps.

Step 1: Remove the rear stoppers from the rails by unscrewing the bolts from each rail. You'll need a 10mm spanner or socket for one bolt, and a 7/16" spanner or socket for the other. Refer to Figure 3.

Figure 3: Rail bolt removal.

Step 2: Slide the seats rearwards to remove them from the rails, as illustrated in Figure 4.

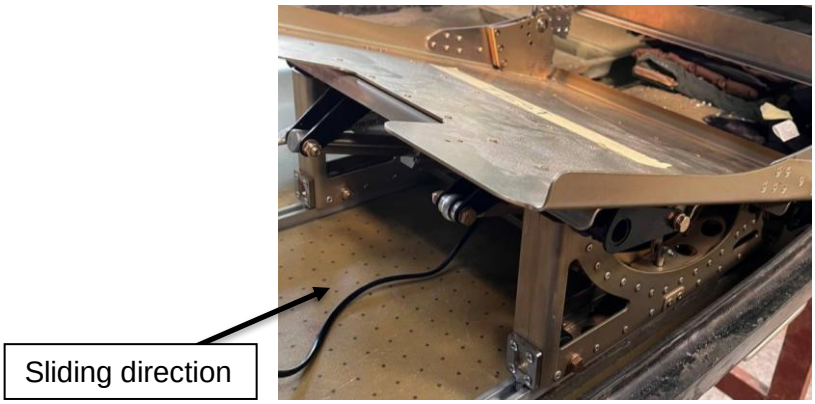

Figure 4: Seat removal.

Step 3: Using the removed bolts, temporarily secure the rails back into place. Refer to Figure 5.

Figure 5: Temporary rail reinstallation.

Step 4: Attach a drill bit limit ring, or apply a visual depth marker (e.g., masking tape), to the 8 mm high-speed steel (HSS) drill bit at 25 mm from the drilling edge to ensure controlled and consistent drilling depth. Refer to Figure 6.

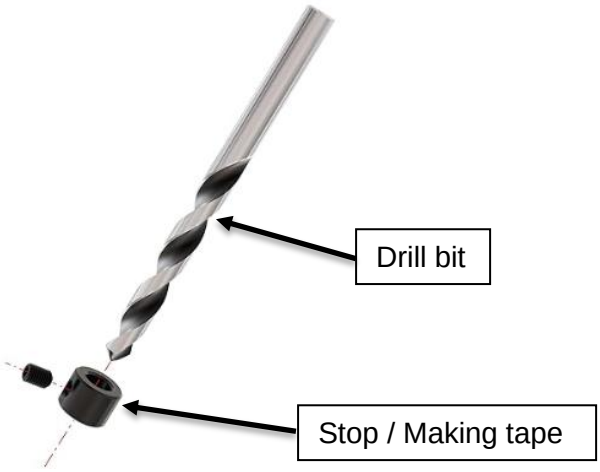

Figure 6: Drill bit depth marking.

Step 5: Using a drill fitted with the 8mm bit prepared in the previous step, drill all the locating holes from the top, passing through the rail (locating hole), floor and the inspection hatch. Drill carefully to avoid going past the 25 mm limit and damaging components beneath the floor. Pay extra attention when drilling through the inspection hatch to prevent damage to any components below. Ensure the drill bit remains upright to avoid damaging the inner sides of the rails. Refer to Figure 7.

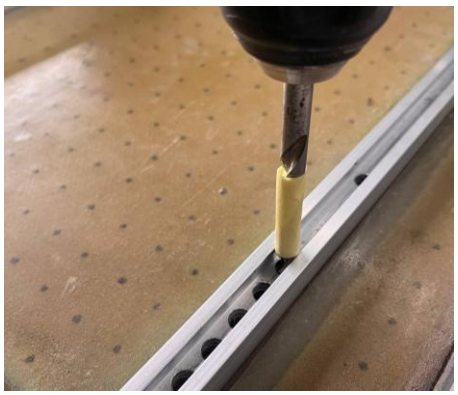

Figure 7: Locating hole drilling.

Note: The holes on the inspection hatch will need to be drilled through the carpet covering. When drilling through the inspection hatch, do not drill through the stainless-steel pulley bracket's mounting flange located below the inspection hatch. Refer to Figure 8.

Figure 8: Photograph with inspection hatch removed.

Step 6: Measure and mark the position for the extra anchor point on the rail, 20mm behind the furthest rear locating hole. See Figure 9 below for reference.

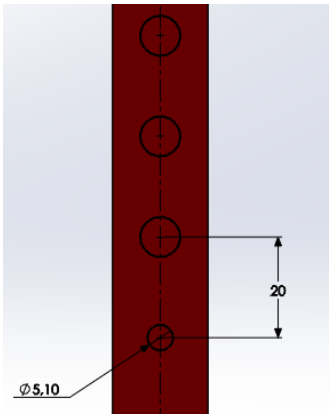

Figure 9: Additional anchor point hole position.

Step 7: Attach a drill bit limit ring or apply a visual depth marker (e.g., masking tape) to the 5,1 mm high-speed steel (HSS) drill bit at 25 mm from the drilling edge to ensure controlled and consistent drilling depth. Refer to Figure 6.

Step 8: Using a drill fitted with the 5,1 mm bit prepared above, drill the marked out additional anchor hole from the top, passing through the rail and floor. Drill carefully to avoid going past the 25 mm limit and damaging components beneath the floor. Ensure the drill bit remains upright to avoid damaging the inner sides of the rails. Refer to Figure 10.

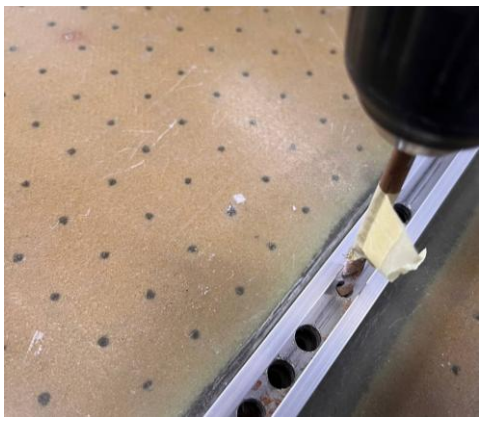

Figure 10: Additional anchor point hole drilling.

Step 9: Use a suitable countersunk drill bit or standard 8mm drill bit to create a countersink for the additional anchor hole, allowing the M5 countersunk screw to sit flush with the inside of the rail. This ensures the M5 screw doesn't interfere with the seat's movement within the rails. Refer to Figure 11.

Figure 11: Additional anchor point hole countersinking.

Step 10: Once all the locating holes and the additional anchor holes have been drilled, remove the rails by loosening the rail bolts.

Step 11: Inspect the type of fastener being used for the rails. It will be either versa nuts or self-tapping threaded inserts. If versa nuts have been installed, a 7 mm drill bit should be used for Step 12-13. If self-tapping threaded inserts are installed, a 6 mm drill bit should be used for Step 12-13.

Step 12: Attach a drill bit limit ring or apply a visual depth marker (e.g., masking tape) to the 6 mm or 7 mm high-speed steel (HSS) drill bit at 25 mm from the drilling edge to ensure controlled and consistent drilling depth. Refer to Figure 6.

Step 13: Using a drill fitted with the 6 mm or 7 mm high-speed steel (HSS) bit, drill out the additional anchor hole from the top, passing through the floor. Drill carefully to avoid going past the 25 mm limit and damaging components beneath the floor. Refer to Figure 12.

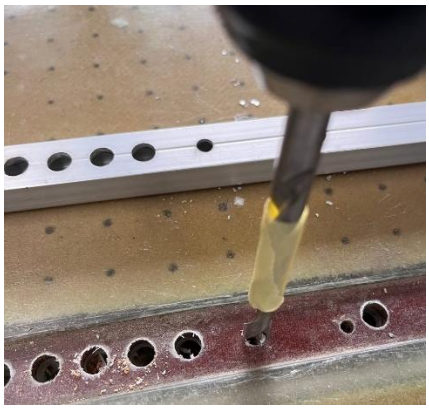

Figure 12: Additional anchor point floor drilling.

Step 14: Secure the anchor in the newly drilled hole. If using versa nuts, install the M5 versa nut using a Rivet nut crimping tool. If using self-tapping inserts, insert the fitting by driving a fully threaded M5 bolt into the hole until the insert is properly seated.

Step 15: Using a 2 mm Allen key or hex driver, remove the screws securing the inspection hatch, then remove the hatch.

Step 16: Use a vacuum cleaner to remove all loose metal shavings and composite dust.

Step 17: Reinstall the inspection hatch and secure it with the screws using a 2 mm Allen key or hex driver.

Step 18: Reinstall the seat rails by securing them with the rail bolts and additional M5 screws. Ensure the rear bolts are inserted only after the seat is placed back onto the rails.

Signed on this the 30 day of May 2025

J A L Pitman

ACCOUNTABLE MANAGER
MR JAMES PITMAN