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

<b>RELEASE DATE:</b>	14/06/2024
<b>EFFECTIVE DATE:</b>	08/07/2024
<b>SUBJECT:</b>	Foam removal from Sling 4 TSi parachute box
<b>MODELS AFFECTED:</b>	All Sling 4 TSi's that have a Magnum 901 Parachute installed. (For ready to fly aircraft, up to SN 560s, where applicable)
<b>COMPLIANCE TIME:</b>	Next MPI (Mandatory Periodic Inspection) or annual inspection, whichever comes first.
<b>LABOUR TIME:</b>	2.5 hours

**1. DESCRIPTION AND PURPOSE:**

This Service Bulletin provides instructions required to be complied with to ensure the continued airworthiness of Sling 4 TSi aircraft fitted with a Magnum 901 Parachute system.

The foam packed into the parachute box, that surrounds the parachute, is to be removed during the next 100-hour or annual service of the aircraft. Alternatively, this service bulletin may be performed immediately by the kit builder. The purpose of the Service Bulletin is to avoid a scenario in which the foam may interfere with the effective extraction of the parachute in case of a deployment.

If the aircraft is still under construction, the foam must be removed before the aircraft's first flight.

**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-003-X-F – Sling 4 TSi Fuselage Construction Manual
- b) DC-KAI-008-X-F – Sling 4 TSi Finishing Construction Manual
- c) DC-MAM-001-X-F – Sling 4 TSi Maintenance Manual

**1.5. PUBLICATIONS AFFECTED:**

- a) DC-KAI-003-X-F – Sling 4 TSi Fuselage Construction Manual
  - The foam padding installation instructions have been removed.

## **2. MATERIAL INFORMATION:**

### **2.1. PARTS AND CONSUMABLES LIST:**

- a) 25 x HW-RIV-142-X-X-1 – M3.2 x 8mm Alu/Steel Dome Head Rivets.

### **2.2. TOOLS REQUIRED:**

- a) Rivet gun (manual or pneumatic) and jaws to rivet an M3.2 rivet.
- b) Drill (electric or pneumatic) and M3.2 drill bit.
- c) 3.2mm Punch.
- d) Masking tape
- e) Silicone.
- f) PVA release agent.
- g) 0.4mm feeler gauge
- h) Benzene
- i) Cloth/rag
- j) 20 X 3.2mm clecos
- k) Clecos pliers
- l) Touch-up paint
- m) Non-permanent marker

### **2.3. MATERIAL RESPONSIBILITY:**

Sling Aircraft (Pty) Ltd will provide the required hardware listed in Section 2.1 for all aircraft subject to the Service Bulletin.

### **2.4. LABOUR RESPONSIBILITY:**

Sling Aircraft AMO 1264 (Johannesburg, South Africa) is available to perform the required work on all aircraft delivered to its premises. The aircraft may be flown to an aircraft maintenance organisation for the work to be carried out. Person(s) implementing the work are required to follow instructions set out below and refer to the supplementary documentation listed in Section 1.4 as needed. Sling Aircraft cannot accept any responsibility for the quality of work performed in implementing this Service Bulletin, if the work is not performed by Sling Aircraft AMO 1264 (Johannesburg, South Africa).

All work carried out on the aircraft with respect to this Service Bulletin (Service Bulletin 25) may be performed by the kit builder. Refer to the legal requirements of the governing aviation authority of the country where the actions, as detailed by this Service Bulletin, are to be carried out.

Sling Aircraft will cover the installation costs of aircraft under warranty. Sling Aircraft is not responsible for costs related to shipping, downtime, loss of income, etc.

### **2.5. COMPANY SUPPORT INFORMATION:**

To request Service Bulletin kits, please use the following contact details:  
[sales@slingaircraft.com](mailto:sales@slingaircraft.com).

Make use of the following contact details for any related technical queries:  
[airworthiness@slingaircraft.com](mailto:airworthiness@slingaircraft.com) or [technical@slingaircraft.com](mailto:technical@slingaircraft.com).

### 3. INSTRUCTIONS:

The following sections detail the removal and reinstallation processes required in order to remove the foam from the parachute box. Section 3.1 details the process required to remove the parachute blowout skin and the foam. Section 3.2 details the process required for reinstalling the parachute blowoff skin.

#### 3.1. Removal of the parachute blowout skin

Step 1: Drill out the rivets retaining the parachute blowout skin. Refer to Figure 1 and Figure 2. It is important to not enlarge the holes while drilling out the rivets. Use the punch to mark the centre of the rivet head to make it easier to line up the drill bit with the centre of the rivet.



Figure 1: Blowout skin rivets to remove.

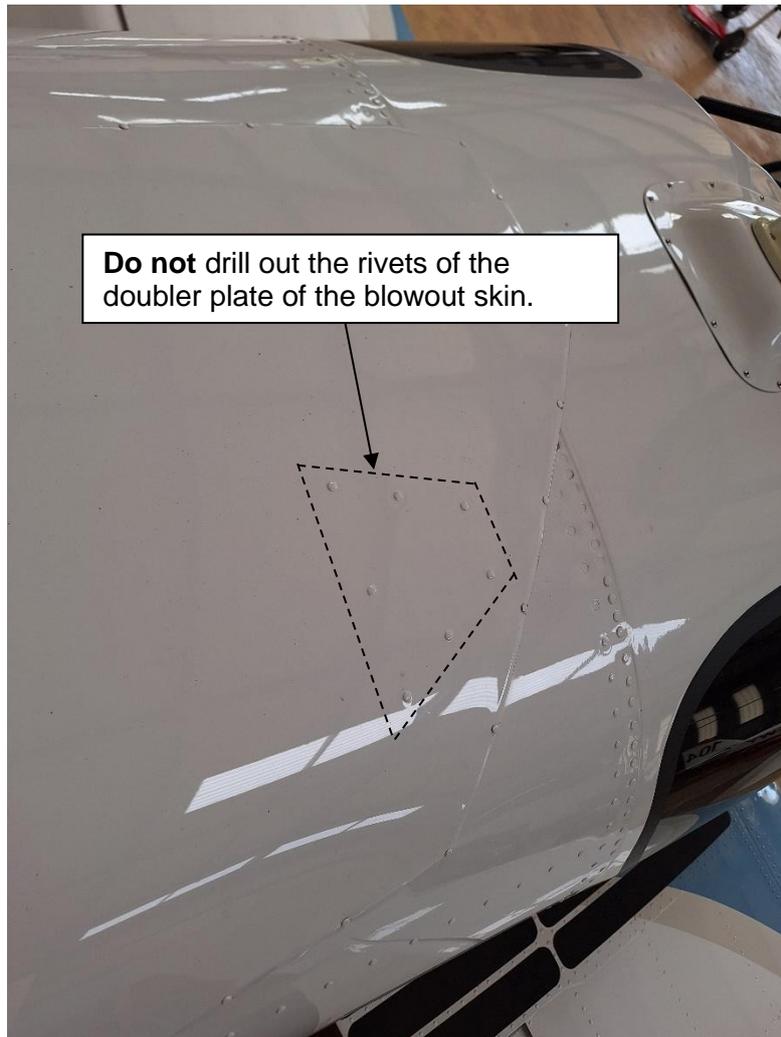


Figure 2: Blowout skin rivets to **not remove**.

- Step 2: Once the rivets have been drilled out, remove the blowout skin.
- Step 3: Remove the old PVA releasing agent and silicone from the blowout skin and fuselage. This can just be peeled off.
- Step 4: Once the skin has been removed, carefully pull out the foam from the sides of the parachute bag. Refer to Figure 3.



### 3.2. Reinstallation of the parachute blowout skin

**Note:** The instructions detailed in this section can also be found in the Sling 4 TSi finishing kit, on the 'PARACHUTE BLOWOUT SKIN INSTALLATION' page. If further detail is required, refer to that section of the manual.

- Step 1: Before the blowout skin can be reinstalled, the mating surfaces of the skin and fuselage must be cleaned. Use a rag and some benzine and wipe down the surface.
- Step 2: Cleco the blowout skin onto the rear fuselage and trace the blowout skin onto the Rear Fuselage. Then remove the blowout skin.



Figure 4: Tracing of the blowout skin on the rear fuselage

- Step 3: Apply PVA release agent onto the blowout skin where the rear fuselage and blowout skin will make contact. Apply PVA release agent on the inside of the traced area of the rear fuselage as well. Then leave it to dry.
- Step 4: Apply silicone inside of the traced area on the rear fuselage to create a gasket.
- Step 5: Install the Blowout skin by using a 0.4mm feeler gauge or shim spacer, between the rear fuselage and the blowout skin, when riveting 3.2 x 8mm rivets. This will create a watertight seal which will separate appropriately should the Parachute be deployed.
- Step 6: Once the blowout skin has been reinstalled, use touch-up paint as needed.

Once the actions detailed in this service bulletin have been carried out, the aircraft's compliance with this service bulletin should be documented in the aircraft's airframe log book.

Signed on this the 11<sup>th</sup> day of ..... June ..... 2024



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