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: 03/11/2026

EFFECTIVE DATE: 03/11/2026

MODELS AFFECTED: All Sling 2 / Sling LSA aircraft fitted with Rotax 912iS or Rotax 912ULS engines.

SUBJECT: Exhaust Muffler Internal Perforated Cone Service Life Limit

COMPLIANCE TIME:

Muffler assemblies at or above 2,000 flight hours

- **Recommended compliance**: Replace the exhaust muffler assembly at the next scheduled Mandatory Periodic Inspection (MPI).

- **Maximum compliance period**: Replacement shall be completed no later than the third scheduled MPI following the effective date of this Service Bulletin, or within 12 months of the effective date, whichever occurs first.

- **Interim inspection**: Gently tap the exhaust muffler with a rubber mallet or similar suitable tool and listen for rattling that may indicate loose internal perforated cones. If any cone is found to be loose, displaced or detached, the muffler assembly shall be replaced in accordance with the rejection criteria in Section 3.2.

Muffler assemblies below 2,000 hours

- Inspect the muffler assembly at the next scheduled MPI. If any internal perforated cone is found to be loose, displaced or detached, the provisions of Section 3.2 shall apply.

- If the internal perforated cones are found to be secure, the muffler assembly shall be replaced at or before accumulating 2,000 flight hours in service.

- The transitional compliance period does not apply to muffler assemblies that reach 2,000 flight hours after the effective date of this Service Bulletin.

Loose, displaced or detached cone

- If any perforated cone is found to be loose, displaced or detached, the aircraft may be flown to an AMO for muffler replacement.

Unknown exhaust muffler history

- If muffler installation time in service cannot be established, use total accumulated airframe flight hours for compliance assessment.

Replacement exhaust muffler

- A new 2,000-flight-hour life begins at installation. Record the aircraft hours at installation to establish its next replacement threshold.

LABOUR TIME: Muffler Replacement: 2 hours

1. DESCRIPTION AND PURPOSE:

Sling Aircraft has identified in-service instances of separation of the internal perforated cones from their attachment welds within the exhaust muffler. A separated cone may affect exhaust gas flow and engine performance. Figure 1 shows an example of detached internal cones.

A borescope can be used to check whether the cones remain attached. It cannot reliably assess the condition of the attachment welds around their full circumference or determine their condition immediately before failure. Accordingly, an inspection does not reset the 2,000-flight-hour service life limit or extend the maximum compliance period specified in this Service Bulletin.

For muffler assemblies that have accumulated 2,000 or more flight hours in service on the effective date of this Service Bulletin, replacement is recommended at the next scheduled Mandatory Periodic Inspection (MPI) and shall be completed no later than the third scheduled MPI following the effective date, or within 12 months of the effective date, whichever occurs first. Refer to Figure 2 for illustration of where the weld was found to break off.



Figure 1: Example of separated internal perforated cones inside a muffler. Photograph shows an existing failure, not an inspection acceptance standard.

Use documented muffler time in service where available. For a previously replaced muffler, subtract recorded aircraft hours at muffler installation from current aircraft hours. If installation history is unknown, use total airframe hours. Do not reset the life limit based on inspection or engine replacement alone.

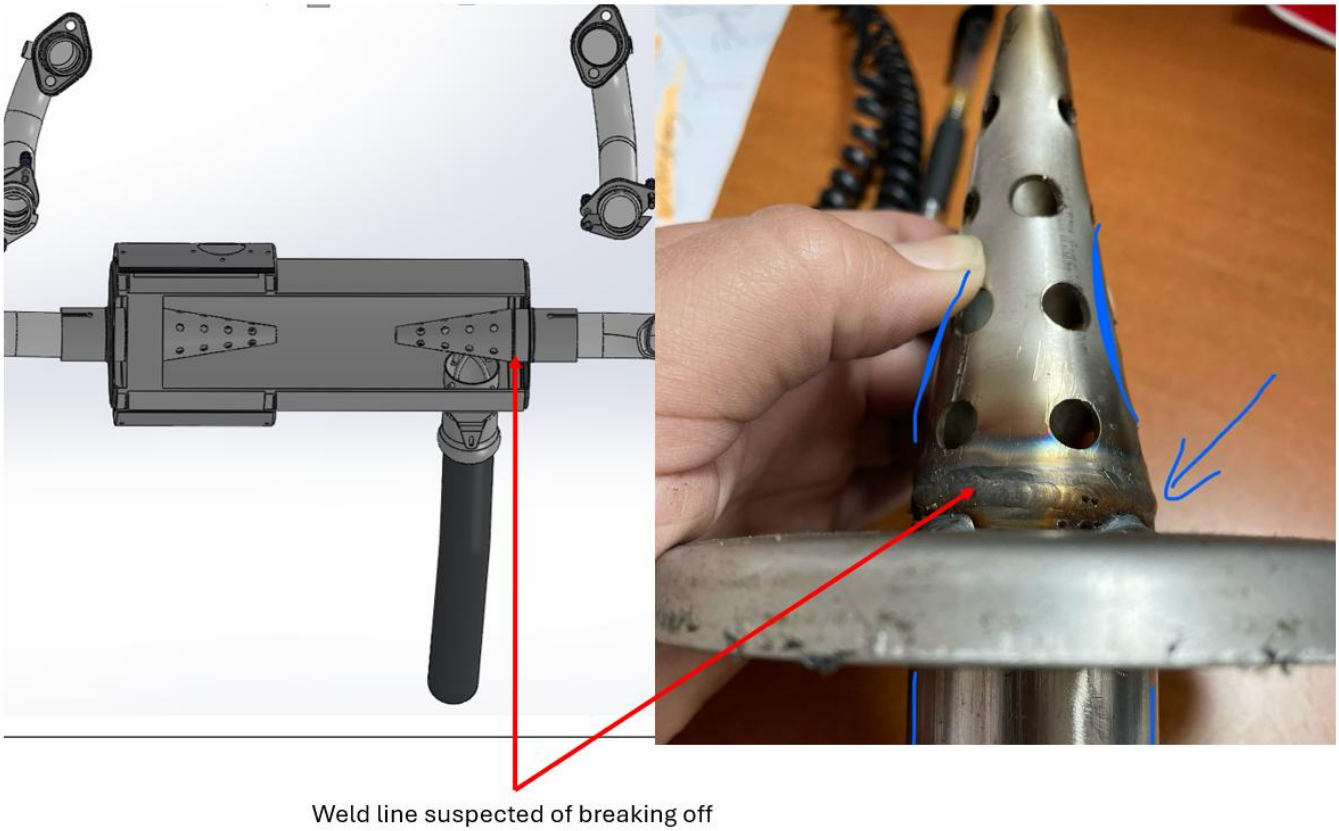


Figure 2: Weld suspected of breaking off leading to the cones breaking off.

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-006-X-A – Sling 2 Firewall Forward & Fuel System Construction Manual
b) DC-MAM-002-X-B – Sling 2 & LSA Maintenance Manual

1.5. PUBLICATIONS AFFECTED:

a) DC-MAM-002-X-B – Sling 2 & LSA Maintenance Manual
- Revised from Rev 2.9 to 3.0

2. MATERIAL INFORMATION:

2.1. PARTS AND CONSUMABLES LIST:

a) EN-EXH-008-C-A-2 - Exhaust Silencer Box (Short Muffler)

2.2. TOOLS REQUIRED:

a) 10 mm spanner
b) 9 mm spanner
c) Flat screwdriver
d) Calibrated torque wrench with adequate range and correct-size accessories for torquing bolts and nuts during reinstallation

2.3. MATERIAL RESPONSIBILITY:

The parts listed in Section 2.1 are not supplied free of charge under this Service Bulletin and must be purchased by the aircraft owner/operator.

However, if a detached internal perforated cone is found in a muffler with less than 150 flight hours Sling Aircraft will provide a replacement muffler assembly at no charge, subject to verification of the failure and the recorded muffler operating hours.

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, RSA).

Work required under this Service Bulletin (Service Bulletin 34) 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 parts, 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:

This section provides instructions on how to complete the exhaust muffler assembly replacement.

3.1. INSPECTION AT NEXT MPI FOR MUFFLERS BELOW 2,000 HOURS

At the next scheduled MPI, inspect the internal muffler cones to establish whether they remain attached. The inspection may be conducted using a borescope or by removing the muffler for direct visual inspection. When using a borescope, view the internal cones through an accessible muffler opening and confirm that no cone is visibly loose, displaced or detached. Use the applicable maintenance documentation and safe access procedures; do not dismantle or alter the muffler internally.

A borescope inspection verifies attachment status only: it is not an assessment of remaining attachment-weld life. Record the inspection method, muffler hours, observations and maintenance disposition. If attachment status cannot be established, refer the finding to Sling Aircraft Technical Support for further instruction before returning the aircraft to service.

3.2. REJECTION CRITERIA AND IMMEDIATE ACTION

If an internal perforated cone is found to be loose, displaced or detached, the muffler assembly shall be replaced. Any such finding constitutes a rejection condition regardless of muffler time in service.

The aircraft may be flown to an Approved Maintenance Organisation (AMO) for muffler replacement.

For muffler assemblies that have already reached or exceeded 2,000 flight hours on the effective date of this Service Bulletin, replacement is recommended at the next scheduled Mandatory Periodic Inspection (MPI). Replacement shall be completed no later than the third scheduled MPI following the effective date, or within 12 months of the effective date, whichever occurs first.

An inspection confirming that the internal perforated cones remain attached does not reset the muffler's accumulated time in service or authorise operation beyond the applicable maximum compliance period.

3.3. DEFECT REPORTING AND INSPECTION PHOTOGRAPHS

Report all confirmed loose, displaced or detached internal perforated cones to technical@slingaircraft.com. Include aircraft registration and serial number, inspection date, recorded muffler hours (or airframe hours if unknown), a short description of the finding and available photographs. This Sling reporting instruction is additional to any applicable regulatory occurrence-reporting obligation.

Sling Aircraft also requests photographs from all routine inspections, including inspections where the cones appear attached, and no defects are identified. This routine photograph submission is voluntary. Where practical, include clear views of the cones and attachment locations and the same aircraft and inspection details. Routine photograph submission is not a condition of compliance and does not replace maintenance records.

3.4. MUFFLER REMOVAL PROCEDURE

SAFETY WARNING: Allow the engine and all exhaust system components to cool completely before performing any work in the engine compartment. Hot engine and exhaust components can cause serious burns and can ignite spilled fluid or vapour.

Step 1: Verify that the master / ignition switches are OFF, and that the aircraft is safe to work on.
Step 2: Remove the engine cowling in accordance with the applicable maintenance manual procedure.
Step 3: Loosen the clamp (1) retaining the air pipe (2) to the assembly shroud (3).

Step 4: Loosen the clamps (4) retaining the muffler to the exhaust pipes/manifolds from the cylinders.

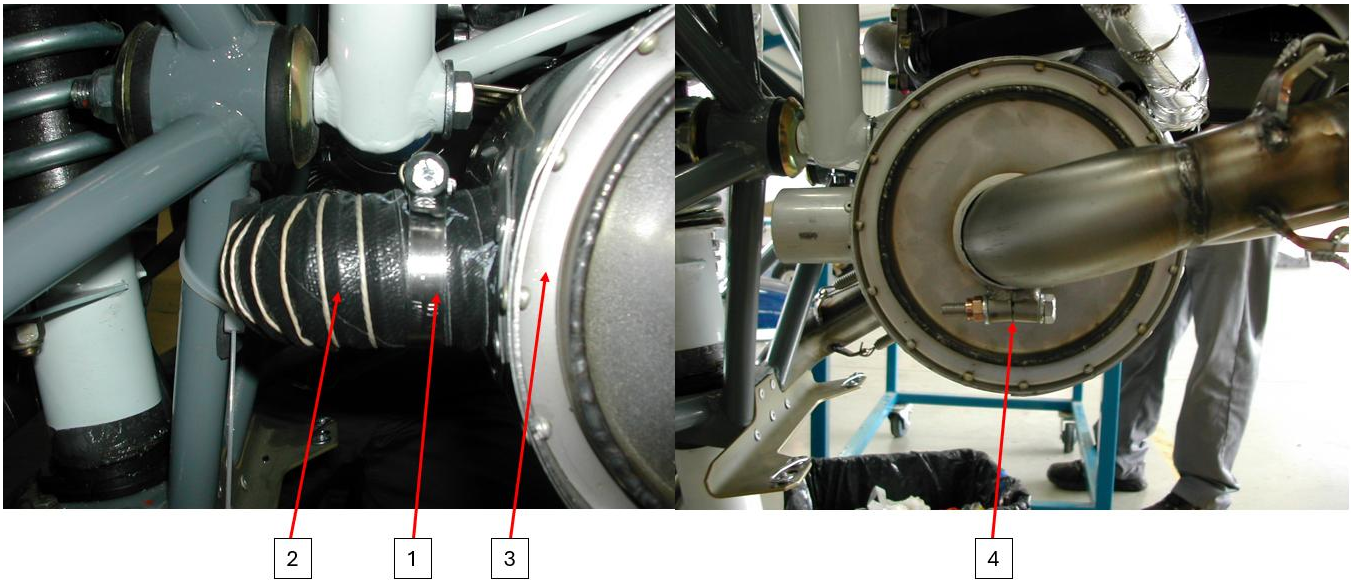


Figure 3: Clamp, air pipe and assembly shroud.

Step 5: Loosen and remove the ring clamps (5) retaining the muffler assembly (3) to the mounting bracket.

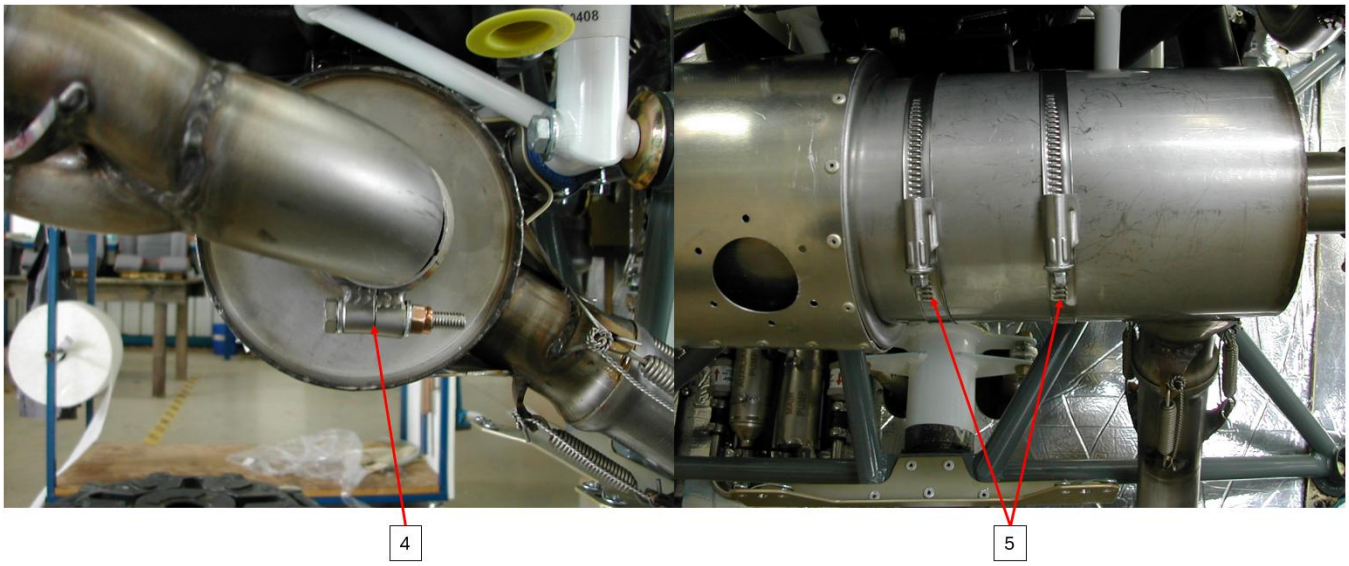


Figure 4: Ring clamps connecting the muffler assembly.

Step 6: Remove the muffler assembly from the aircraft.

3.5. MUFFLER INSTALLATION PROCEDURE

Step 1: Install a new serviceable muffler assembly by reversing the removal procedure.
Step 2: Ensure all clamps, bolts, nuts, washers, and related hardware are correctly installed and serviceable.
Step 3: Do not over-tighten clamps.
Step 4: Torque all applicable bolts and nuts using a calibrated torque wrench in accordance with the applicable maintenance manual values. Refer to paragraph 1.5 of the maintenance manual for the torque values.

Step 5: Reinstall the engine cowling in accordance with the applicable maintenance manual procedure.

Step 6: Perform an engine ground run and inspect the muffler assembly and all associated clamps and joints for exhaust leaks, unusual noise, or vibration.

Step 7: Confirm the muffler assembly is securely mounted and that adequate clearance is maintained from the airframe, control cables, wiring, and fuel lines.

Step 8: Tag or otherwise mark the new muffler assembly with the installation date and Time-In-Service at installation, to ensure the 2,000-flight-hour service life limit can be reliably tracked and verified going forward.

Signed on this the 3 day of November 2026



ENGINEERING MANAGER

MR TERRY MUSIKER