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SAFETY ALERT

#0006 Revision 1

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The Airplane Factory (Pty) Ltd considers compliance with all Safety Alerts mandatory

**NOTE: THIS SAFETY ALERT REPLACES SAFETY ALERT #0006 (REVISION 0) IN ITS ENTIRETY
SAFETY ALERT #0006 (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: 14 May 2015

SUBJECT: Parachute blow-off skin incorrectly installed which may prevent the parachute from deploying correctly

MODELS AFFECTED: Sling LSA, Sling 2, Sling LSA Taildragger, Sling 2 Taildragger, and Sling 4 manufactured before the effective date (14/05/2015)

COMPLIANCE TIME: Immediate

PURPOSE: The parachute blow-off skin is to be inspected and if necessary removed and re-attached in terms of the correct procedure. It has been noted that the parachute blow-off skin has in some cases been attached incorrectly to the fuselage skin with high strength double sided tape.

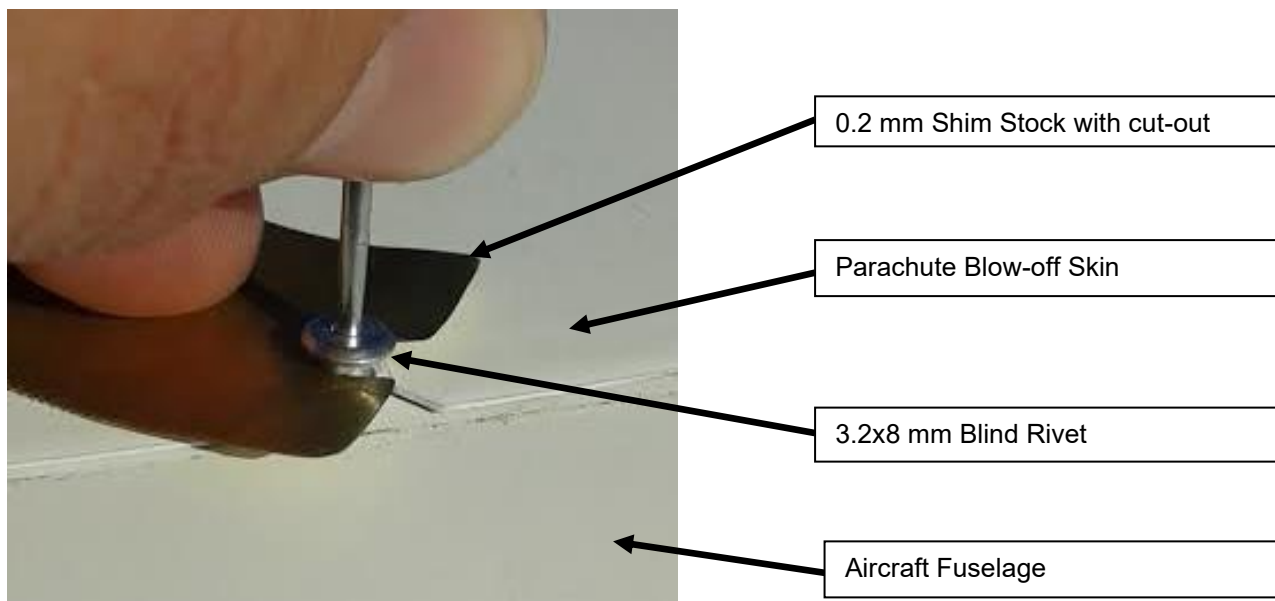
PARTS/EQUIPM LIST:

- 1 x Electric or Air Powered Drill,
- 1 x 3.2 mm Drill Bit,
- 1 x Rivet Gun,
- 1 x Stanley Knife,
- 1 x Perspex Scraper,
- 1 x Cleco Pliers,
- 35 x Clecos,
- 40 x 3.2x8 mm Aluminum Blind Rivets,
- 0.2 mm Shim Stock,
- PVA Acrylic Silicone,
- Ram wax release agent or PVA release agent,
- Scotch Bright, and
- Benzene.

INSTRUCTIONS:

1. Remove at least 4 rivets from a corner of the parachute blow-off skin and check if doubled sided tape has been used. If not then there is no need to continue with this safety alert. Re-rivet the 4 rivets as per the instructions below. Should you find it difficult to lift the corner or any part of the parachute blow-off skin please continue to step 2. If unsure please contact The Airplane Factory.

2. Carefully drill out the parachute blow-off skin rivets and using a Stanley knife blade, carefully slice between the two skins through the double sided tape to release the two skins from each other. Be careful not to damage the aircraft paintwork.
3. Using benzene and a Perspex scraper, clean both skins thoroughly where the tape was placed to remove any adhesive residue.
4. Apply a generous layer of Ram wax release agent or PVA release agent to the areas on the fuselage and also on the blow-off skin where the silicone will be applied.
5. Apply a thin bead of not more than 2 mm in width of clear PVA acrylic silicone around the edges of the loose blow-off skin. The main reason for the silicone is simply to keep moisture out of the parachute bay.
6. Attach the parachute blow-off skin to the fuselage by means of clecos in every hole initially, this will assure the correct alignment of the skin. Remove every second cleco and rivet the skin with a 0.2 mm shim stock between the rivet head and the blow off skin (as shown in the attached picture). Once the rivet has been popped pull the shim stock out from underneath the rivet head. Do the next rivet in the same manner. After every second hole has been riveted remove the remaining clecos and complete the riveting as detailed above.
7. Notify The Airplane Factory of compliance with this Safety Alert by means of email with attached copies of the relevant logbook pages.



Signed on this the 19th day of August 2025

JAL Pitman

ACCOUNTABLE MANAGER
MR JAMES PITMAN