

SlingHW

Sling High Wing Joins The 100 Club

The Sling High Wing is a bit like the big brother that takes care of business. The TSi flies hard and fast – the sexy, sporty, young gun that can handle the mission, so long as you don't overload it and treat it like a pack horse.

But if you prefer to use your plane for holidays with the family (two kids and your wife who packs her suitcase like she's going away for a month), then it's a good idea to consider the High Wing - especially if that holiday is off the beaten path, now with their new big bush tyres.

If you think of the TSi as a sports car, then the High Wing is the SUV.

'I just love the look of the machine. It's got such pedigree and depth,' says Denis Fortune, who flies High Wing serial number 33, with owner Daniel Wiehahn. Denis has over 15,000 hours in the likes of Cessnas, Pipers, Boeing 727s, Hercules, Gulfstreams, Citations, Beechcraft Barons, and almost everything else you can think of. 'Sling is a world-class brand, and the High Wing ignites the fun and passion for aviation in all of us.'

That's exactly why people around the world have gone for the High Wing, including Jacques Rouillard, who is taking ownership of serial number 100.

'I'm thrilled to be part of this milestone,' says Jacques. 'With Sling, it's personal. I'm excited for the journeys ahead, and I'm proud to be flying a plane that represents such incredible South African innovation.'

But it doesn't stop at 100 for Sling. In fact, at the time of writing this, they are expanding globally and invoicing their High Wing serial number 135. Destination: Mongolia.

But it wasn't easy getting the High Wing where it is today. From the start, there was uncertainty within the Sling

camp about whether a high wing was a viable business option. The market seemed saturated and completely dominated by the big American and European companies that had been manufacturing high wings for decades. How could any small, under-funded South African company possibly compete?

On paper, they couldn't.

But when several of their international distributors begged them for a high wing model, they decided to give it a shot. They designed and built the prototype, tested it, then took it off on an adventure (as they do) and posted the video online as a test to gauge interest. Well... if ever they had a doubt whether they could compete against the goliaths of the industry, that fear was very quickly put to bed as the orders started flooding in.

'I heard James Pitman say they designed the High Wing for fat, rich, old men – I knew immediately that I had to have one,' jokes Finn Behnken, owner of the eye-catching High Wing Taildragger 065.

'Jokes aside,' Finn continues. 'As an owner of a Cessna 182, I got tired of flying old planes that were both expensive to maintain and to fly. Plus, the very old engine technology made no sense to me. The Sling met all my requirements: speedy yet thrifty, with new avionics and autopilot, and a modern, powerful turbo FADEC engine burning mogas. It allows me to make incredible memories with my family.'

And on that note, here's to the next 100, because cruising is nice but climbing is better.

Go Everywhere.
Take Everything.

SlingHW

Runway optional...



Go Everywhere. Take Everything. Even if the airport doesn't exist.

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