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Manufacturing Organisation M677

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SERVICE BULLETIN

#0016

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

RELEASE DATE: 2020/03/26

EFFECTIVE DATE: 2020/03/26

SUBJECT: Modification of ECU standoffs

MODELS AFFECTED: Sling 4 TSi ready-to-fly aircraft with serial numbers up to 166s (with the exception of 147s)

COMPLIANCE TIME: At the next periodic inspection

LABOUR TIME: 0.75 hour

DESCRIPTION AND PURPOSE:

This Service Bulletin contains the instructions to inspect, and if required, modify the ECU mounting points to ensure the ECU casing is decoupled from the airframe ground. Installation requirements prohibit connection of the ECU casing to the airframe ground, so longer standoffs must be created for the casing to clear the ends of adjacent screws.

The ECU is mounted on the back of the rib located behind the instrument panel (refer to part number CF-RIB-003-C-C-5). You will find Garmin instruments mounted on the front of this rib whose mounting screws, particularly the GEA 24, could come into contact with the casing of the ECU and ground it.

PARTS AND CONSUMABLES LIST:

- a) 4 x M5 x 40 hex bolts (Sling Aircraft Part number HW-MTB-540-X-X-0).
- b) 16 x steel washers – OD = 19 mm, ID = 5 mm and t = 2 mm (Sling Aircraft Part number HW-WSR-003-X-X-0).
- c) Loctite 222 or equivalent

MATERIAL COST AND RESPONSIBILITY:

For ready-to-fly aircraft manufactured at Sling Aircraft in Johannesburg South Africa, Sling Aircraft will cover all parts and labour costs for aircraft under warranty, provided work is performed by a Sling approved maintenance organisation.

Sling Aircraft AMO (Johannesburg, South Africa) is available to perform the required work on all aircraft delivered to its premises. Price and availability of the Service Bulletin kit will be provided on request.

Please make use of the following contact details: Airworthiness@slingaircraft.com or Technical@slingaircraft.com.

Person(s) implementing the work are required to follow the instructions as set out below before attempting any work on the airframe.

TOOLS REQUIRED:

- a) 8 mm socket with torque wrench

INSTRUCTIONS:

1. Remove the left-hand seat for room to work.
2. The front top rib (Part number CF-RIB-003-C-C-5) is located behind the instrument panel as shown in Figure 1. Use the torque wrench and 8 mm socket to remove the installed M5 bolts shown in Figure 2 and replace with longer M5 x 40 bolts.
3. Figure 3 shows a machined aluminium (aluminum) spacer with dimensions OD = 16 mm, ID = 5.4 mm and t = 10 mm installed for a longer standoff. Alternatively, use the recommended four washers on each standoff as shown in Figure 4. Apply Loctite 222 to the thread of the bolts during installation.

Note

1. The screw length used in the vicinity of the ECU to mount instrumentation on the front of the front top rib (should screws be replaced for any reason) should not exceed 12 mm i.e. M4 x 12 mm.

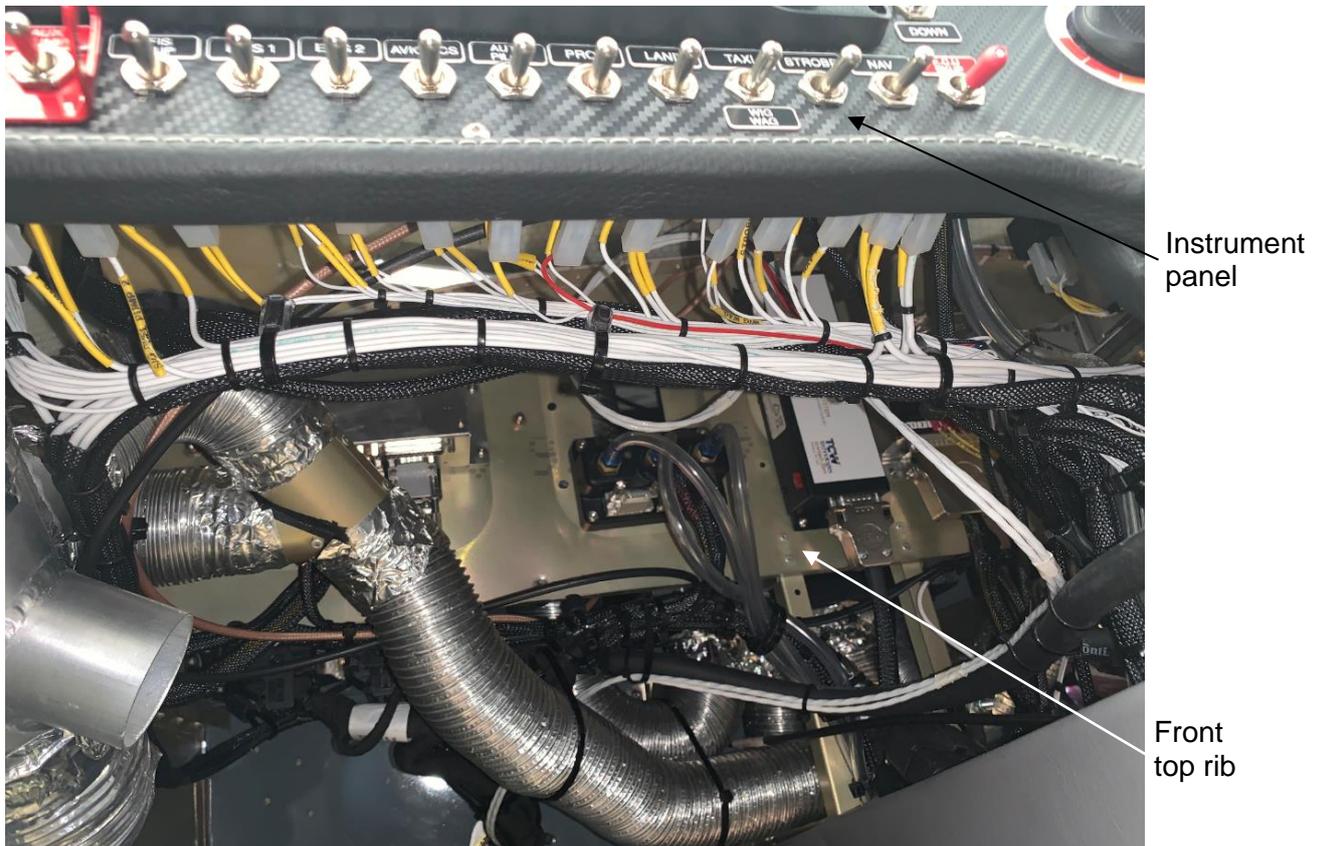
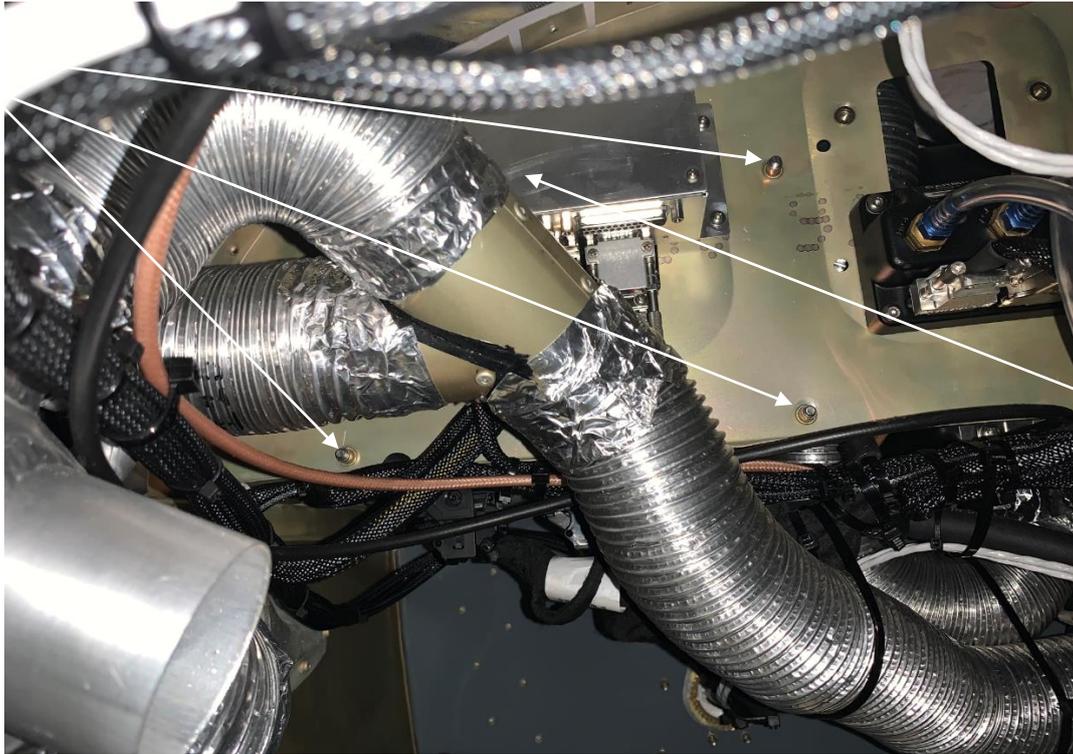


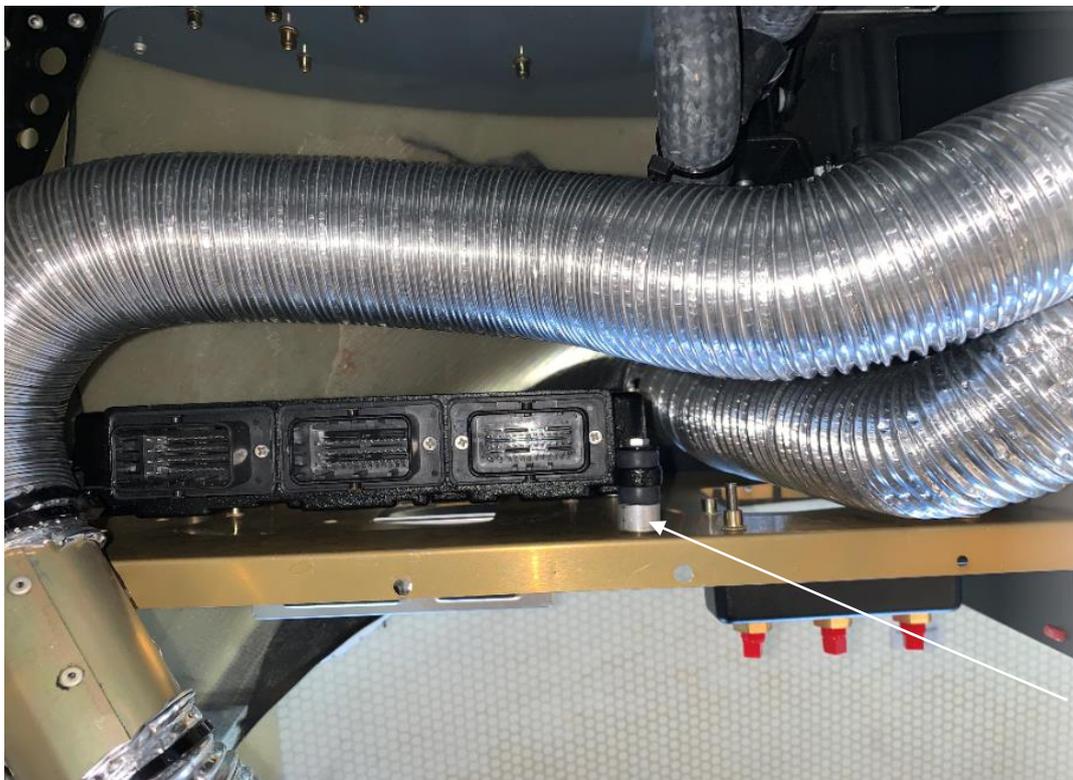
Figure 1 – Location of front top rib (CF-RIB-003-C-C-5)

ECU
mounting
bolts



GEA 24

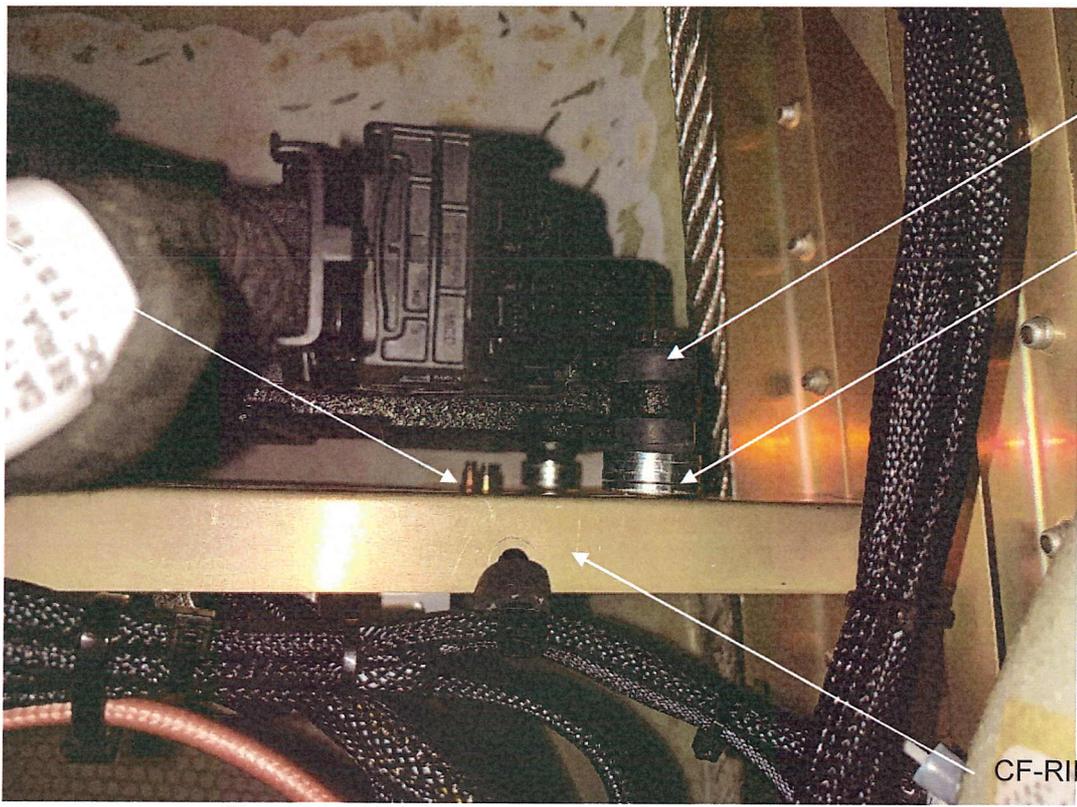
Figure 2 – Location of ECU mounting bolts



OD = 16 mm
ID = 5.4 mm
t = 10 mm

Figure 3 – Spacer installed on ECU standoff

GEA 24
screw
ends



ECU
stand
off

Four steel
washers
inserted

CF-RIB-003-C-C-5

Figure 4 – Washers installed on ECU standoff

Signed on this the 26 day of March 2020

ACCOUNTABLE MANAGER
MR ANDREW PITMAN