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**Registration no 2002/022837/07**  
Approved Maintenance Organisation AMO1264  
Manufacturing Organisation M677

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## SERVICE BULLETIN

#0019

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

**RELEASE DATE:** 01/10/2021

**EFFECTIVE DATE:** 01/10/2021

**SUBJECT:** Throttle cable replacement to prevent potential loss of engine power control

**MODELS AFFECTED:** 912 iS and 915 iS fitted aircraft delivered prior to June 2021

**COMPLIANCE TIME:** Next scheduled mandatory periodic inspection (MPI)

**LABOUR TIME:** 4 hours

#### 1. DESCRIPTION AND PURPOSE:

This Service Bulletin provides the instruction for continued airworthiness for the throttle cables installed in 912 iS and 915 iS fitted aircraft.

Throttle cables should be replaced on **all affected flying aircraft** at the **next MPI** including kit-built aircraft still under construction prior to first flight. However, prompt corrective action is required for aircraft experiencing throttle lag or non-responsive throttle. TABLE 1 shows the corrective action and compliance time for the 3 expected response types namely, responsive, lagging and non-responsive throttle.

##### 1.1. MASS DATA:

Change of weight – None.

##### 1.2. ELECTRICAL LOAD DATA:

No change.

##### 1.3. SOFTWARE MODIFICATIONS:

No change.

##### 1.4. REFERENCES:

In addition to this technical information, refer to the current issue of:

- a) DC-KAI-008-X-F-2.1 – Sling 4 TSi Finishing Construction Manual

##### 1.5. DOCUMENTATION AFFECTED:

Refer to paragraph 3.2, Lubrication points, lubricants and intervals, of the current issue of:

- a) DC-MAM-002-X-B-2.8 – Sling 2 and Sling LSA Maintenance Manual
- b) DC-MAM-001-X-C-1.6 – Sling 4 Maintenance Manual
- c) DC-MAM-001-X-F-1.1 – Sling 4 TSi Maintenance Manual

## 2. MATERIAL INFORMATION:

### 2.1. PARTS AND CONSUMABLES LIST:

- a) CT-CBL-001-X-A-1 for 912 iS fitted aircraft only
- b) CT-CBL-001-X-F-0 for 915 iS fitted aircraft only
- c) An aerosol can of Teflon or silicon-based lubricant with a straw attachment is recommended for use. Do not use aerosol white grease or any high-viscosity lubricant.

*Note - CT-CBL-001-X-A-1 has superseded CT-CBL-001-X-A-0 in 912 ULS and 914 UL fitted aircraft produced after June 2021.*

### 2.2. TOOLS REQUIRED:

- a) Phillips / flat screwdriver
- b) 2mm / 2.5mm Allen key

### 2.3. MATERIAL RESPONSIBILITY:

For ready-to-fly aircraft under warranty, 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. COMPANY SUPPORT INFORMATION:

Make use of the following contact details for cost related queries:  
[Airworthiness@slingaircraft.com](mailto:Airworthiness@slingaircraft.com) or [Technical@slingaircraft.com](mailto:Technical@slingaircraft.com).

## 3. INSTRUCTIONS:

The throttle response criteria are discussed below and summarised in TABLE 1. The detailed corrective action procedures are listed in paragraphs 3.1 to 3.3.

TABLE 1: THROTTLE RESPONSE CRITERIA

THROTTLE RESPONSE	CORRECTIVE ACTION	COMPLIANCE TIME	LABOUR TIME
Responsive throttle	Lubricate throttle cable	Pre-flight inspection	0.5 hours
Throttle lag	A detailed inspection of the throttle cable is required prior to lubrication. Refer to paragraph 3.2 for details.	Before next flight	1 hour
Non-responsive throttle	Replace cable	Before next flight.	4 hours

### 3.1. Responsive throttle

- a) Remove the top engine cowling.
- b) Hold the aerosol straw into the end fitting on the engine side (in the direction indicated by the arrows in Figure 1) then apply the lubricant; moving the throttle knob in the cabin forward and aft to guide the lubricant into the fitting.
- c) Wrap a rag / paper towel around the cable end to force the lubricant into the sheath.

### 3.2. Throttle lag

- a) Remove the top engine cowling and centre console skins.
- b) Inspect the throttle cable end fittings for wear caused by:
  - chafing
  - damage that could prevent smooth operation of the inner cable such as corrosion build up on the end fitting

- or inner cable fraying.
- c) Check that the bolt (A), shown in Figure 2, which attaches the inner stainless-steel cable to the throttle link, can swivel freely.
- d) Verify that the throttle cable is routed such that the minimum bend radius is 70mm as shown in Figure 1.
- e) Lubricate both ends of the throttle cable as shown in Figure 1. Hold the aerosol straw into the end fitting (in the direction indicated by the arrows in Figure 1) then apply the lubricant; moving the throttle knob forward and aft to guide the lubricant into the fitting.
- f) Verify that the inner cable does not kink as shown in Figure 2.

**3.3. Non-responsive throttle**

- a) If this malfunction has occurred in flight, replace the throttle cable before the next flight. Contact [Airworthiness@slingaircraft.com](mailto:Airworthiness@slingaircraft.com) or [Technical@slingaircraft.com](mailto:Technical@slingaircraft.com) for the Service Bulletin kit.
- b) The reinstalled cable should meet routing and lubrication requirements shown in Figure 1.

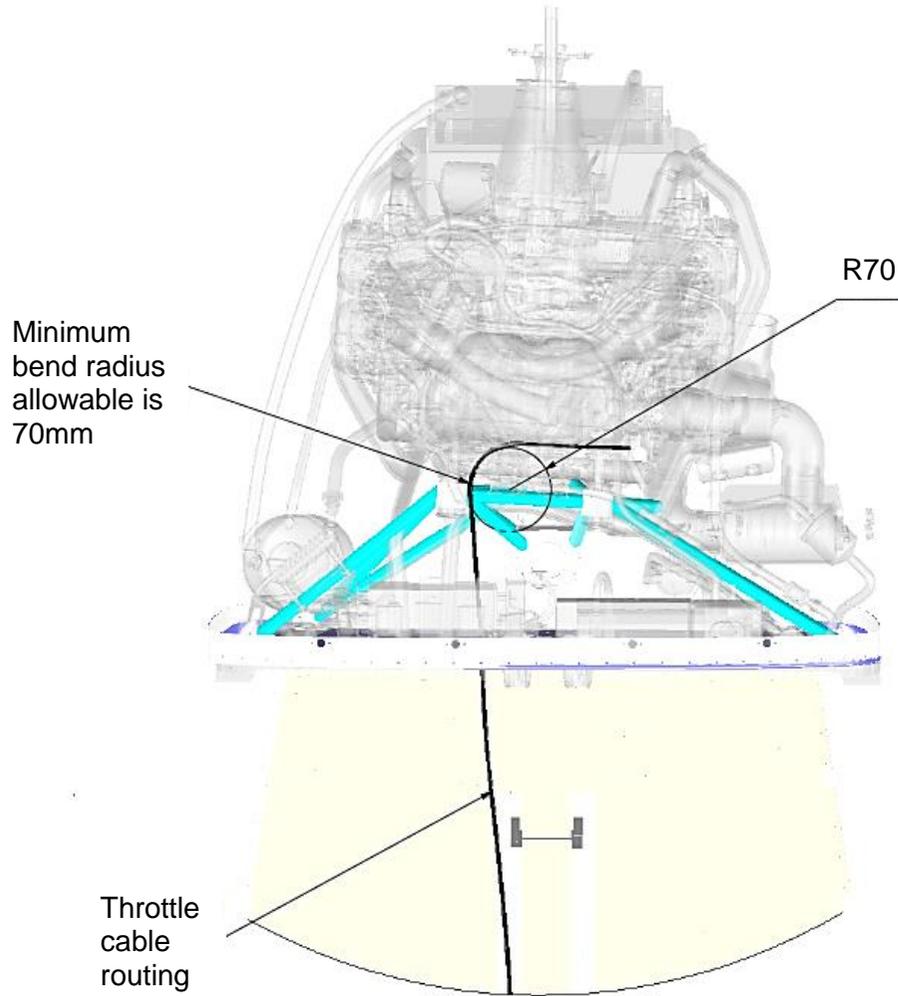
Signed on this the <sup>9<sup>th</sup></sup> day of September 2021.



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**ACCOUNTABLE MANAGER**  
**MR JAMES PITMAN**

### THROTTLE CABLE ROUTING



### THROTTLE CABLE LUBRICATION

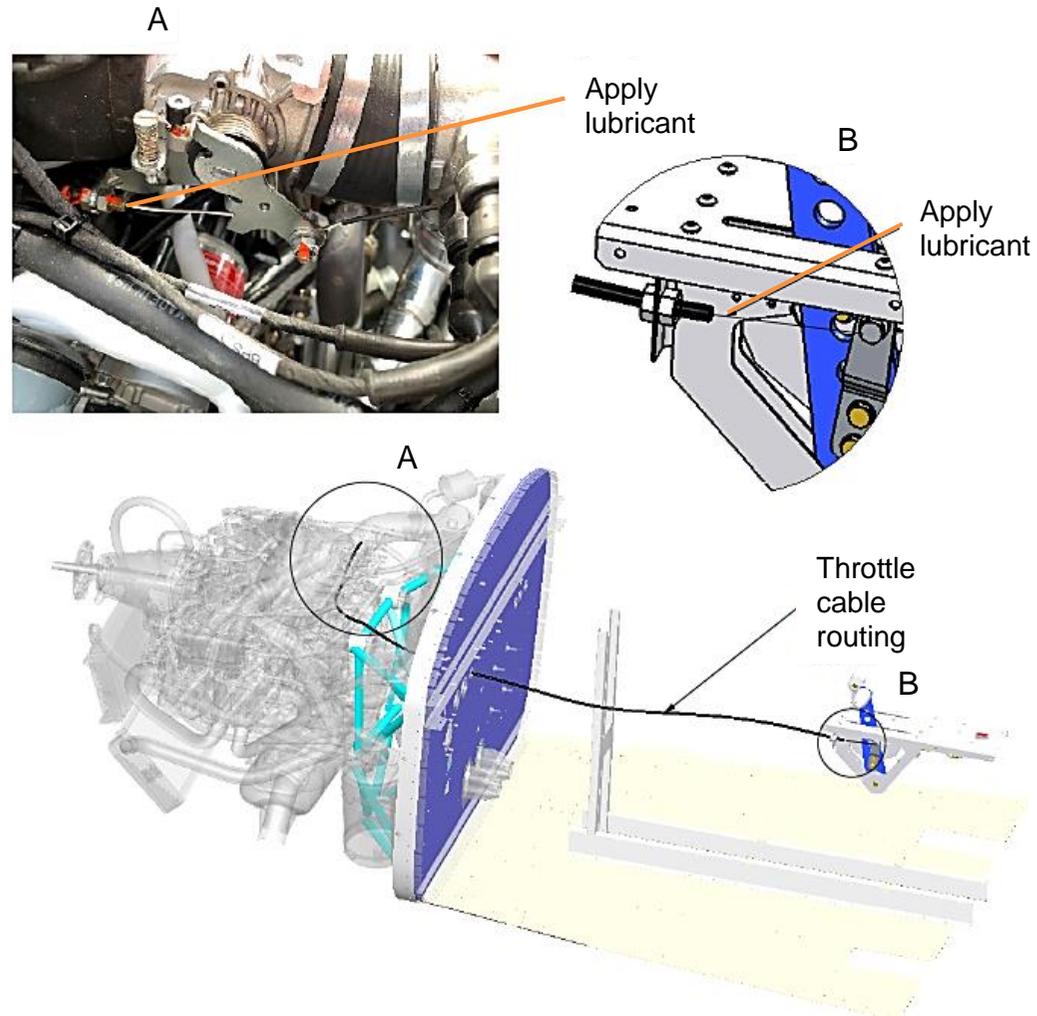
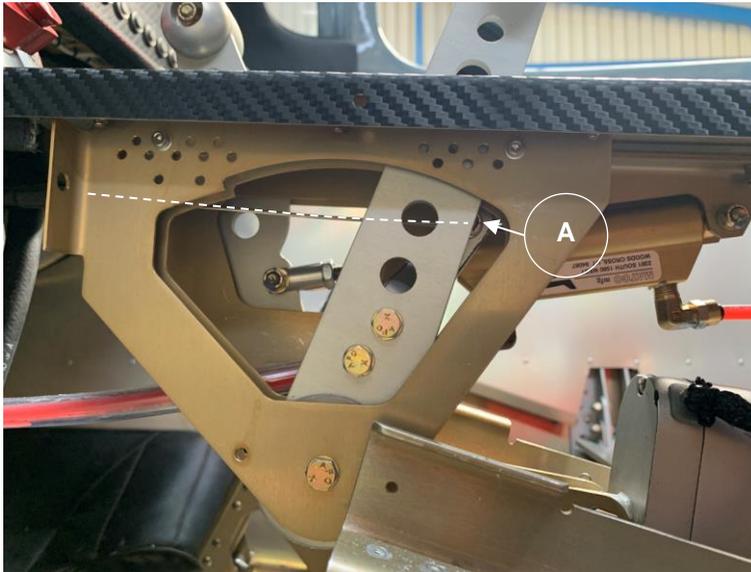


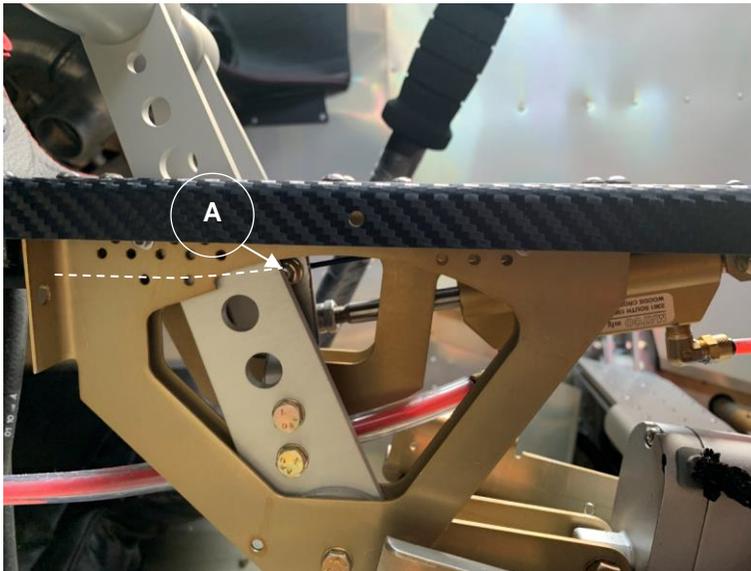
Figure 1: Installation guide and lubrication requirements

Acceptable

Move from idle...



to full throttle



Unacceptable

Move from idle...



to full throttle

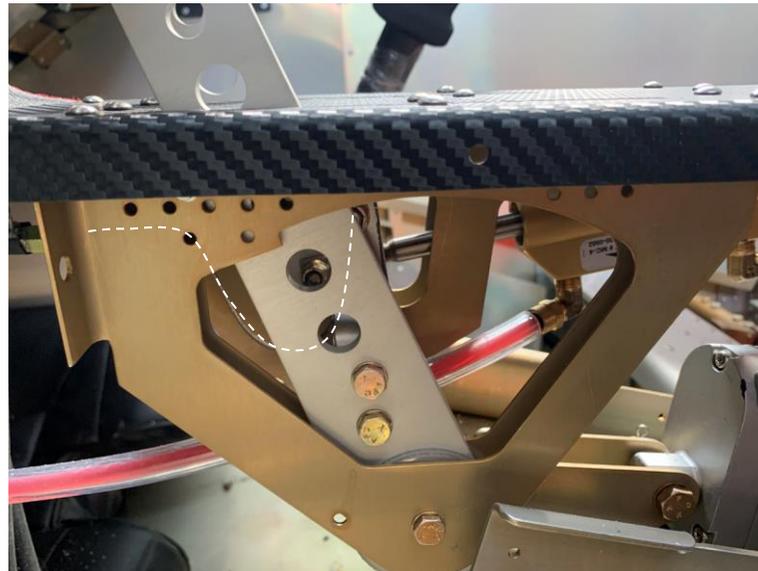


Figure 2: Inspect inner cable for kinking