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

RELEASE DATE: 02 June 2026

EFFECTIVE DATE: 27 May 2026

SUBJECT: Installation of VHF and GPS antenna grounding planes on Sling 4 High Wing.

MODELS AFFECTED: All Sling 4 High Wing aircraft (Ready to Fly, Quick build kits and kits), up to the release date of this SB.

COMPLIANCE TIME: Next scheduled mandatory periodic inspection (MPI) or annual inspection, whichever comes first.

LABOUR TIME: 5 hours for the VHF antenna and 45 minutes for the GPS antenna grounding plates.

1 DESCRIPTION AND PURPOSE:

The Sling 4 High Wing aircraft have been experiencing bad VHF communications (e.g. reduced range and poor audio quality). As per the antenna manufacturer's specifications, the antennas require a ground plane with adequate dimensions on the composite aircraft. To address these issues, the VHF and GPS antenna systems require an improved grounding plane, and this is achieved by installing aluminium grounding plates on the composite roof structure for VHF antenna and on the fuselage rear roof panel for GPS antennas.

Sling Aircraft (Pty) Ltd recognizes that some aircraft may have already been modified by relocating the VHF communication antenna to another location on the fuselage or current installations may not experience any communication issues. It is, therefore, advised that a quick assessment of the system is completed by performing the following test:

Check radio performance in VMC at normal cruise across a range of known ATC or Flight Information frequencies. Conduct the test between 1,000 and 3,000 ft AGL in straight-and-level flight over 20 to 50 NM. During this test, communications should be clear, with no static interference, excessive background noise, signal distortion, or unacceptable reduction in communication range (20 to 50 NM).

If the communication system meets the above criteria, then it is not required that this Service Bulletin be performed. If the communication system does not meet the above criteria, then this Service Bulletin is applicable, and the recommended Sling Aircraft solution should be performed (see Section 3).

Note: This Service Bulletin is intended to highlight the importance of having an adequate ground plane for the VHF comm antenna and GPS antennae. The solution of the removable roof option provided in Section 3, is a recommendation from Sling Aircraft – **it is not mandatory**. The modification of the fixed upper roof is to make it removable for improved maintenance access. As this modification is not required for routine maintenance, compliance may be left to the discretion of the aircraft owner and/or approved maintenance organization (AMO). Aircraft incorporating an acceptable alternative antenna installation and/or retaining a fixed roof may be considered compliant with the intent of this Service Bulletin.

This Service Bulletin provides the necessary instructions to ensure proper grounding and installation of the VHF and GPS antennas on both fixed and removable roof configurations of the Sling 4 High Wing aircraft.

This procedure includes the following:

a. For aircraft with a permanently installed upper roof: Modification of the fixed roof to accommodate a new removable roof (already fitted with the VHF ground plane) will be supplied for installation on the aircraft (refer to section 3.1).
b. For aircraft already fitted with the removable roof but with inadequate VHF antenna grounding: Bonding of the VHF antenna aluminium plate (ground plane) onto the removable roof is detailed in section 3.2.
c. For all aircrafts: Installation of larger aluminium grounding plates for GPS antennas on the fuselage rear roof panel applicable to both fixed composite roofs and removable roof configurations which is demonstrated in section 3.3.

1.1 MASS DATA:

The incorporation of this Service Bulletin introduces additional mass due to the installation of aluminium grounding plates as follows:

a) 1 x 1 x CF-CMP-033-C-G-2 VHF aluminium ground plate: 500 g

b) 2 x CF-PLT-036-X-G-1 GPS aluminium plates: 145 g each. Total added mass: 790 g (0.79 kg)

The plates are installed on the composite roof structure and fuselage rear roof panel. Due to their location near the aircraft centreline and relatively small mass, the effect on the aircraft centre of gravity (CG) is considered negligible. However, the aircraft weight and balance report must be updated to reflect the additional mass and its location in accordance with standard maintenance procedures.

1.2 ELECTRICAL LOAD DATA:

N/A

1.3 SOFTWARE MODIFICATIONS:

N/A

1.4 REFERENCES:

a) DC-KAI-007-X-G Sling 4 High Wing Finishing Construction Manual

1.5 PUBLICATIONS AFFECTED:

N/A

2 MATERIAL INFORMATION:

2.1 PARTS AND CONSUMABLES LIST:

For aircraft with an existing removable roof / modify existing removable roof:

a) 1 x CF-PLT-313-C-G-0 - VHF antenna ground plate.

The parts and consumables listed for all airplanes are also applicable to aircraft with an existing removable roof.

For aircraft with a fixed roof:

b) 1 x CF-CMP-001-X-G-0 - Removable roof securing strip.

c) 1 x CF-CMP-033-C-G-2 - Removable roof assembly.

The parts and consumables listed for all airplanes are also applicable to aircraft with an existing removable roof.

For all aircraft (parts to be supplied)

d) 2 x CF-PLT-036-X-G-1 - GA 56 & 35 Antenna ground plates

e) 1 x CF-CMP-013-C-G-0 - Roof shell top bracket centre

f) 1 x CF-CMP-011-R-G-0 - Roof shell top bracket right

g) 1 x CF-CMP-011-L-G-0 - Roof shell top bracket left

h) 1 x EC-HNS-015-X-G-0 – Top harness coax cable extension of 500mm.

i) 200mm HW-EDG-001-X-X-0) Nylon edge protector.

j) 1 x Set of Roof Shell top box bracket installation hardware:

- 14 x MS21059L3 - AN3 Floating Anchor Nut
- 28 x HW-RIV-240-X-X-1 - 2.4 x 6mm Countersunk Alu/Steel Rivet each
- 14 x A3235-SS-020 - 100° CSK Stainless Washer.
- 14 x MS24693-C272 - AN3 Countersunk Head Screw.

Consumables (not supplied)

k) CA-SIK-004-C-A-0 - Sika primer.

l) Paint as applicable.

m) 1 x 300ml CA-SIK-006-C-A-0 - Sika Tack GO.
n) LQ-ACE-002-X-X-0 - Acetone cleaner.
o) Cabosil/Fumed Silica.

2.2 TOOLS REQUIRED:

a) Composite cutting tool or rotary cutting tool (e.g., Dremel).
b) 5mm to 20mm Drills and countersink bits.
c) Deburring tools kit or fine file.
d) Measuring tools (metal meter rule, Venier callipers).
e) Clamps or temporary fasteners.
f) Cleco's and Cleco pliers.
g) Multi-meter.
h) Philips Screwdrivers set.
i) 8mm socket.
j) 8mm Spanner or shifting spanner.
k) Non-permanent marker pen or layout pencil.
l) 2.5mm and 3.5mm Allen key/ hex drive.
m) Sandpaper 120 (medium and fine grit).
n) Tongue depressors.
o) Masking tape.
p) Hole saw 50mm.
q) Side cutter.
r) Rivet gun or rivet puller.
s) Cable ties and cable clamps.
t) Drilling machine.

2.3 MATERIAL COST RESPONSIBILITY:

Sling Aircraft (Pty) Ltd will provide the required parts listed in Section 2.1 for all aircraft subject to the Service Bulletin. Sling Aircraft will cover all parts and labour costs if work is performed by a Sling approved maintenance organisation. Sling Aircraft is not responsible for costs related to shipping, downtime, loss of income, etc.

2.4 LABOUR RESPONSIBILITY

Sling Aircraft AMO 1264 (Johannesburg, South Africa) is available to perform the work required under this Service Bulletin on aircraft presented at its facilities. All personnel undertaking the actions prescribed herein shall adhere strictly to the instructions set out below and shall consult all supplementary documentation identified in Section 1.4, as applicable. Sling Aircraft accepts no liability for the quality, completeness, or airworthiness of any work carried out to implement this Service Bulletin if such work is performed by any entity other than Sling Aircraft AMO 1264 (Johannesburg, South Africa).

Work required under this Service Bulletin (Service Bulletin 31) may be performed by a kit builder, subject to compliance with the legal and regulatory requirements of the governing aviation authority in the jurisdiction in which the work is undertaken.

Sling Aircraft will reimburse labour costs only for aircraft that (i) are already in flying condition at the time of compliance and (ii) remain within their applicable warranty period. Labour reimbursement by Sling Aircraft shall be limited to a maximum rate of US$50.00 per hour, and only for the time reasonably required to accomplish the corrective actions described herein.
Sling Aircraft shall bear no responsibility for labour costs associated with kit-built aircraft. Kit builders are entitled to the parts specified under this Service Bulletin; however, all labour associated with the installation, modification, or corrective work remains solely at the builder's expense.

Sling Aircraft shall not be liable for any indirect, consequential, or incidental costs arising from compliance with this Service Bulletin, including but not limited to shipping charges, aircraft downtime, loss of income, or other associated expenses.

2.5 COMPANY SUPPORT INFORMATION

Customers are required to direct all requests for Service Bulletin kits, materials, or related support to their authorised local distributor. Customers who have purchased their aircraft, kit, or components directly from Sling Aircraft Headquarters shall direct such requests to sales@slingaircraft.com.

All technical inquiries or requests for clarification regarding this Service Bulletin shall be submitted to technical@slingaircraft.com.

3 INSTRUCTIONS:

Note: this section is not mandatory

This section details the Installation of VHF and GPS antenna grounding planes on Sling 4 High Wing Aircraft. The fixed roof on Sling 4 High Wing Aircraft is to be cut off, make it removable, then a pre-grounded shell roof is to be installed.

Section 3.1. details on how to make the ground plane on the fixed roof.
Section 3.2. details on how to make the ground plane on the Removable roof for VHF antenna.
Section 3.3. details on how to make the ground plane on the Rear roof panel for GPS antennas.

3.1 Details on how to make the ground plane on the fixed roof, follow steps in this section 3.1 Conversion of fixed roof to removable roof installation – Sling 4 High Wing Aircraft.

Step 1: Remove the VHF antenna from the roof with a star screwdriver, size of the antenna screws.
Step 2: Remove the wing fairings both sides, using the 2.5mm Allen key or screwdriver.
Step 3: Locate the bonding line of the fixed roof and the front part of the fuselage roof as shown in Figure 1. Locate it from underneath.

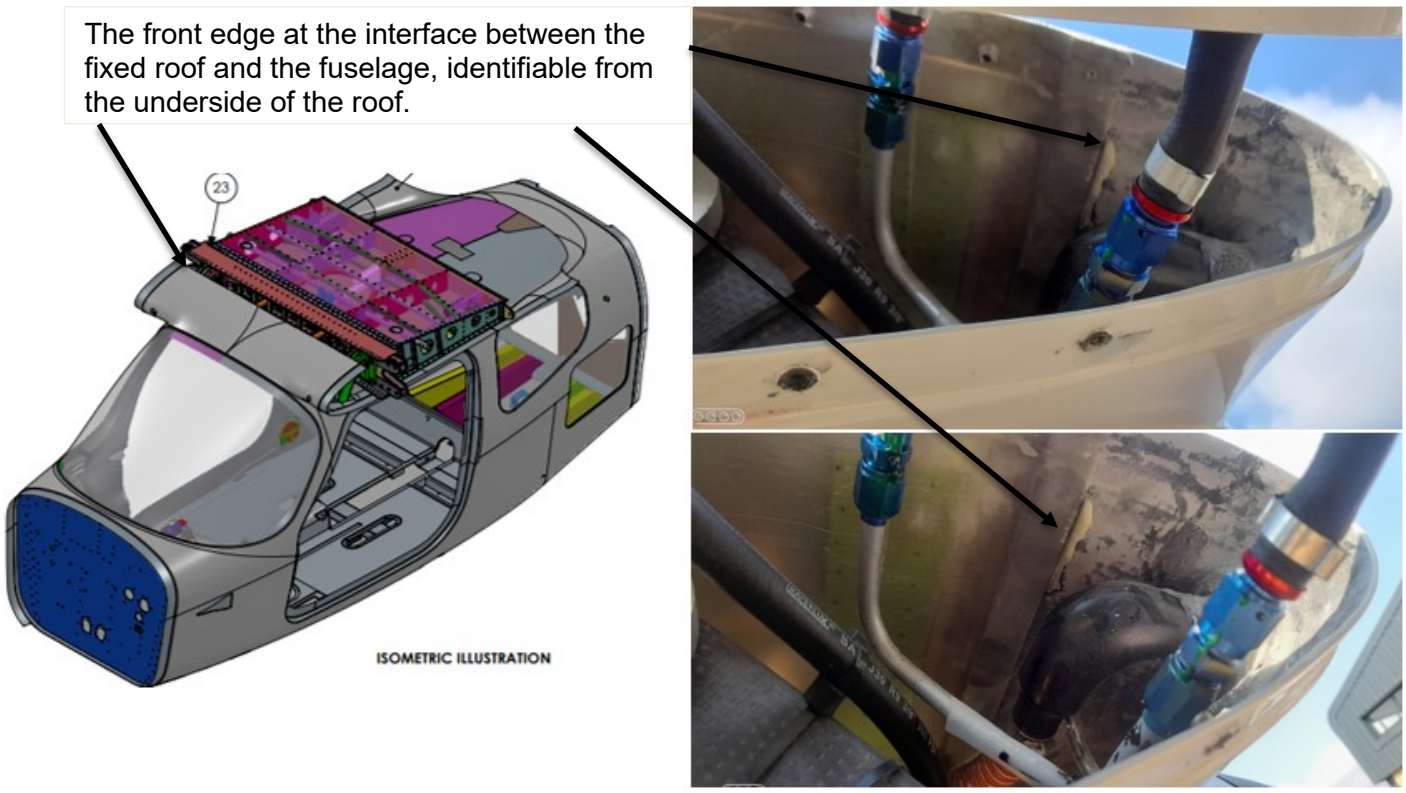

Figure 1: Locate the bonding line from underneath.

3.1.1 Position the removable roof on the fixed roof for marking the cut lines.

Step 1: Place the supplied pre-grounded removable roof on top of the fixed roof on the aircraft. Using the supplied removable roof as a template, mark the new cut lines. Refer to Figure 2.
Step 2: Make sure the front joggle on the removable roof is aligned with the bonding line of the fixed roof and the front part of the fuselage roof.
Step 3: Align and secure the removable roof correctly on the aircraft structure using g-clamps as shown in Figure 2.

Figure 2: G-lamps holding the removable roof on the fixed roof to measure cut lines.

Step 4: Using a marker, trace the outline of the removable roof onto the fixed roof surface to mark the cut lines as shown in Figure 3.

Step 5: Remove the removable roof assembly from the top of the fixed roof.

Figure 3: Marked line on the back of the fixed roof.

3.1.2 Cutting of the fixed Roof along marked Lines.

Step 1: Cut the fixed roof along the marked lines from Figure 2 and Figure 3Figure 3 using a rotary cutter/air saw to create the opening required for the removable roof installation as shown in Figure 4.

Figure 4: Cutting of the fixed roof on the line marked.

Step 2: Remove the cut section of the fixed roof as shown in Figure 5.

Figure 5: The fixed roof removed from the fuselage

Step 3: Deburr all cut edges and clean the surrounding surfaces to prevent structural damage or injury using a deburring tool.

3.1.3 Marking and drilling antenna cable hole on the top skin.

Step 1: Transfer the antenna mounting hole using the removable roof as a template to position and drill a 50mm hole on the Topbox as shown in Figure 6 and in Figure 8.

Step 2: Using the antenna mounting hole on the removable roof as reference, mark the location on the Aluminium of the Topbox structure using a marker as shown in Figure 6.

Figure 6: Antenna mounting hole to use on the removable roof.

Step 3: Drill a hole of 50 mm diameter in the marked location to allow routing of the antenna coax cable using a hole saw or step drill of 50mm.

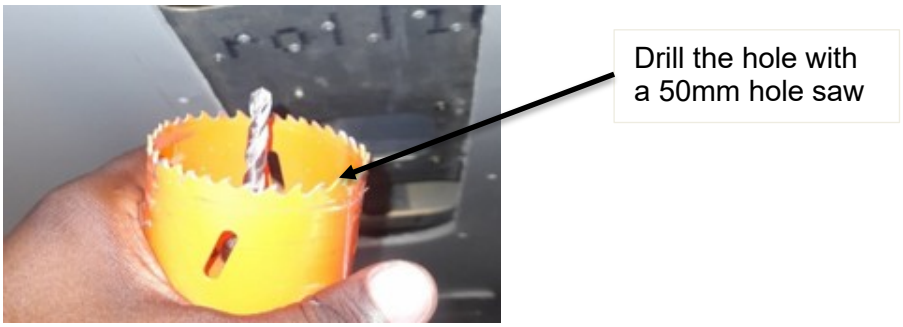

Figure 7: 50 mm diameter hole drilled on the top skin of the top box.

Step 4: Drill the hole from the top on the Topbox as shown in Figure 8.

Step 5: Deburr the hole edges to remove rough edges using deburring tools.

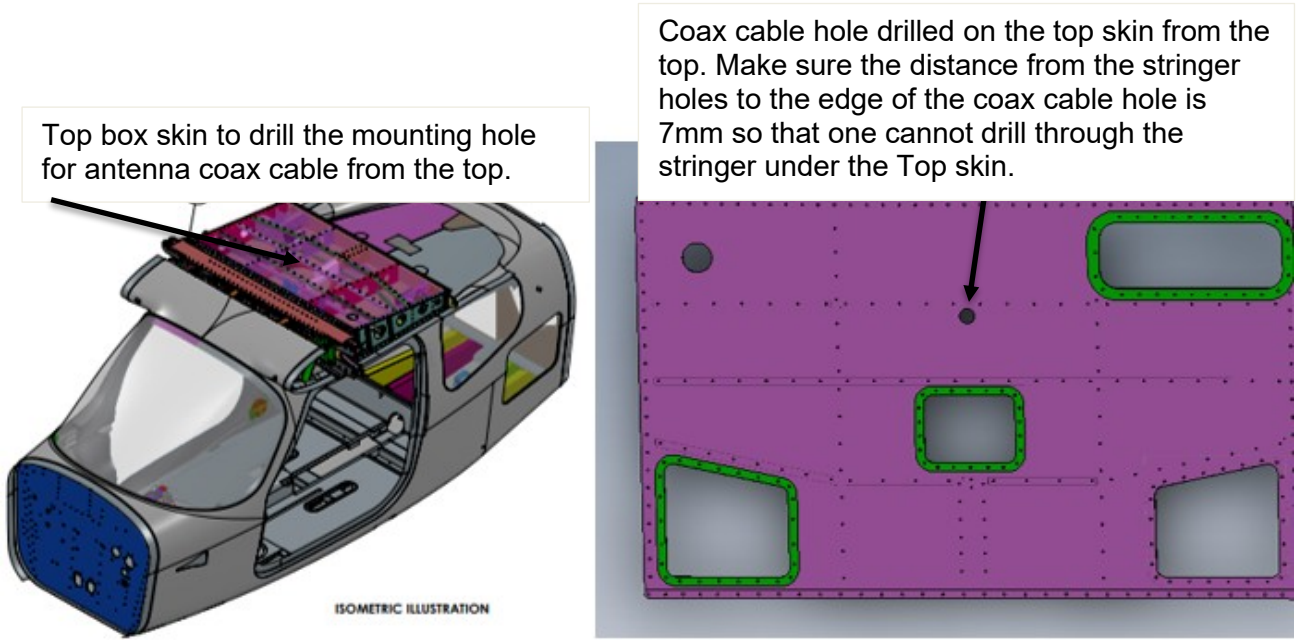

Figure 8: The top skin of the top box to drill the hole for the coax cable.

Step 6: Put the supplied 200mm HW-EDG-001-X-X-0) Nylon edge protector around the antenna cable hole on the Topbox.

Step 7: Place the removable roof back onto the aircraft structure and confirm if the antenna cable hole on the removable roof aligns with the one drilled on the Topbox skin.

Step 8: Sand the underside of the front section where the removable roof intercepts with the fuselage to eliminate any gaps between the mating surfaces of the roof and the fuselage. The underside is shown in Figure 9.

Figure 9: Front section where the removable roof intercept with the fuselage.

Step 9: Remove the Removable roof after making sure that the roof and the fuselage are aligned.

3.1.4 Installation of the Roof shell top bracket centre, Roof shell top bracket right and Roof shell top bracket left to support the removable roof on the plane as shown in Figure 10.

For Installation of these brackets refer to the Finishing construction manual for Sling 4 High Wing Aircraft (DC-KAI-007-X-G) under Topbox finishing assembly section.

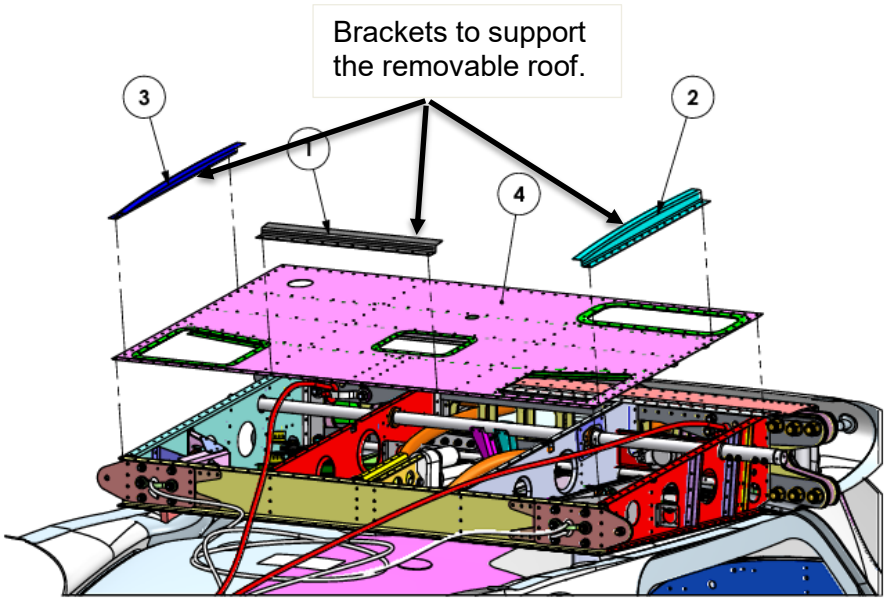

Figure 10: The brackets are shown according to their mounting positions.

Step 1: Drill out the rivets on top of the aluminium skin on the Topbox to install the brackets as shown in Figure 11.

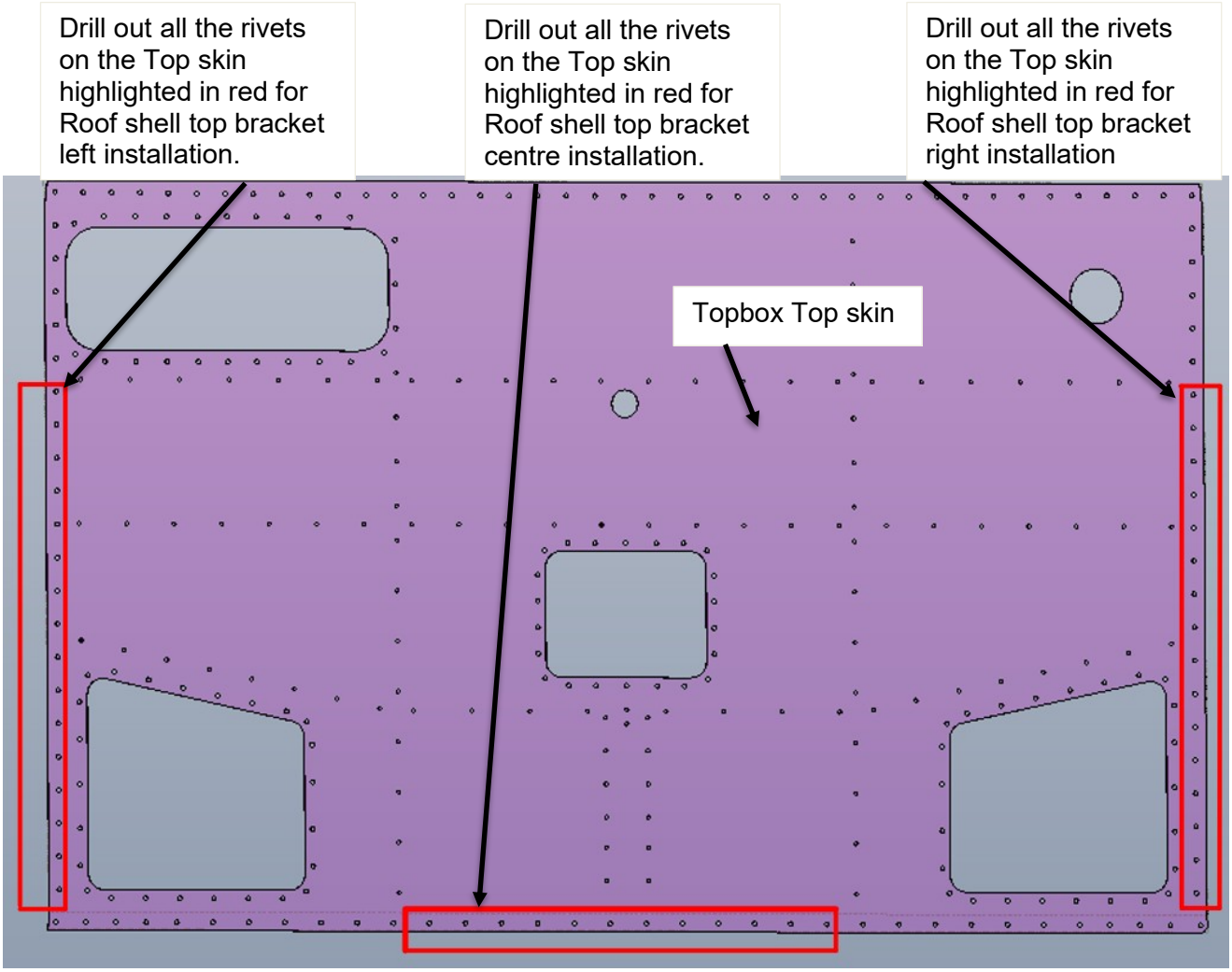

Figure 11: Drill out the rivets on top of the Topbox aluminium skin to install the brackets as shown.

Step 2: Rivet the top brackets on the Top skin on highlighted locations in Figure 12.

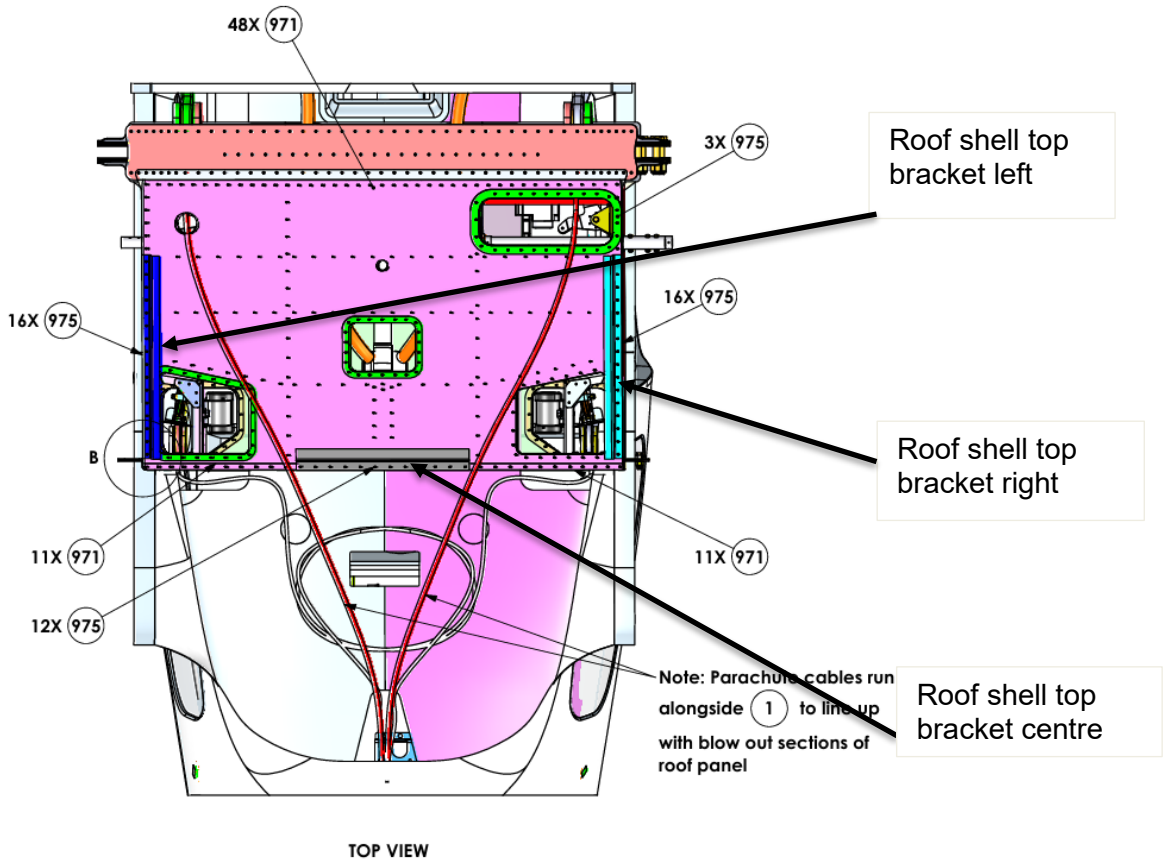

Figure 12: The shell roof brackets installed.

3.1.5 Installation of the Removable composite securing strip on the edge of the rear roof panel to create a joggle.

Step 1: Prepare the edge of the rear roof panel by sanding it using 120-grit sandpaper to ensure proper bonding.

Step 2: Clean the surface of the removable composite securing strip and the rear roof panel on fuselage with Acetone cleaner or TF-90 Cleaning solvents for strong bonding.

Step 3: Bond the removable composite securing strip on to the rear roof panel. The half width of the removable composite securing strip of (30mm) is to be bonded underneath the rear roof panel and the other half should overlap to make a joggle as shown in Figure 14 & Figure 15.

Step 4: Use GreenPoxy 33/ SD 477x or equivalent for bonding.

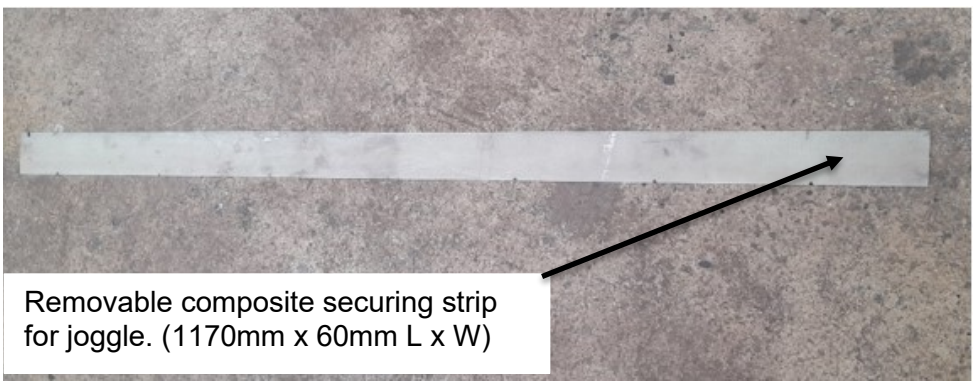

Figure 13: Removable composite securing strip to bond on the rear roof panel edges.

Figure 14: The joggle should be 30mm wide for the removable roof to fit properly.

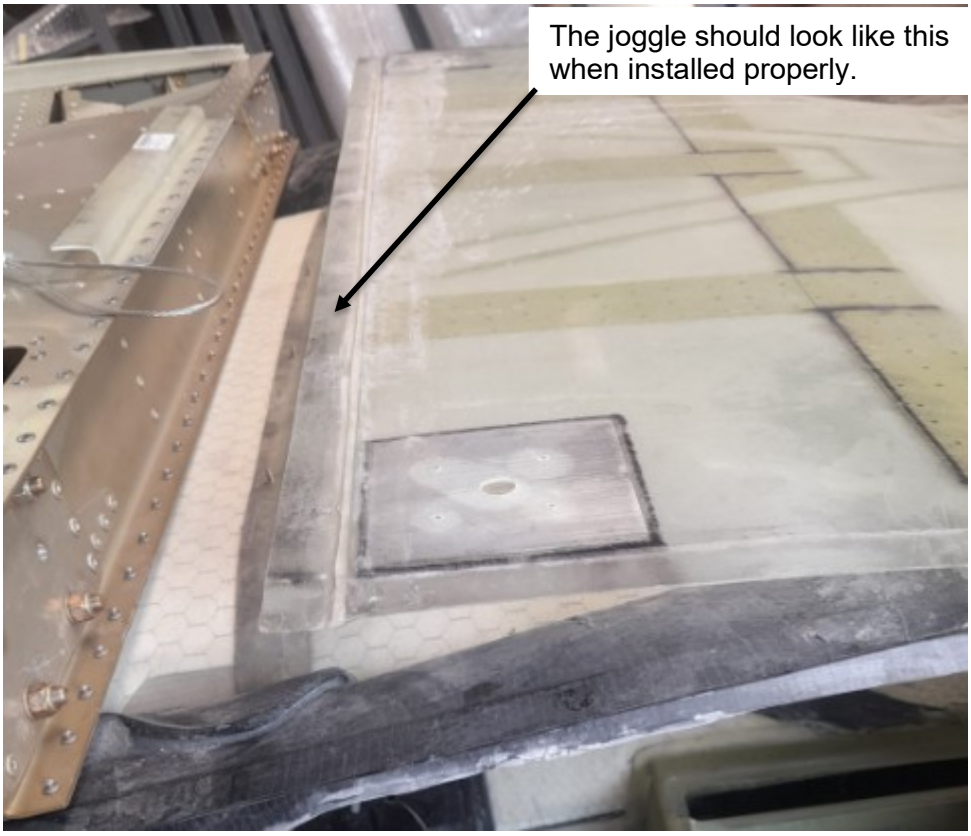

Figure 15: The joggle should look like this when installed properly.

Step 5: Allow the adhesive of the composite securing strip to cure as per manufacturer instructions (approximately one hour).

Step 6: Bond the GPS 56 & 35 antenna ground plates underneath the rear roof panel before the installation of the removable roof on the fuselage. For bonding of the GPS ground plates, refer to section 3.3. For installation of the removable roof assembly refer to 3.3.1 & 3.3.2, or refer to the Finishing Construction Manual DC-KAI-007-X-G -Sling 4 High Wing Aircraft.

3.2 For aircraft already fitted with the removable roof but with inadequate VHF antenna grounding, details on how to make a ground plane for the VHF antenna and the bonding of a 600mm diameter VHF ground plate on the removable roof are provided in this section 3.2.

Note: The small grounding plate bonded inside the removable roof panel does not affect the ground plane of the new revision plate to be bonded.

Step 1: Measure 585 mm from the front edge of the removable roof panel (from the joggle on the removable roof) to the middle of the removable roof using a metal rule as shown in Figure 16.

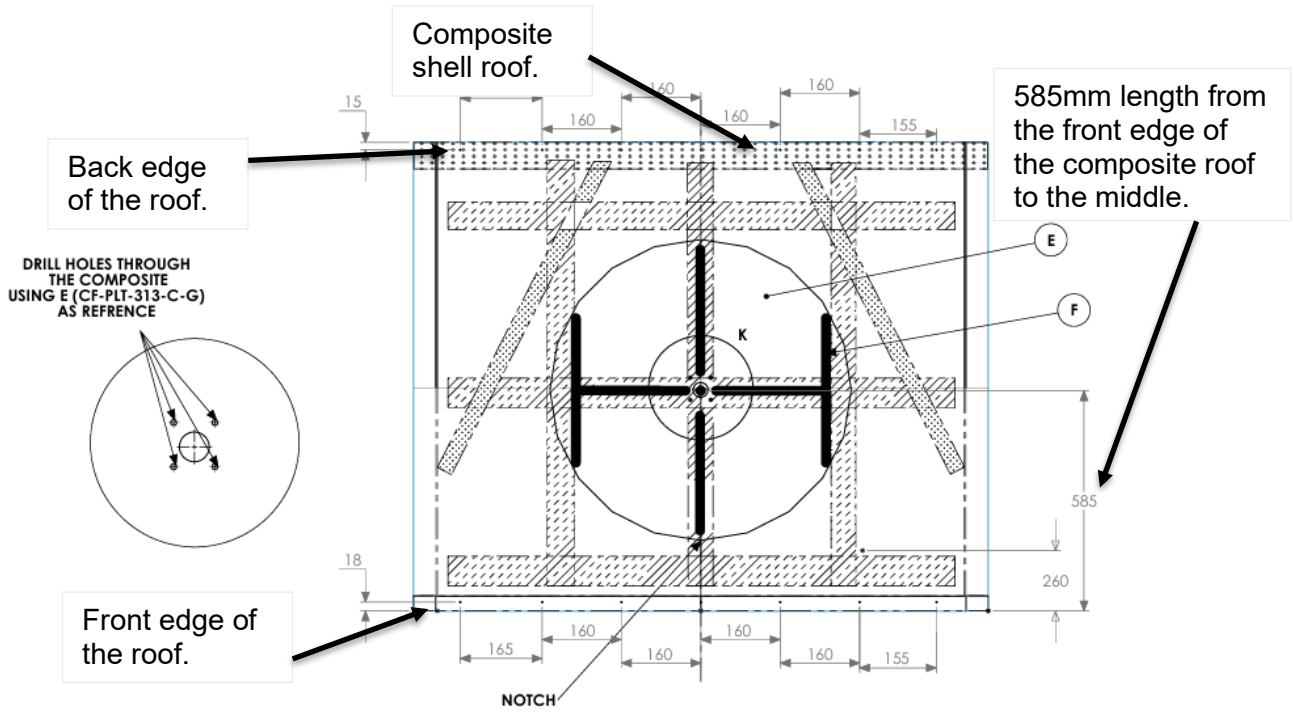

Figure 16: Drawing of the removable roof and the measurements on where to place the VHF ground plate.

Step 2: Mark the position of the antenna mounting holes on the middle surface of the roof panel using the 585mm measurement shown in Figure 16.

Step 3: Use the VHF ground plate as a template to drill the antenna mounting holes as shown in Figure 17. Place the aluminium grounding plate (pre-drilled with antenna holes) at the marked 585 mm position in the middle.

Step 4: Use the notch orientation shown in Figure 16 to determine the correct mounting position of the VHF plate for accurate drilling of the antenna holes.

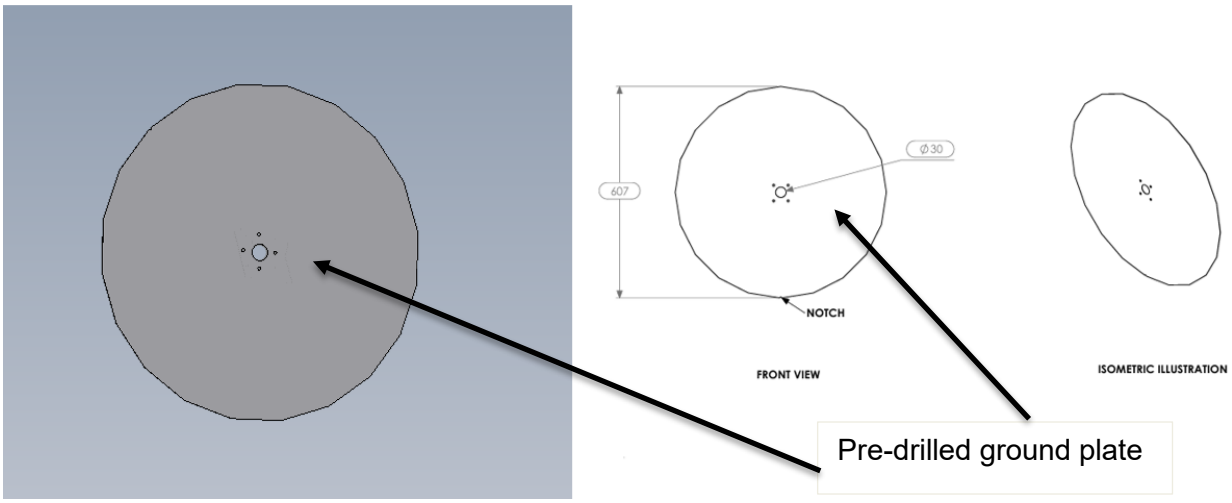

Figure 17: Pre-drilled antenna holes on the VHF ground plate.

Step 5: Drill the antenna mounting holes on the removable roof panel with a 30mm step-drill for antenna coax hole and 3.5mm drill bits for antenna screw holes.

Step 6: With the holes aligned using clecos, use a marker to outline the aluminium plate on the side surface of the composite shell roof.

Step 7: Sand the marked bonding area on the composite shell roof to promote adhesion using 120-grit sandpapers.

Step 8: Clean the prepared surface using Acetone. or any other approved solvent.

Step 9: Sand the bonding surface side of the aluminium VHF plate to ensure good adhesion using a 120-grit sandpaper.

Step 10: Mark on the removable roof to indicate where the Sika should be applied, as shown in the Figure 20.

Step 11: Apply Sika Tack GO adhesive evenly to the marked area on the removable roof as shown in Figure 18. Maintain an adhesive thickness of approximate 3mm to 5mm of Sika tack GO.

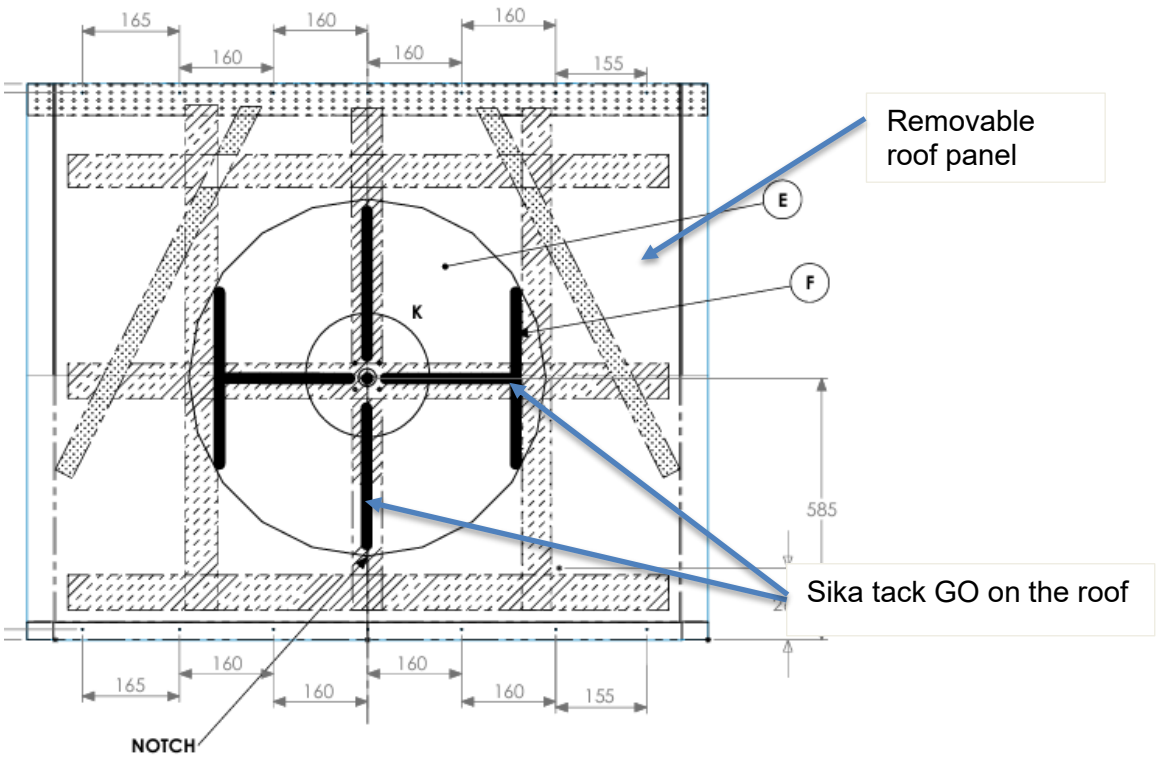

Figure 18: Sika tack GO applied on the removable roof.

Step 12: Bond the VHF aluminium ground plate onto the removable roof.

Step 13: Install Cleco's through the antenna holes and the Removable roof to ensure proper alignment between the plate and roof.

Step 14: Apply uniform weight on top of the bonded plate to ensure proper bonding using weight bags as shown in Figure 19.

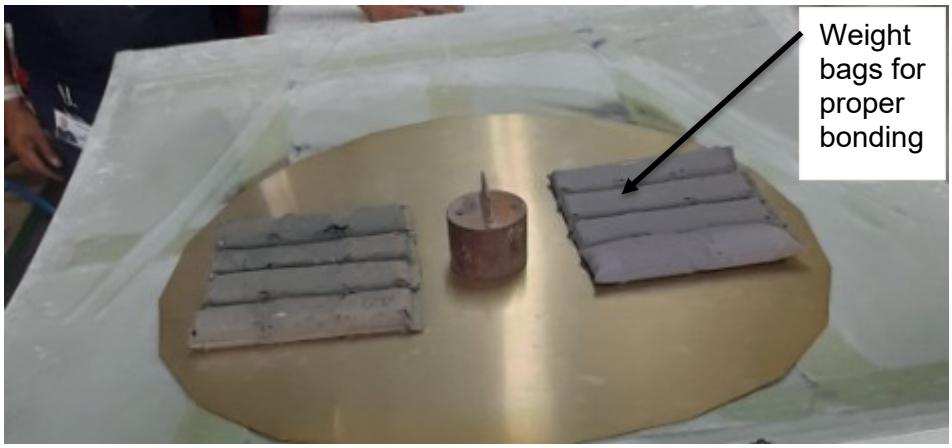

Figure 19: Weight bags to be applied on the plate for proper bonding.

Step 15: Allow the Sika Tack GO adhesive to cure for a minimum of 24 hours (or as per manufacturer's specifications).

Notes:
Ensure all surfaces are clean and dry before adhesive application.
Follow manufacturer's specifications for Sika adhesive curing times and conditions.

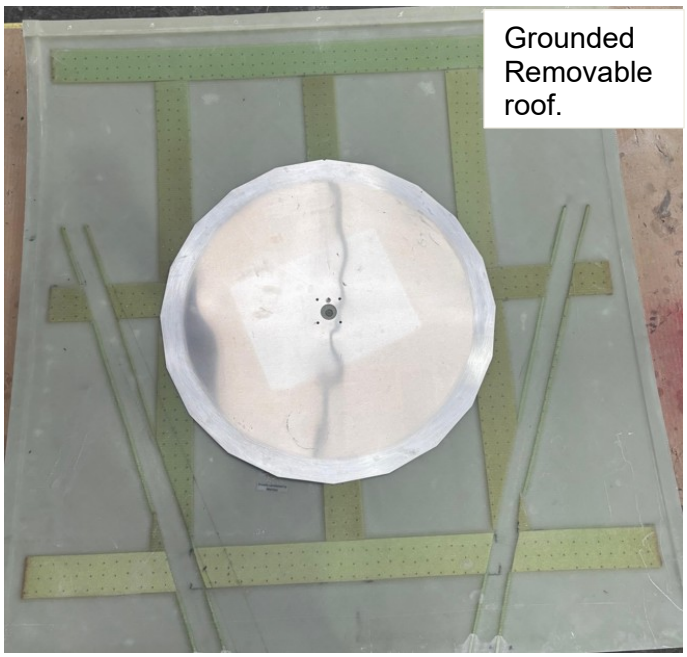

Figure 20: Bonded roof with VHF ground plate.

Note: Bond the GPS 56 & 35 antenna ground plates underneath the rear roof panel before the installation of the removable roof on the fuselage. For bonding of the GPS ground plates, refer to section 3.3. For installation of the removable roof assembly refer 3.3.2, or refer to the Finishing Construction Manual DC-KAI-007-X-G -Sling 4 High Wing Aircraft.

Step 16: Temporarily fit the removable roof onto the aircraft using Cleco's through the drilled holes for alignment.

Step 17: Verify proper seating and alignment of the roof with the joggle interface to fit the roof on the fuselage.

Figure 21: Installed removable roof on the fuselage.

Step 18: Fill up the old antenna mounting holes of the GPS antennas using Cabosil/Fumed Silica.

Step 19: Clean and repaint the roof surface.

3.3 For all aircrafts: Details on how to make ground plane on GPS antennas both GA 56 & GA 35, follow steps in this section 3.3.

The GA 56 & 35 aluminium ground plates of 300mm diameter are to be bonded on the rear roof panel.

Step 1: Use Figure 22 to see how to bond the GA 56 and GA 35 ground plates.

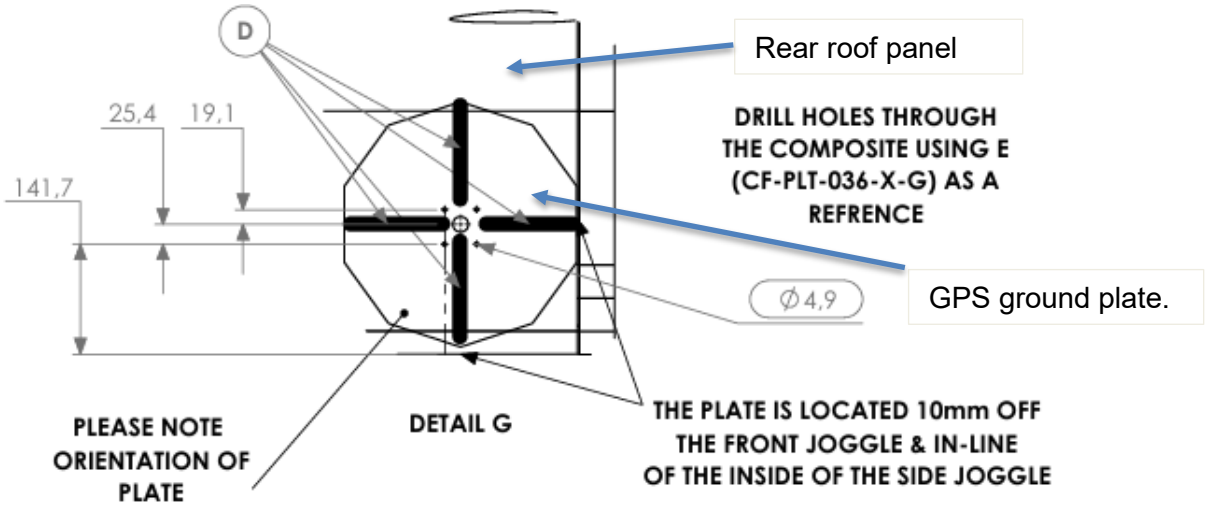

Figure 22: Showing how to bond the GPS ground plates on the rear roof panel.

Step 2: Place the GPS ground plates on top of the rear roof panel to drill the antenna holes as shown in Figure 23. Note the orientation of the GPS ground plates in Figure 24.

Step 3: The plate is bonded 10mm off the front joggle and its side edge is to be in-line of the inside of the side joggle as shown in Figure 24.

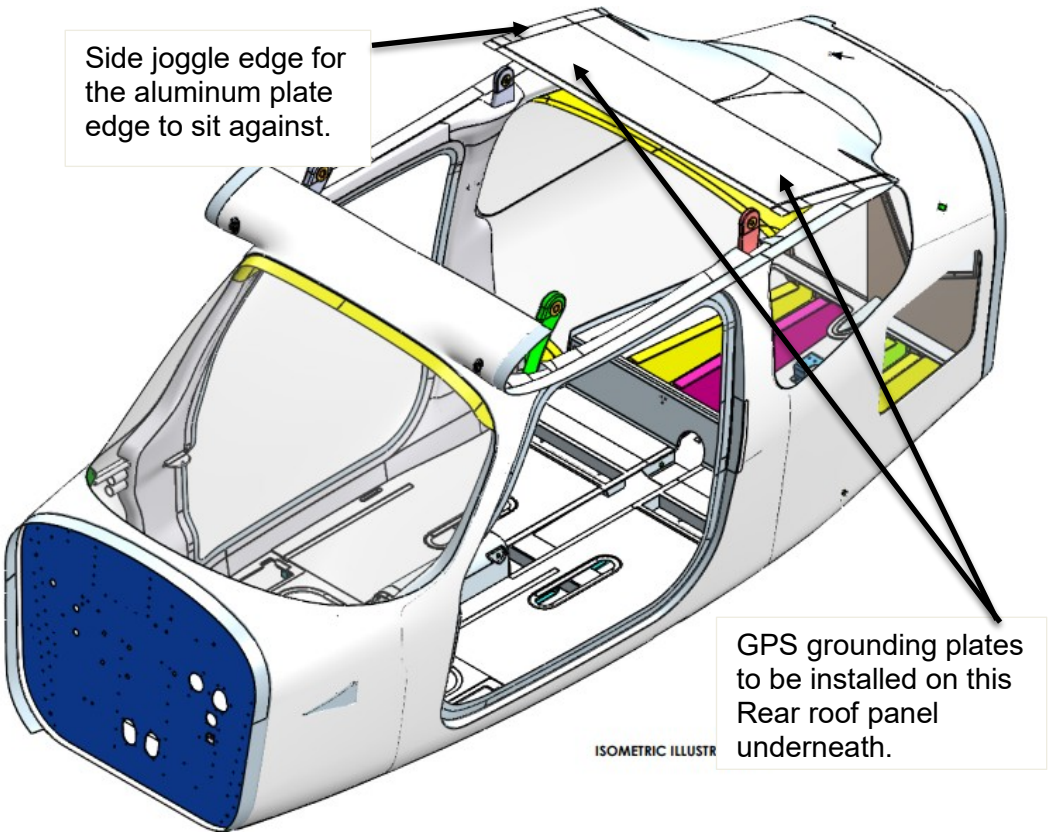

Figure 23: Rear roof panel is shown on where to bond the GPS plates underneath.

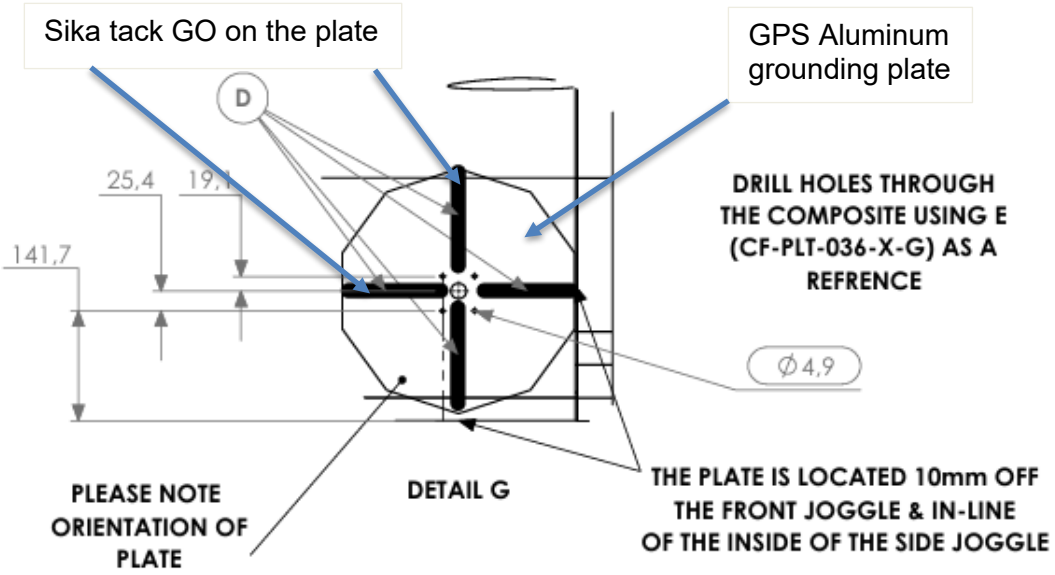

Figure 24: Sika tack GO of thickness 3-5mm is shown on the GPS ground plates.

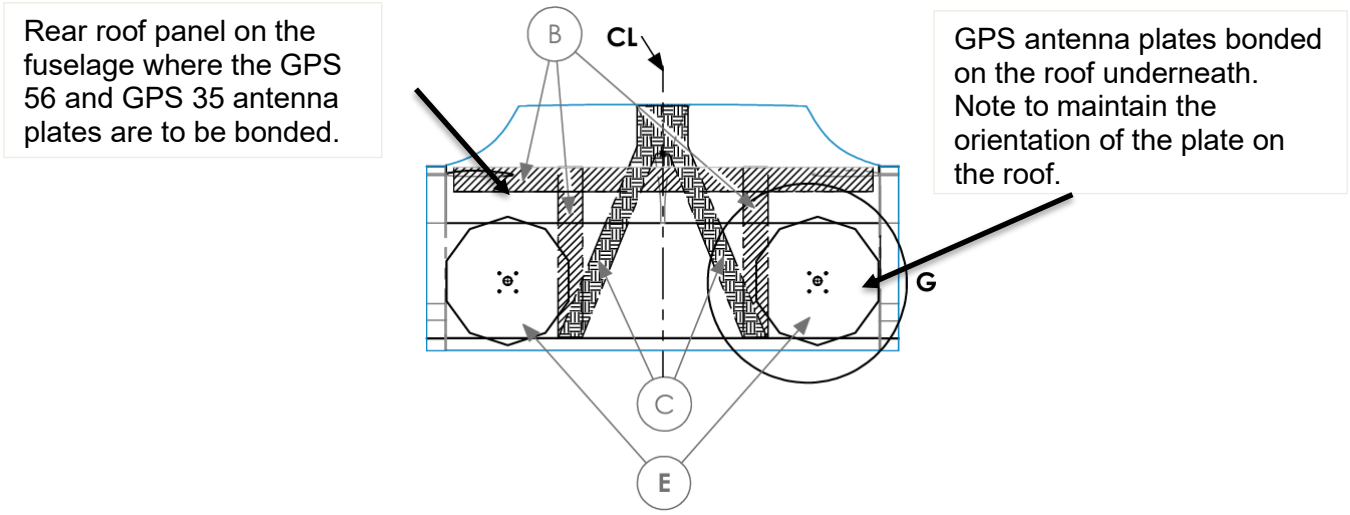

Figure 25: GPS antenna plates bonded on the Rear roof panel.

Figure 26: GPS Plate bonded on the rear roof panel.

3.3.1 Installation of Roof Hardware on pre-grounded removable roof.

Refer to the Sling 4 HW Finishing Construction Manual (DC-KAI-007-X-G) for detailed hardware installation procedures.
Note: The previous small grounding plate embedded inside the rear roof panel does not affect the ground plate of the new revision plate.

Step 1: Drill on the removable roof assembly and on the rear roof panel joggle 2.4mm drill bits and install the required roof hardware (14 x MS21059L3 - AN3 Floating Anchor Nut, 28 x HW-RIV-240-X-X-1 - 2.4 x 6mm Countersunk Alu/Steel Rivet each, 14 x A3235-SS-020 - 100° CSK Stainless Washer and 14 x MS24693-C272 - AN3 Countersunk Head Screw).

Step 2: Use the measurements on Figure 27 for the mounting holes.

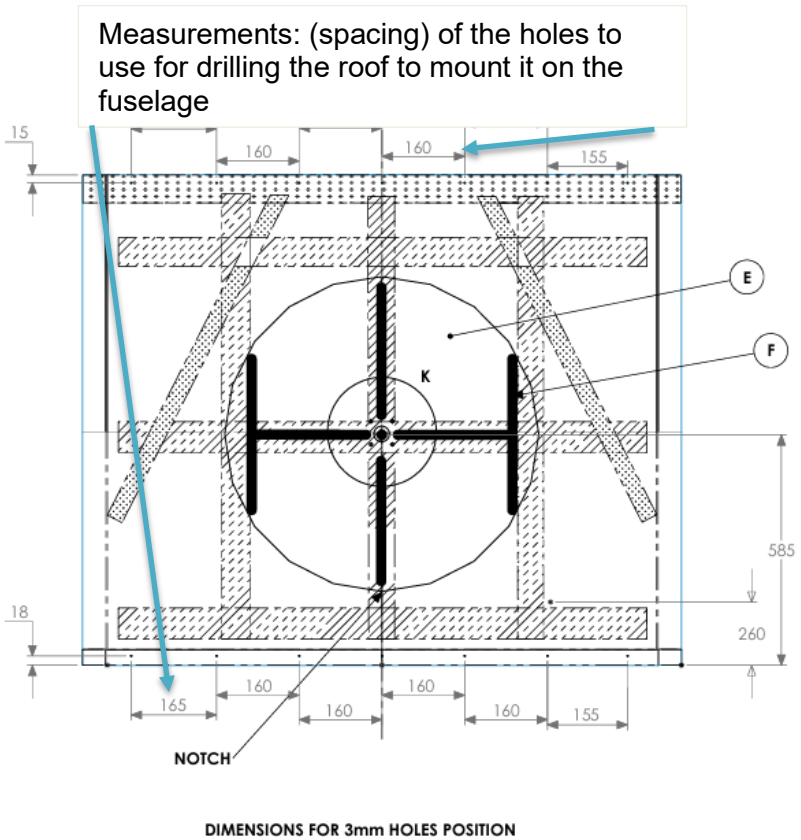

Figure 27: Measurements: (spacing) of the holes to use for drilling the roof to mount it on the fuselage.

Step 3: Temporarily fit the removable roof onto the aircraft using Cleco's through the drilled holes to align it.

Step 4: Use the Sika Tack GO to replace the Acrylic to bond the removable roof onto the fuselage.

Step 5: Verify proper alignment of the roof with the rear roof joggle interface to ensure correct fitment of the roof on the fuselage.

Figure 28: Installed removable roof on the fuselage.

Step 6: Fill up the old GPS antenna mounting holes using approved composite repair materials.
Step 7: clean and repaint.

3.3.2 Installation of the pre-grounded removable roof on the aircraft.

Refer to the Finishing Construction Manual DC-KAI-007-X-G -Sling 4 High Wing Aircraft for detailed installation procedures of the removable roof.
Note to use Sika Tack GO to replace the Acrylic for bonding of the roof.

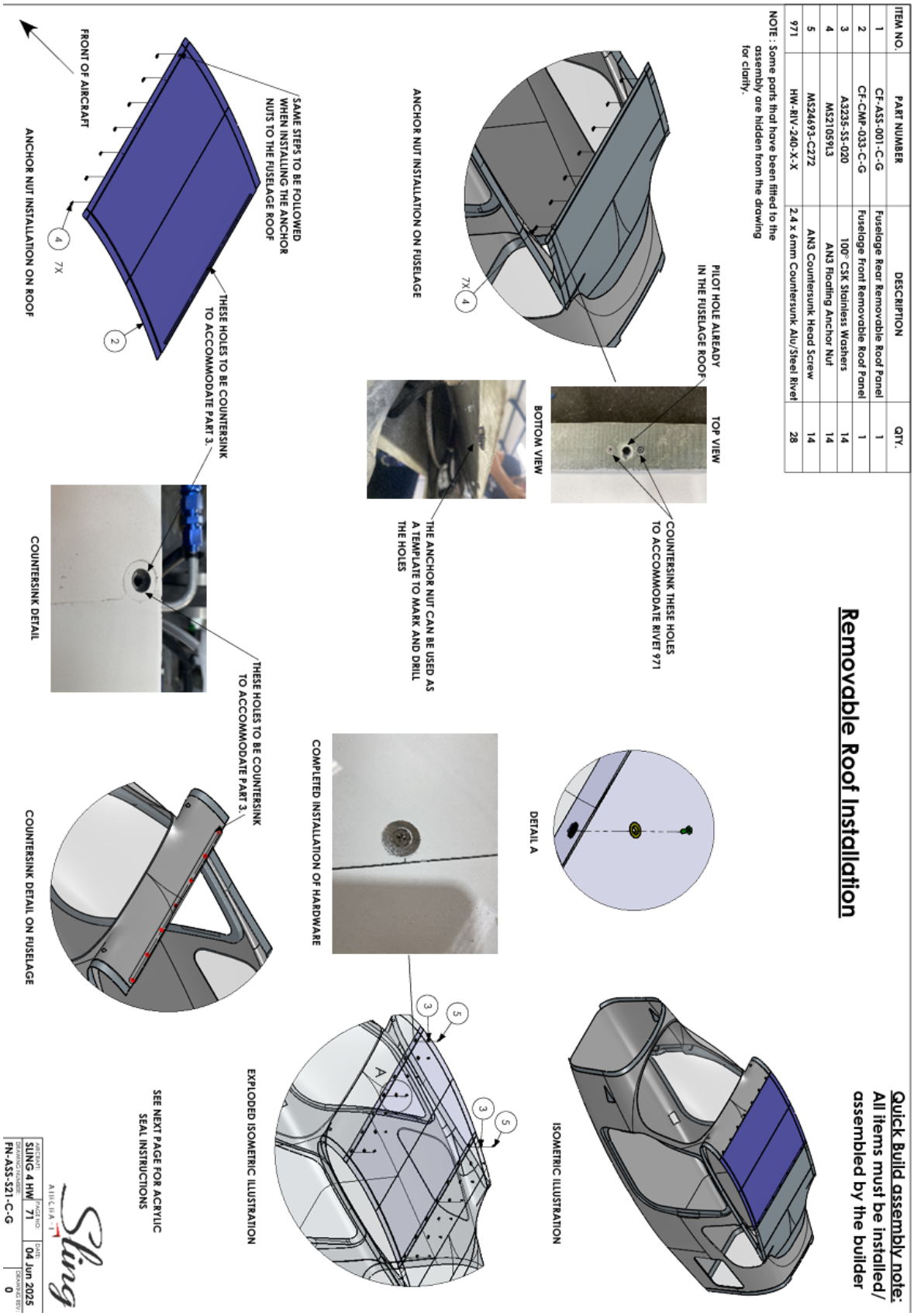

Figure 29: Removable roof assembly installation procedure

Removable Roof Installation

NOTE: BEFORE INSTALLING THE ROOF AFTER ALL THE HARDWARE HAS BEEN INSTALLED AS PER THE PREVIOUS PAGE.

PHOTO 1 - APPLY A LAYER OF RELEASE AGENT AS PER THE PHOTO, WAIT A FEW MINUTES UNTILL ITS DRY TO THE TOUCH.

PHOTO 2 - APPLY 2 BEADS OF ACRYLIC AS PER THE PHOTO

PHOTO 3 - INSTALL THE ROOF AS PER THE INSTRUCTIONS ON THE PREVIOUS PAGE, NOTICE THE SQUEEZE OUT OF THE ACRYLIC.

PHOTO 4 - ILLUSTRATION OF THE ACRYLIC SQUEEZING OUT

PHOTO 5 - WIPE CLEAN ALL THE EXCESS ACRYLIC WITH A WET CLOTH FOR A NICE EVEN FINISH.

FOLLOW THE SAME STEPS FOR THE ROOF SECTION AFT OF THE PLANE.

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FN-ASS-521-C-G		0

Figure 30: Removable roof assembly installation procedure.

Figure 31: Removable roof installed on the fuselage.

3.3.3 VHF and GPS Antennas Installation.

Step 1: Mount the VHF and GPS antennas in the designated mounting locations on the removable roof and rear roof panel with the screws and nuts.

Step 2: Secure the antennas according to the antenna manufacturer's installation instructions.

Step 3: Use the supplied coax cable extension in Figure 32 to extend the existing one (EC-HNS-015-X-G-0)
The new length is to be 3070mm because the mounting antenna location has shifted to the centre of the roof.

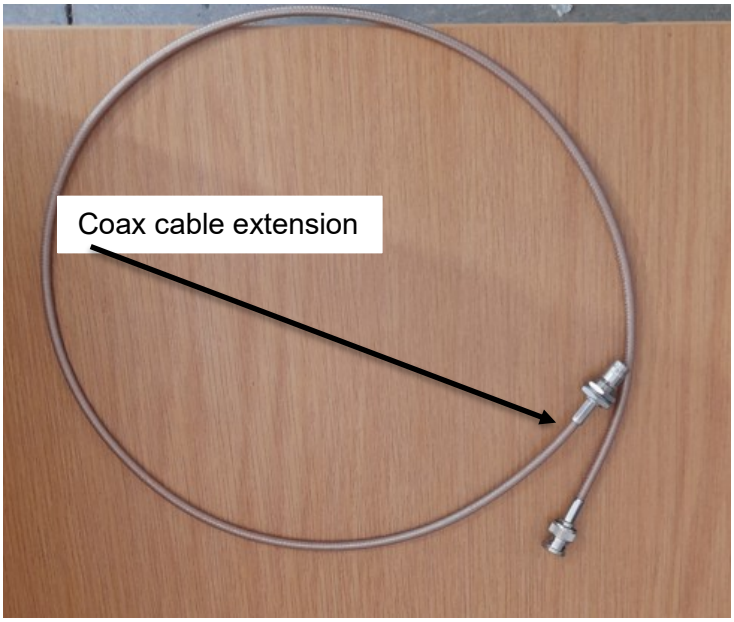

Figure 32: Coax cable extension of 500mm to make it 3070mm from the old one.

Step 4: Route the cable through the space in the centre roof panel inside the cabin as shown in Figure 33.

Remove the Roof center panel in the cabin to be able to access and route the VHF antenna coax cable.

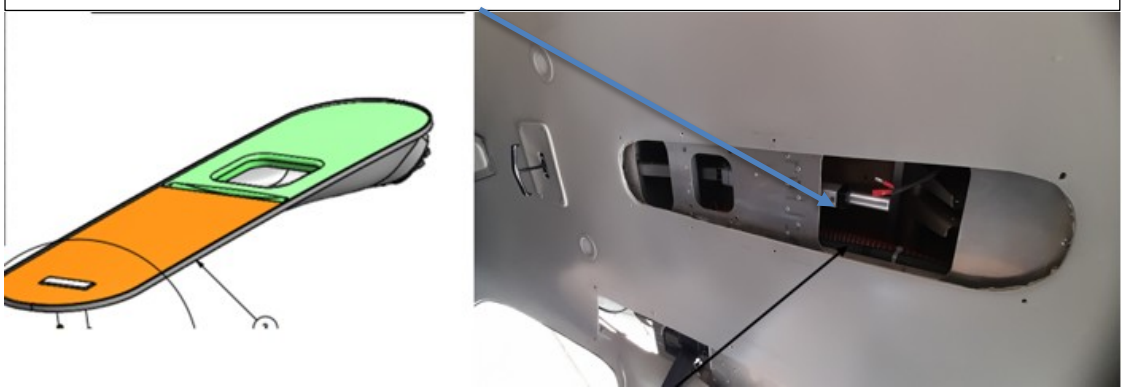

Figure 33: The roof centre panel to be removed to access the top skin.

Step 1: Continue routing the cable through the 50 mm hole previously drilled on the Topbox.
Step 2: Secure with cable clamps as required to prevent chafing.
Step 3: Do the continuity test on the VHF and GPS coax cables using a multi-meter.
Step 4: Connect the VHF and GPS antennas to the coax cables.

3.3.4 Final Inspection

Step 1: Verify that the removable roof is properly installed and secured.
Step 2: Check that the coax cable routing is secure and free from chafing points and ensure the antenna cable length is sufficient to allow the antenna to be withdrawn during maintenance.
Step 3: Ensure all cut edges and drilled holes are deburred and protected.

3.4 Do the flight test to make sure all issues of interference (static build-up and noise), poor RF (radio frequency) transmission and radiation, weak or distorted modulation, reduced range are resolved.

Radio communication performance check:
Conditions:
a) VMC conditions.
b) Normal cruise altitude
c) Normal cruise power
d) Known ATC or Flight Information frequency. (118 – 136 MHz).
e) Test altitude (1000≤3000) AGL
f) Flight condition: Straight and level
g) Distance 20-50 (NM)

Test objectives (to prove)
a) Transmit performance.
b) Adequate receive sensitivity.
c) Stable RF capture (no fading or flutter).
d) Expected VHF line-of-sight range.
e) No degradation due to airframe, attitude, or altitude.

3.4.1 Acceptance criteria.

a) No visible gaps, voids, or discontinuities are present in the sealant after sealing.
b) No cosmetic cracks or surface defects.
c) No static interference, good transmission, communication range as per 3.4.(g) when flying.

Signed on this the 02 day of ….June….. 2026

J A L Pitman

ACCOUNTABLE MANAGER
MR JAMES PITMAN