SERVICE BULLETIN

SB-AG-88

Rev A: 10/20/2026

660 TAIL GEAR HOUSING INSPECTION & REPAIR

Affected Aircraft Models	Serial Number Range
S2R-T660	-151 & Previous



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Director of Engineering

LOG OF REVISIONS

NOTE: Reformatting and correction of typographical errors is not considered revision.

REV	PAGE	DESCRIPTION OF REVISION	BY:
IR	All	New Document Initial Release.	T. Surratt 07/15/2025
A	All Cover Page 5	Changed “Adapter Box” to “Housing.” Revised Serial Number Range. Added NOTE to 8.1.	T. Surratt 10/20/2026

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1. PURPOSE/REASON FOR PUBLICATION

This Service Bulletin is issued in response to one or more report(s) of cracks found in the 660-gallon series aircraft tail gear housing during a routine inspection.

2. SCOPE/COMPLIANCE

This Service Bulletin provides the approved procedure for inspecting and repairing the tail gear housing installed on 660-gallon series aircraft.

3. BY WHOM WORK WILL BE ACCOMPLISHED

The work is to be accomplished by an FAA Certified A&P Mechanic or foreign equivalent.

4. APPROVAL

This Service Bulletin is approved by the FAA and the Director of Engineering at Thrush Aircraft, LLC.

5. MAN HOURS

2 hours may be required.

6. SPECIAL TOOLS

- Welding equipment

7. PARTS LIST

QTY	PART NUMBER	NOMENCLATURE	NOTE

8. INSPECT

1. Locate forward end of tail gear housing and inspect for cracks and any other potential damage. (Reference Figure 1)

   NOTE: Verify joints for presence of welds. If welds present and no cracks or other damage found, return to service. Re-inspect at next scheduled inspection.

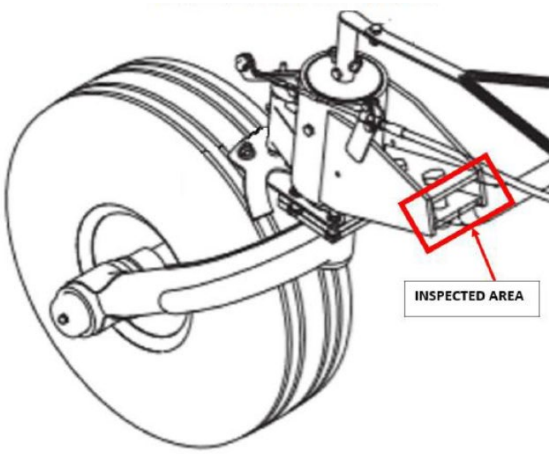


Figure 1

2. If cracks are detected, proceed in accordance with repair procedures outlined in following section.

9. REPAIR

1. Jack aircraft in accordance with jacking procedures outlined in aircraft maintenance manual (AMM).
2. Disassemble parts to bare housing assembly.
3. Remove each crack completely by grinding or making v-groove along total length of crack to remove crack in weld. If possible, remove weld completely at crack location (as much as possible) and have 45° at edge of welds.
4. Fabricate:
   a. -1 Repair Plate (x1) - 4130N steel (3.0” L X 0.60” W X 0.125” T).
   b. -2 Repair Plate (x4) - 4130N steel (0.50” L X 0.250” W X 0.250” T).

5. Restore integrity of welds following accepted procedures. See Figure 2 for details of location of weld. Use MIL or equivalent spec.

   NOTE: Acceptable to use International Standard ISO 15614-1 for welding part. Follow all guidelines of ISO for welding and WPQR (Welding Procedure Qualification Records).

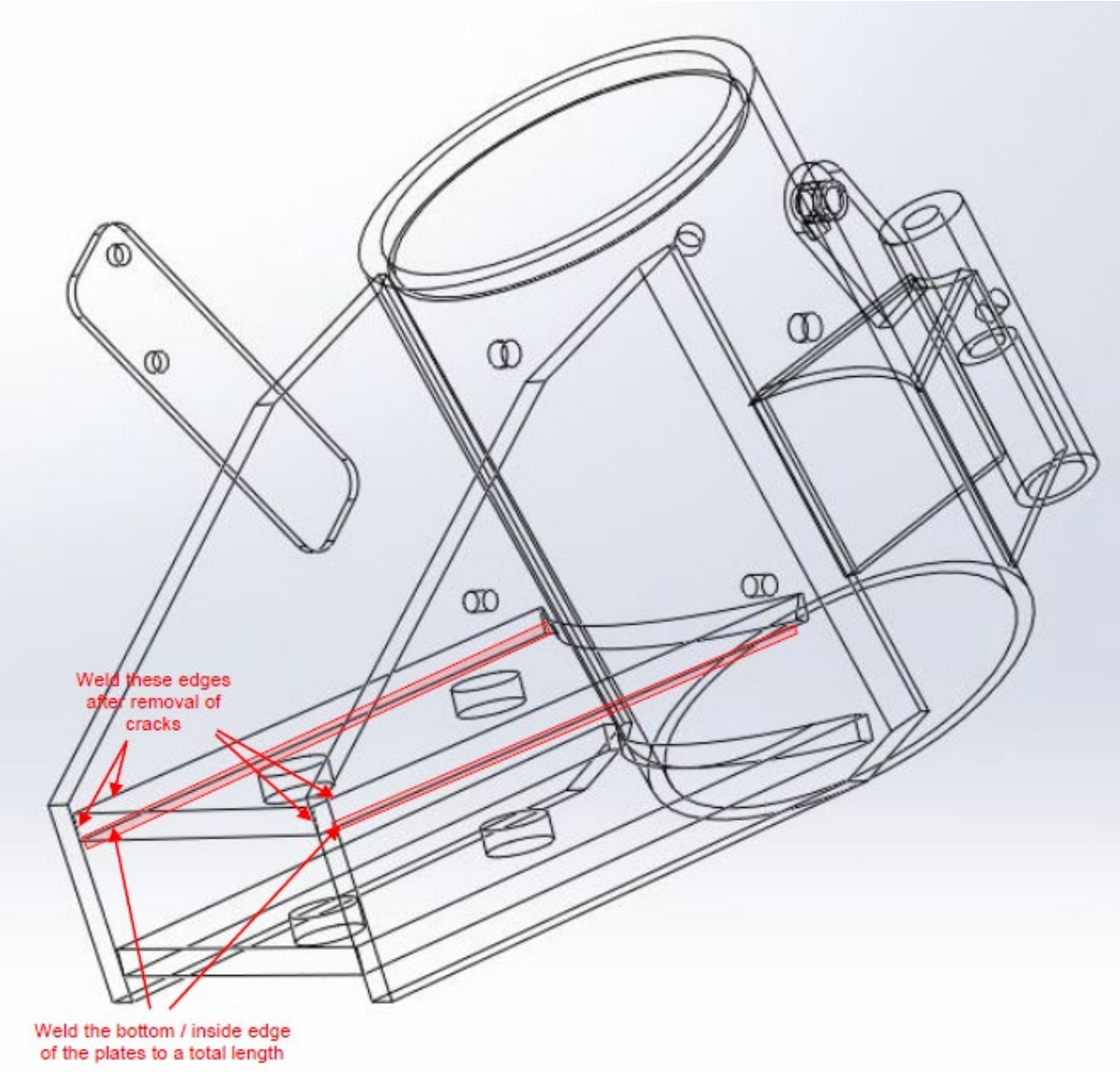


Figure 2

6. Weld -1 and -2 Repair Plates as shown in Figure 3 using accepted procedures. As/if required grind existing welds flush to existing structure during installation of -1 and -2 Repair Plates.

   NOTE: Acceptable to use International Standard ISO 15614-1 for welding part. Follow all guidelines of ISO for welding and WPQR (Welding Procedure Qualification Records).

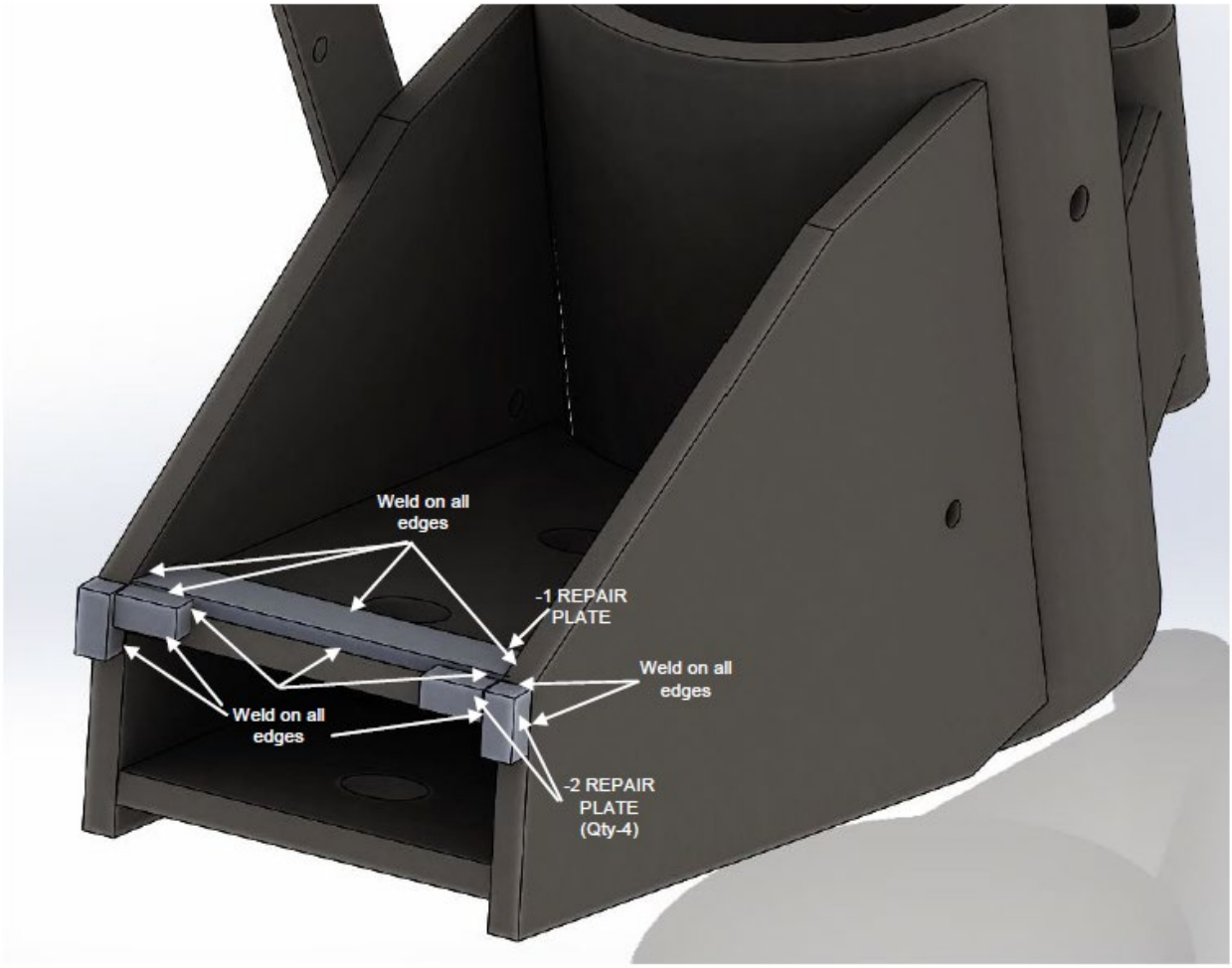


Figure 3

7. Perform dye penetrant inspection to ensure no voids/discrepancies in weld. Also acceptable to use any NDT method to ensure no discrepancies exists.
8. Stress relieve welded areas.

10. PRIME & PAINT

1. Scuff area of bare metal to ensure better adhesion of primer and paint.
2. Wipe down non-painted surface to remove dust using acetone or equivalent cleaning solution.
3. Apply epoxy primer to non-painted surface and allow to completely dry.
4. After the primer is dry, hand sand surface with 180 to 200 grit abrasive to blend into and roughen surrounding painted area.
5. Wipe down parts to remove dust.
6. Spray or brush coat the prepared areas with silicone alkyd copolymer enamel conforming to MIL-E-24635, Type II, Class 1.

   NOTE: The enamel paint will be the same color as the existing paint.

   NOTE: Allow paint to completely dry between each coat as required.

11. REINSTALL

1. Reinstall parts and components in reverse order of removal process.
2. Torque hardware in accordance with Torque Sheet within aircraft maintenance manual (AMM).
3. Visually inspect repair every 25 ± 5 hours.

12. COMPLIANCE

Service Bulletin SB-AG-88 Rev. A Compliance Report

Aircraft S/N:	Aircraft Owner:
Aircraft Registration #:	Address of Owner:
Airframe total time:	City & State:
Engine total time:	Physical location:
Complied with by:	Date of Compliance:
Signature:	Certificate #:

PLEASE RETURN THIS REPORT ONLY AFTER INSPECTION AND MODIFICATION IS MADE

This response card may be mailed, faxed to (229) 317-8225, or emailed to:
support@thrushaircraft.com

Fold, Tape & Mail (Do Not Staple)

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Return Address:

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