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Service Letter No. SL-AG-96  
1 July, 1982

## FUSELAGE UPPER LONGERON INSPECTION

**MODELS AFFECTED:** S2R-R1820, S/N R1820-001 thru R1820-031

**REASON FOR PUBLICATION:** There has been one report of the fuselage upper longerons being cracked through. This service letter is being issued to provide for inspection of the Fuselage Upper Longerons for possible fatigue cracks.

**COMPLIANCE:** Immediately upon receiving this Service Letter, at 50 hours after receiving this Service Letter, at 100 hours after receiving this Service Letter and every 100 hours thereafter.

### NOTE

IF ANY PROBLEMS ARE ENCOUNTERED WHILE COMPLYING WITH THIS SERVICE LETTER, CONTACT YOUR NEAREST AYRES THRUSH DEALER.

**BY WHOM WORK WILL BE ACCOMPLISHED:** Owner / Operator

**APPROVAL:** Ayres Corporation Engineering Approved

**ESTIMATED MAN HOURS:** 15 Minutes

**PARTS DATA:** None

**SPECIAL TOOLS:** None

### ACCOMPLISHMENT INSTRUCTIONS:

- 1 Remove the fuselage side skin located between the wing upper surface and the hopper. This will provide access to the upper longeron from the firewall to the cockpit.
- 2 Visually inspect the longeron paying particular attention to: (See Fig 1.)

- a. Area around the upper engine mount attach points
  - b. Each vertical and diagonal tube intersection at the upper longeron
  - c. Each hopper attachment bracket
- 3 If no cracks are found, return airplane to service.
  - 4 If cracks are found, PRIOR TO NEXT FLIGHT, contact for corrective action:

Mr. Don Ward  
Customer Service Dept.  
Ayres Corporation  
P.O.Box 3090  
Albany, Georgia 31708

**ELECTRICAL LOAD:** No Change

**WEIGHT AND BALANCE:** No Change

**PUBLICATION AFFECTED:** The Manufacturing Date section of the Airplane Flight Manual will incorporate this inspection at the next scheduled revision.

**RECORD COMPLIANCE:** Make appropriate entry in airplane maintenance records as follows:

Service Letter No. SL-AG-96 dated July 1, 1982, entitled "Fuselage Upper Longeron Inspection," accomplished (date).

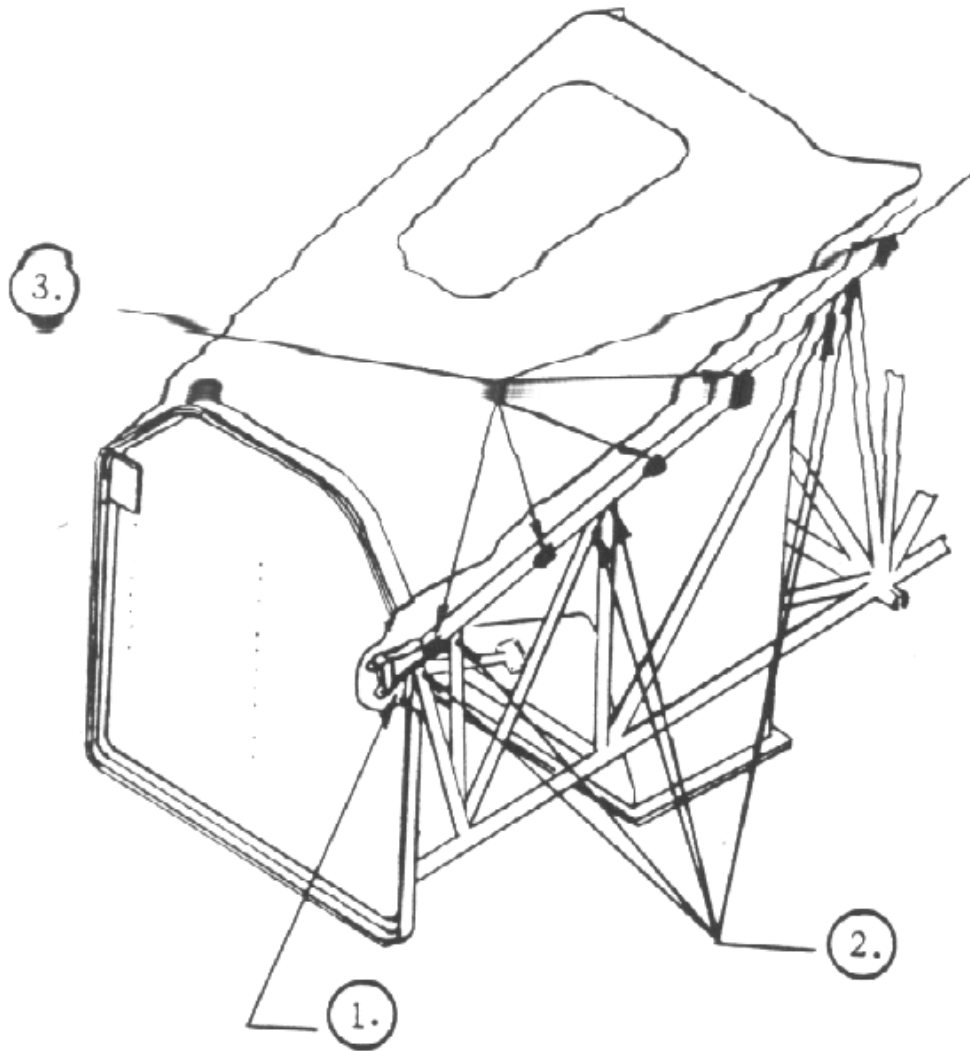


Figure 1.

- ①. UPPER ENGINE MOUNT ATTACH POINT
- ②. VERTICAL AND DIAGONAL TUBE INTERSECTION
- ③. HOPPER ATTACHMENT BRACKETS