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SERVICE LETTER

No. SL-AG-113

June 3, 2010

Flap Light Nuts Rubbing Flaps

**THIS SERVICE LETTER AFFECTS THOSE THRUSH MODEL AIRPLANES MANUFACTURED BY THRUSH AIRCRAFT, INC.
If Appropriate, However, It May Be Applied to Older Thrushes**

REASON FOR PUBLICATION:

The light that illuminates the wing flap position markings on the left wing is attached to the wing with 5 screws and nuts, as well as sealer to keep rain out. The two aft-most screws are through the flap cove trailing edge and the nut protrudes down approximately one-fourth inch on the under side.

Due to manufacturing variation, the nuts occasionally contact the flap nose skin, causing scratches when the flap moves. This problem is solved before new airplanes leave the factory, but it can happen in service as the airplane accumulates flight hours.

This Service Letter gives instructions for solving this problem if it occurs in service.

COMPLIANCE:

This modification is completely optional, and at the owner/operator's discretion.

BY WHOM WORK WILL BE ACCOMPLISHED:

FAA licensed A&P mechanic or equivalent:

APPROVAL:

This Service Letter is approved by the Engineering Manager, Thrush Aircraft, Inc.

MAN HOURS:

Approximately 2 man-hours, including necessary paperwork.

INSTRUCTIONS:

See pages 3 & 4 of this Service Letter.

RECORD OF COMPLIANCE

Make appropriate entry in airplane maintenance records as follows:

“Thrush Service Letter SL-AG-113 was complied with at _____ total hours on aircraft.”

name & certificate #

Signature

date

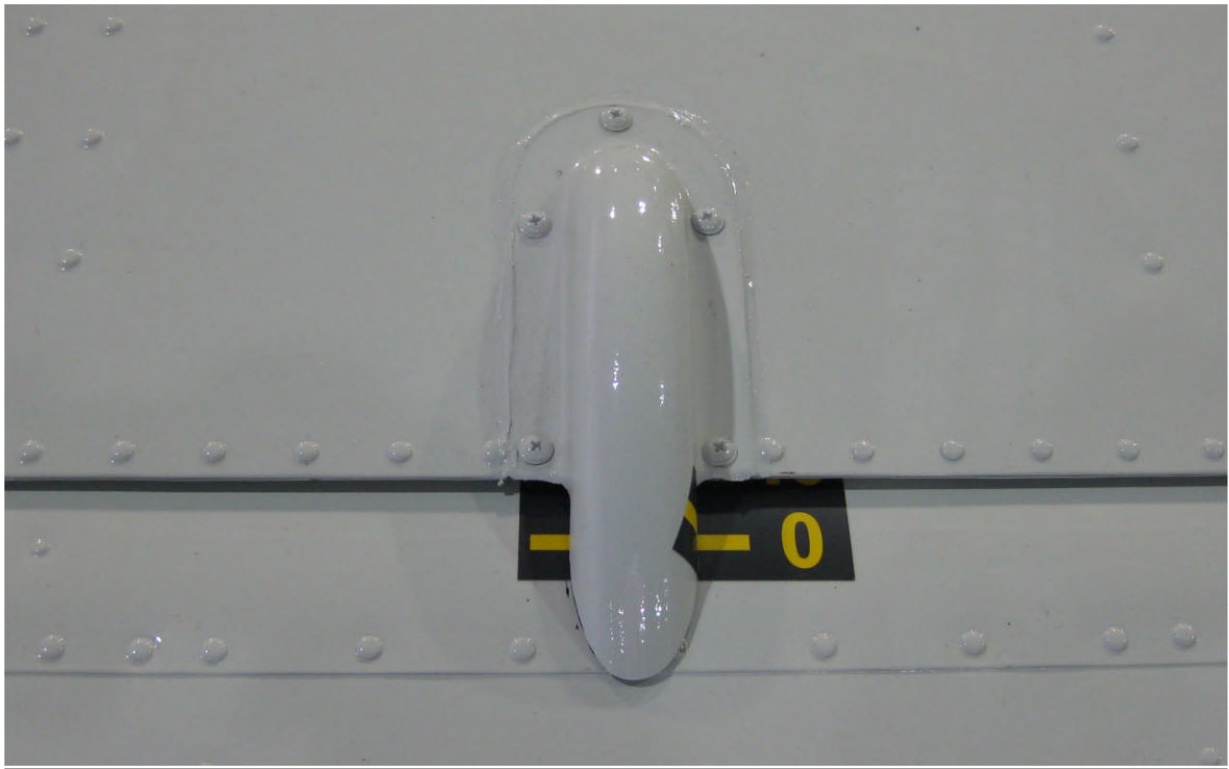


Figure 113-1: Flap Light Installation



Figure 113-2: Nuts on Trailing Edge of Flap Cove

Figure 113-1 shows the flap light installation on the left wing of the aircraft. Lower the flaps to the full down position and inspect the flap skin aft of the flap light for scratches.

If scratches are found, the two aft attach screws and nuts holding the Flap Light to the wing (see Figure 113-2) need to be changed or modified to eliminate the interference with the flap. There are several ways to remedy this problem:

- The easiest method is to replace the two aft screws with AN526-632-5 screws and replace the AN365-632 nuts with AN364-632 nuts. These are accessible with the flap in the down position. If slightly more clearance is needed, the AN960-6 washers can be replaced with AN960-6L washers, or the washers can be deleted.
- If this does not provide sufficient clearance, the direction of the screw should be reversed; that is, it should be installed from the bottom.
- If neither of these methods provides sufficient clearance, the aft two screws and nuts attaching the flap light assembly to the wing can be left out entirely. The remaining three fasteners are more than sufficient to hold the flap light securely in position. In this case the bead of sealant around the flap light cover should be inspected at every 100 hour inspection to be sure it is intact. If the sealant cracks or separates, remove the old sealant and replace with new sealant. Fuel tank sealant is used at the factory.
- Complete the log book entry shown on page two prior to putting the airplane back into service.