



**THE AIRPLANE FACTORY (Pty) Ltd**, Registration no 2002/022837/07  
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## SERVICE BULLETIN

#0005

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### The Airplane Factory (Pty) Ltd. Considers Compliance with all Service Bulletins Mandatory

**RELEASE DATE:** 03/09/2015

**EFFECTIVE DATE:** 03/09/2015

**SUBJECT:** Incorrect material used on guides which could lead to premature wear on pushrods

**MODELS AFFECTED:** All Sling LSA, Sling 2, Sling Taildragger, Sling 4 – Manufactured after January 2015

**COMPLIANCE TIME:** Next Major Periodic Inspection

**PURPOSE:** To insure that the correct material has been installed during the manufacturing process.  
If the incorrect material has been installed, replace it with the correct material and inspect for wear on the pushrods.

**PARTS/EQUIPMENT LIST:**

- 1 x 3.3mm drill bit
- 1 x Hand held drill
- 5 x Bronze 3.2mm Clecos
- 1 x Cleco pliers
- 32 x 3.2 x 8mm aluminum rivets
- 1 x RF-GUI-001-C-C-0 – Elevator Guide
- 2 x WG-PLT-004-X-A-0 – Aileron Pushrod Guide
- 1 x Stanley Blade
- 1 x General purpose grease (FUCHS RENOLIT B OGL P2 EP) or equivalent
- 1 x 1.5mm Allen Key

#### INSTRUCTIONS:

If any of the incorrect materials listed below are installed, or do not conform to the specifications listed, this service bulletin will apply.

	Thickness	Colour	Material
Correct	3mm	Natural (Milky)	Polypropylene
Incorrect	Any	Clear	Other

The areas to be inspected are as follows;

- A. Wing sections
- B. Rear fuselage section

#### A. Wing Section

These steps apply to both left and right wing

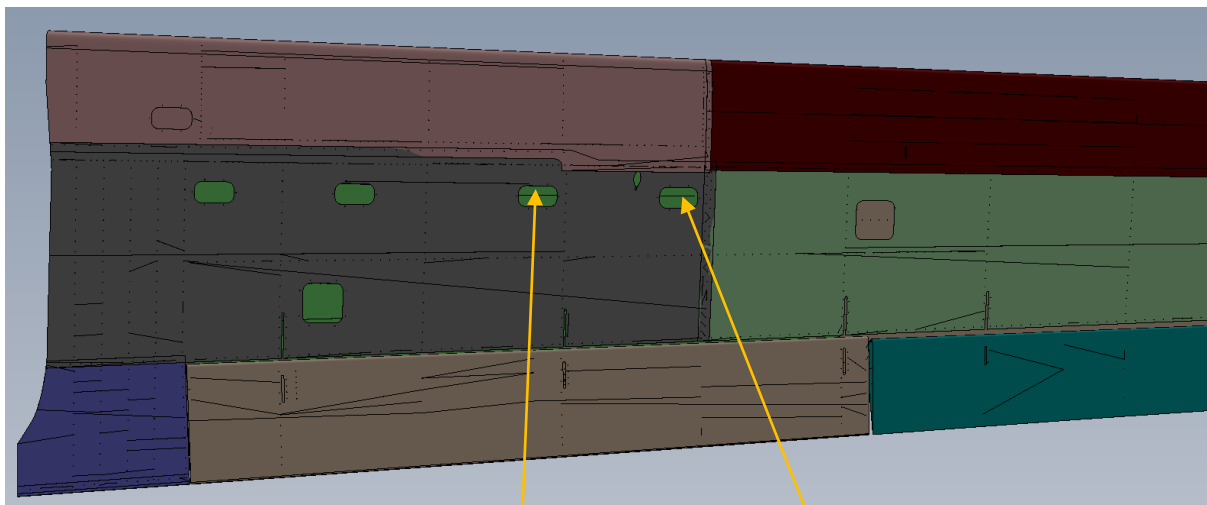
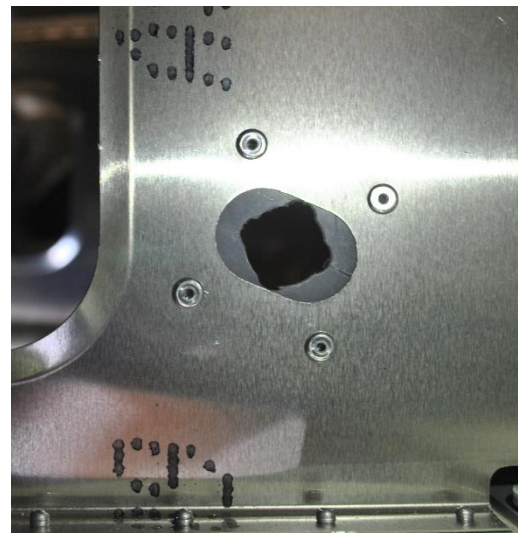


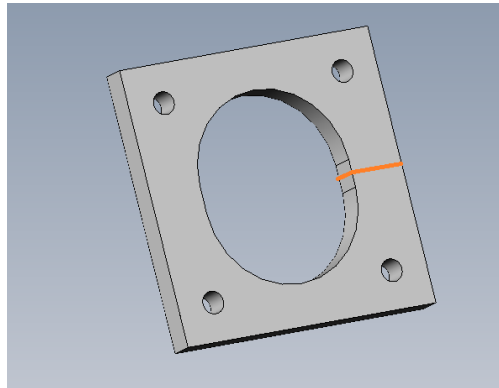
Figure 1  
Inspection hatch 3    Inspection hatch 4

1. De-rivet inspection hatch 3 using a 3.2mm drill bit and drill.
2. Visually inspect the pushrod for excessive wear. Visually inspect the pushrod guide for the correct material. The two pictures below show the correct installed material.



WINGS  
BOTH THESE GUIDES ARE CORRECT

3. If the material does not fit the above specifications the guide needs to be replaced. With reference to figure 1. De-rivet inspection hatch 4
4. Through inspection hatch 3, de-rivet the four rivets holding the guide in place.
5. Through inspection hatch 4, slide the guide to an easier position so as to cut it off the pushrod.
6. Neatly cut the new guide with a Stanley blade so as to flex it over the pushrod, be careful not to snap or over flex the guide. The picture below shows where to cut the guide.

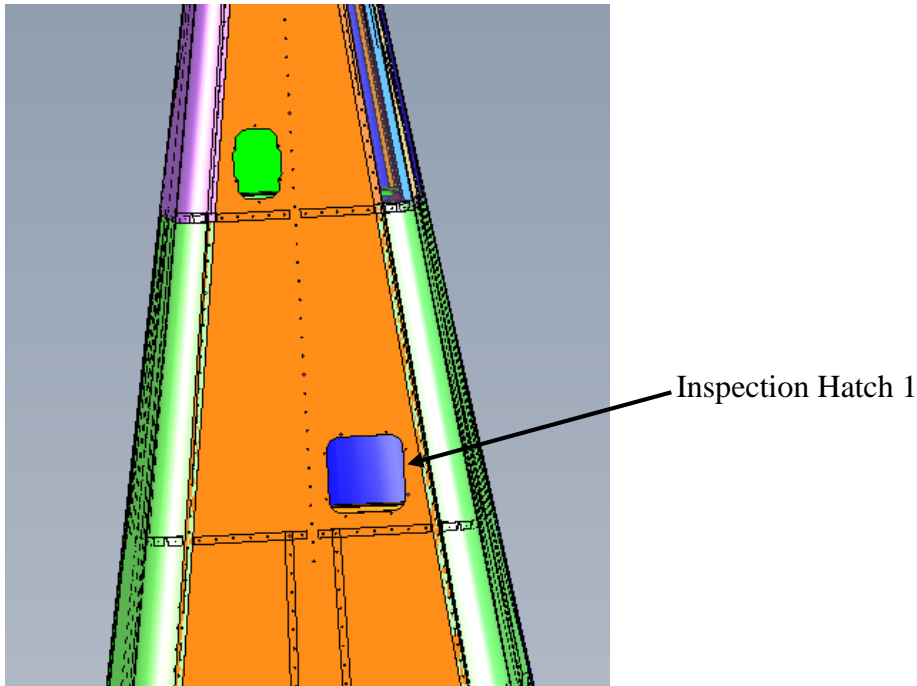


7. Using two clecos, cleco every second hole of the guide to the rib, using 3.2x8mm aluminum rivets, rivet each open hole. Remove the clecos and rivet the remaining two holes with 3.2x8mm aluminum rivets.
8. Grease the pushrod with a generous amount of grease where the pushrod comes in contact with the guide.
9. Inspect the area inside the wing and ensure there are no loose tools or rivet pellets.
10. Once you have satisfied yourself the area is clean, cleco every second hole of the inspection hatches to the wing. Using 3.2x8mm aluminum rivets, rivet every open hole. Remove all the clecos and rivet the remaining holes using 3.2x8mm rivets.

NOTE: THIS PROCESS NEEDS TO BE DONE FOR BOTH LEFT AND RIGHT WINGS.

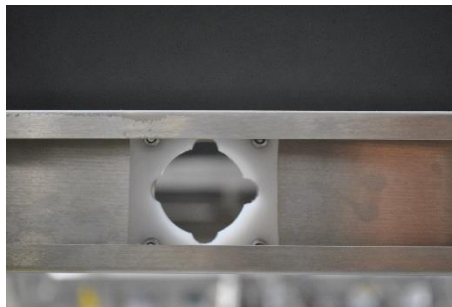
NOTE: IF EXCESSIVE WEAR IS FOUND ON THE PUSHRODS, CONTACT THE AIRPLANE FACTORY FOR ADVICE, INSTRUCTIONS AND PARTS.

## B. Rear Fuselage

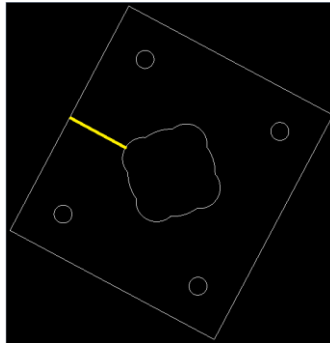


With reference to the above picture, inspection hatch 1 will need to be opened. This hatch is located on the bottom of the rear fuselage.

1. Unscrew all 8 screws and remove the hatch from the fuselage skin so as to gain access to the Pushrod located on the beam.
2. Visually inspect the pushrod for excessive wear. Visually inspect the pushrod guide for the correct material. The below pictures show the guide to be inspected.



3. If the guide does not conform to the specification mentioned on the first page of this service bulletin the next steps need to be carried out.
4. Using a 3.2x8mm drill bit, de-rivet the four rivets that attach the guide to the beam.
5. Slide the guide to an easier position so as to cut it off the pushrod.
6. Neatly cut the new guide with a Stanley blade so as to flex it over the pushrod, slide it back towards the beam. The picture below shows where to cut the guide.



7. Using two clecos, cleco every second hole of the guide to the beam. Using 3.2x8mm aluminum rivets rivet the two open holes. Remove the two clecos and rivet the two remaining holes using 3.2x8mm aluminum rivets.
8. Grease the pushrod with a generous amount of grease where the pushrod comes in contact with the guide.
9. Inspect the area inside the fuselage for any loose tools and rivet pellets.
10. Once you have satisfied yourself the area is clean. Tighten all 8 screws so as to close the hatch to the fuselage.

NOTE: IF EXCESSIVE WEAR IS FOUND ON THE PUSHRODS, CONTACT THE AIRPLANE FACTORY FOR ADVICE, INSTRUCTIONS AND PARTS.

The pictures below are purely for illustration purposes of showing the incorrect and correct material. The material on the left is incorrect and the material on the right is correct.



Please Note:

Notification of this service bulletin needs to be sent to the Airplane Factory (Pty) Ltd.

Please make use of the following contact details:

[Airworthiness@airplanefactory.co.za](mailto:Airworthiness@airplanefactory.co.za)

The following note has to be entered into the airframe logbook:

**Service Bulletin 0005 – Pushrod Guides, Carried out and all found satisfactory.**

If there are incorrect materials installed, use the following as a logbook entry.

**Service Bulletin 0005 – Pushrod Guides, carried out and replaced incorrectly installed parts as per service bulletin**