

Service Letter No. SL-AG-105
19 June, 1996

ENGINE AIR INLET SCREEN INSPECTION

MODELS AFFECTED: All Garrett turbine powered S2R aircraft with a wire-mesh engine air inlet screen installed.

REASON FOR PUBLICATION:

An operator of a Garrett powered S2R Thrush reported that a wire strand of the engine air inlet screen cracked adjacent to the weld where it attaches to the frame. This condition, if not noticed or left unprepared, could result in a piece of wire breaking free and entering the engine compressor.

The purpose of this Service Letter is to alert operators of the possibility of wire strand cracking and to advise operators to inspect the engine air inlet wire-mesh screen prior to every engine start to minimize the possibility of a wire fragment entering the engine compressor.

COMPLIANCE Time: Upon receipt of this Service Letter and at every preflight and prestart inspection thereafter.

BY WHOM WORK WILL BE ACCOMPLISHED: Aircraft owner, operator, pilot or maintenance person.

APPROVAL: Ayres Corporation.

ESTIMATED COMPLETION TIME: 30 seconds per inspection.

PARTS DATA: None.

SPECIAL TOOLS: None

**ACCOMPLISHMENT
INSTRUCTIONS:**

- 1) At each preflight inspection and prior to every engine start, inspect the engine air inlet wire-mesh screen for cracks in the wires and weld joints. Also inspect for wire wear at the wire crossing points.
- 2) If a crack is found or if wire wear exceeds 25% of wire diameter, remove the screen assembly from the aircraft prior to the next engine start.
- 3) Contact the Product Support Department of Ayres Corporation for repair instructions..
- 4) Repair the assembly per Ayres repair instructions prior to reinstallation on the aircraft.
- 5) Make an airframe logbook entry describing the repair.

WEIGHT AND BALANCE: No change.

PUBLICATIONS AFFECTED: None.

RECORD OF COMPLIANCE: Airframe logbook entry required if a repair is made.