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May 19, 2010

To Whom It May Concern:


This letter is for the purpose of making it clear that Thrush Aircraft, Inc. has no technical objection to owners and operators of Thrush airplanes making repairs to areas of the airframe that constitute fairings without specific instructions from the factory. This statement applies whether the airplane was manufactured by Thrush Aircraft, Inc. or one of its predecessors.

Fairings are any external portion of the airplane that does not significantly contribute to the strength of the airplane. This definition goes beyond parts normally thought of as fairings such as wing root and stabilizer tip fairings. Any exterior skin can be considered a fairing except for those of the wing, vertical and horizontal stabilizers, ailerons, flaps, elevators and rudder. Therefore fuselage skins, including the turtleback, side skins, belly skins and cowl skins are considered fairings.

This isn't to imply that the proper repair of fairings is not important, but that there is ample guidance available, such as FAA AC 43.13-1B, so that a competent aircraft repairman can create a repair that is appropriate to the particular damage being repaired and at the same time is safe and airworthy.

If a repairman is not comfortable creating a repair, Thrush Aircraft, Inc. is willing to provide advice for a suitable repair, but does not take responsibility for that repair.

Respectfully,

  
Lewis E. Blomeley  
Engineering Manager  
Thrush Aircraft, Inc.  
229-883-1440 ext. 524



## **THRUSH AIRCRAFT, INC.**

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# **SERVICE LETTER**

## **No. SL-AG-112**

May 19, 2010

### **Rewiring the External Power Receptacle (APU) so that the Electrical System is Energized Immediately when Power is Applied to the APU**

**THIS SERVICE LETTER AFFECTS THOSE THRUSH MODEL  
AIRPLANES MANUFACTURED BY THRUSH AIRCRAFT, INC.**

**REASON FOR PUBLICATION:**

The external power receptacle (APU) of Thrushes manufactured by Thrush Aircraft, Inc. is wired such that the electrical system is energized only when the Battery Switch is activated. The batteries, however, can be charged by simply plugging electrical power into the APU while the electrical system can remain de-energized.

Some operators, however, would prefer to have the electrical system energized immediately whenever appropriate power is applied to the APU. This means, however, that in order to charge the batteries from the APU the Battery Switch must be activated, and the electrical system is energized the whole time.

The APU wiring change necessary to have the second configuration is described by this Service Bulletin.

**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:

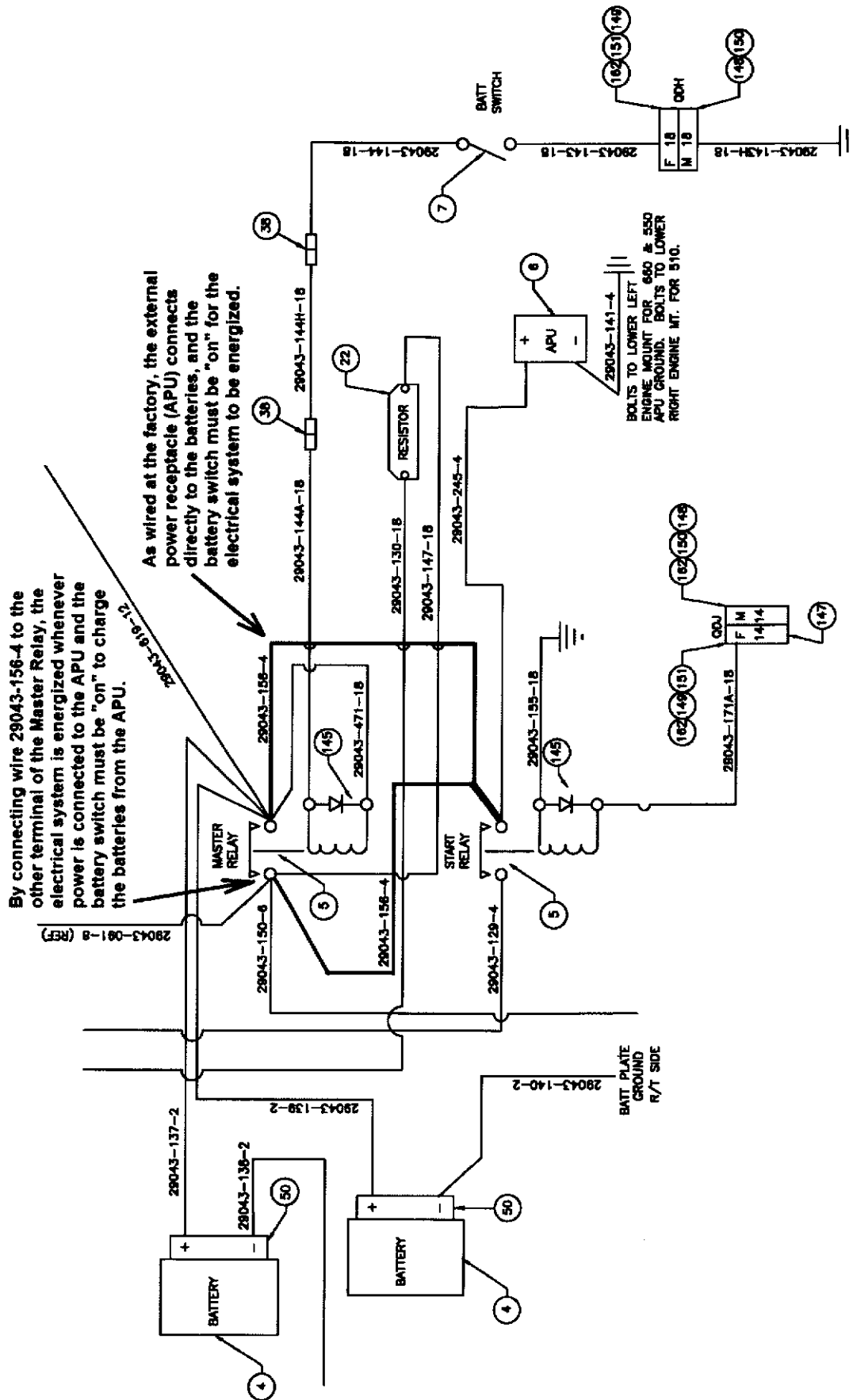
**“Thrush Service Letter SL-AG-112 was complied with at \_\_\_\_\_ total hours on aircraft.”**

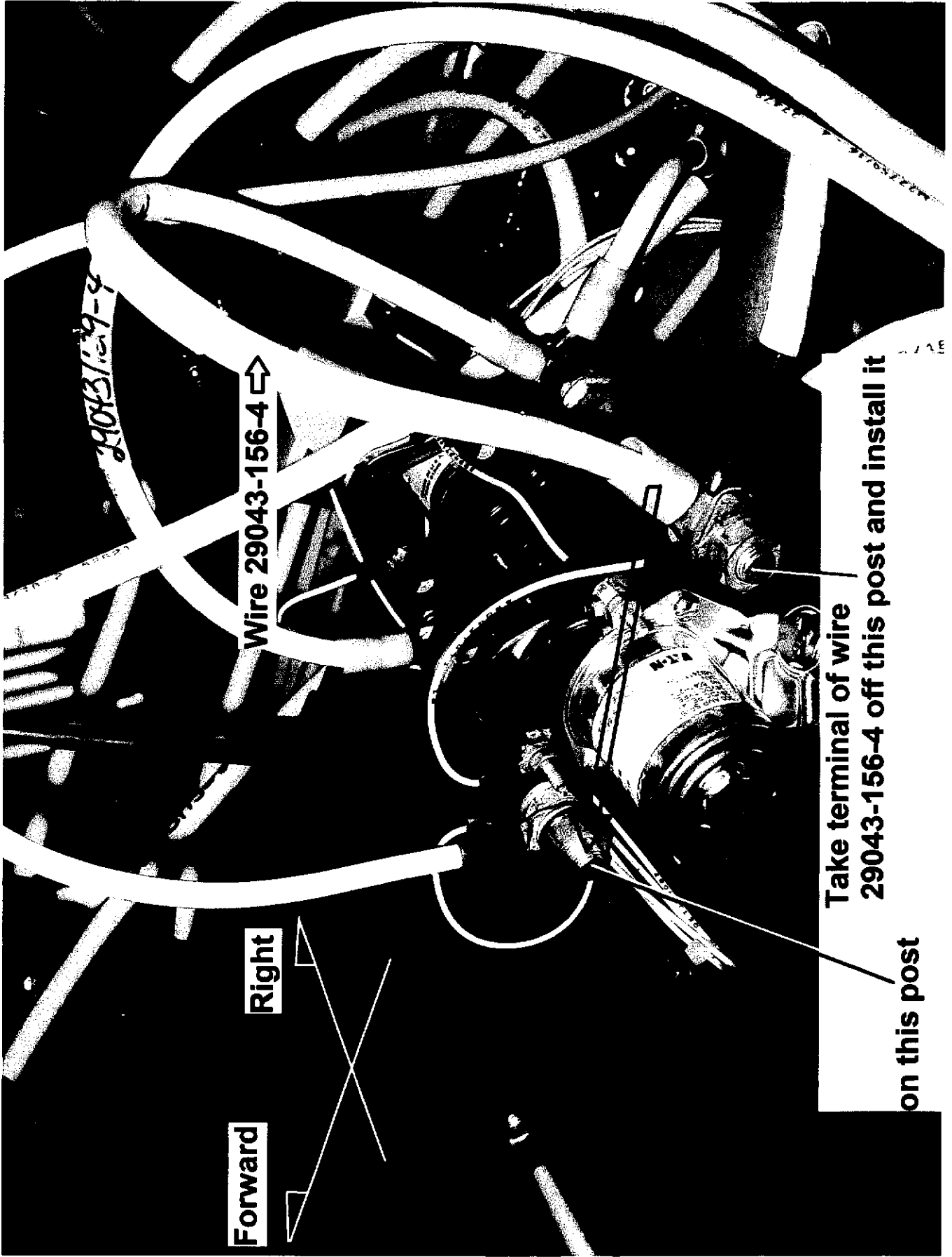
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name & certificate #

Signature

date





Wire 29043-156-4

29043-156-4

Take terminal of wire  
29043-156-4 off this post and install it

on this post

Right

Forward