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Registration no 2002/022837/07  
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## NOTIFICATION

#0008

Page 1 of 2

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

**RELEASE DATE:** 04/06/2021  
**EFFECTIVE DATE:** 04/06/2021  
**SUBJECT:** Potential risk of trim tab motor disconnecting from elevator skin  
**MODELS AFFECTED:** All Sling aircraft delivered prior to October 2020  
**COMPLIANCE TIME:** During pre-flight inspection

### 1. DESCRIPTION AND PURPOSE

This Notification provides instructions for inspecting the securing hardware for the trim tab motor on the elevator skin.

### 2. PARTS AND CONSUMABLES LIST

- a) Loctite 222 or suitable thread sealant

### 3. TOOLS REQUIRED

- a) 2 mm Allen key

### 4. MATERIAL COST AND RESPONSIBILITY

N/A

### 5. INSTRUCTIONS

- a) The trim tab motor is secured to the elevator skin with four M3x10mm button head screws. Check that all four screws are present as shown in Figure 1.
- b) Missing screws must be re-installed with Loctite 222.
- c) In the unlikely event that missing screws result from rivnut failure (such as the rivnuts(s) breaking off from the trim motor flange), rivnuts must be replaced with 8-32 single lug anchor nuts, provided the trim motor flange is absent of damage that would prevent re-use.
- d) If step c) is applicable, make use of the following contact details for the parts list and installation instructions: [Airworthiness@slingaircraft.com](mailto:Airworthiness@slingaircraft.com) or [Technical@slingaircraft.com](mailto:Technical@slingaircraft.com).
- e) For aircraft produced after October 2020, the M3 rivnuts and M3x10mm button head screws have been superseded by 8-32 single lug anchor nuts and 8-32 x 1/2" stainless steel machine screws, respectively, to reduce the risk of trim motor disconnection.

