

Recommendations for the prevention of fretting rivets, published in SB0014 Rev1, have been incorporated into standard production procedures at Sling Aircraft. All (ready-to-fly, quick-builds and kits) produced after 16 September 2019 are now compliant with these recommendations.

Serial numbers of aircraft produced before 16 September 2019 that would need to comply with SB0014 Rev1 are shown below.

**Serial numbers of affected aircraft:**

Sling 2

001 - 318k

Sling 4 and Sling TSi

001 - 232sk

**With the exception of:**

**Serial numbers in affected range modified as per SB0014 Rev1:**

Sling 2

298; 300; 302 - 305; 310 -316

Sling 4 and Sling TSi

168s; 170s; 178sk; 183s; 185s; 188sk; 192s - 196sk; 199sk - 201 sk; 203k; 205sk, 207s; 208sk; 210sk - 216s; 218sk- 225s; 229sk

Flying aircraft that fall in the affected range should refer to instructions in SB0014 Rev1 which recommend replacement of rivets following the detection of paint cracking along the main spar carry-through on the fuselage underside and/or on inboard wing skins. Please make use of the following contact should you have queries specific to your aircraft: [technical@slingaircraft.com](mailto:technical@slingaircraft.com).

To whom it may concern

**RE: Sling Aircraft compliant with SB0014 Rev1**

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