



A I R C R A F T

SERVICE INFORMATION LETTER

SIL-AG-71

Rev. A: 01/03/2025

S2R-T660

Engine Isolator Inspection

| Affected Aircraft Models | Serial Number Range |
|--------------------------|---------------------|
| S2R-T660 | ALL |

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LOG OF REVISIONS

NOTE: Reformatting and correction of typographical errors is not considered revision. True revisions are indicated by a dark vertical line at the right margin of the lines revised.

| Rev. | Page | Description of Revision | By: |
|------|------|---|--------------------------|
| IR | All | New Document Initial Release. | T. Surratt 12/05/2024 |
| A | 9 | Revised section <i>3.4 Replacement.</i> | T. Surratt 01/03/2025 |

1. PURPOSE/REASON FOR PUBLICATION

Thrush has been notified by more than one operator of premature wear or deformation of the Engine Isolators “Barry Mounts”. This Service Information Letter acts as an inspection notification to S2R-T660 Aircraft operators with PT6-65AG engines installed to inspect for this condition.

2. SCOPE/COMPLIANCE

This Service Letter contains the instructions for the inspection of the Engine Isolators “Barry Mounts” upon next routine maintenance interval or any sign of issue.

3. INSTRUCTIONS

3.1 HOW TO ACCESS

- Remove the RH upper skin just past the hopper and set aside.



Figure 3.1.1 – RH Upper Skin Removal



Figure 3.1.2 – RH Upper Skin Removal

- On the LH side of the aircraft, remove the oil cooler scoop.
- Unlatch the Camlocs from the LH upper skin just past the hopper and pull up until the starter generator cooling tube can be accessed.
- Loosen the clamp to remove the starter generator cooling tube from the air scoop.

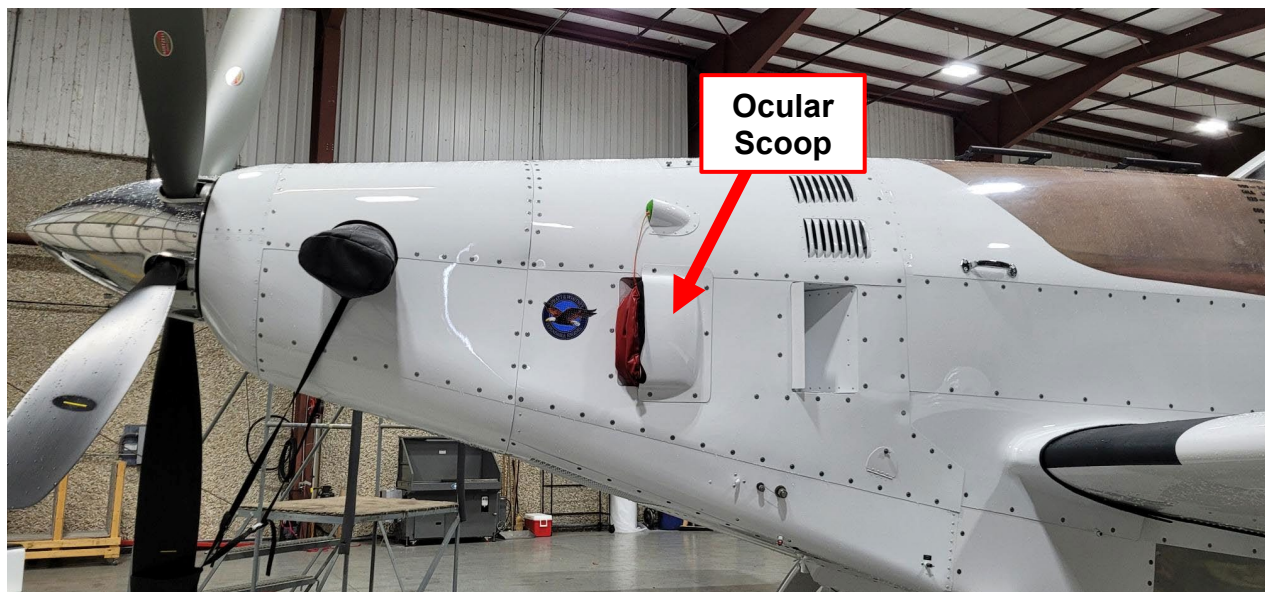


Figure 3.1.3 – LH Upper Skin Removal

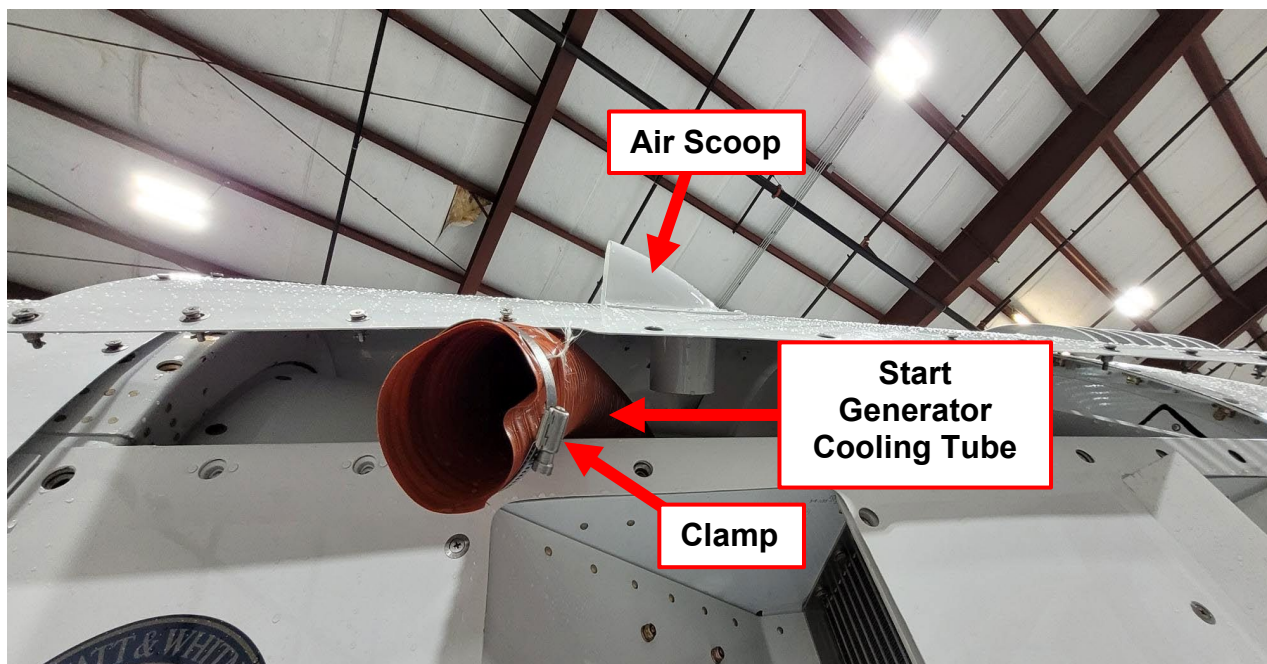


Figure 3.1.4 – LH Upper Skin Removal

- Remove the LH upper skin and set aside.



Figure 3.1.5 – LH Upper Skin Removal

- Remove the cannular skin and set aside.

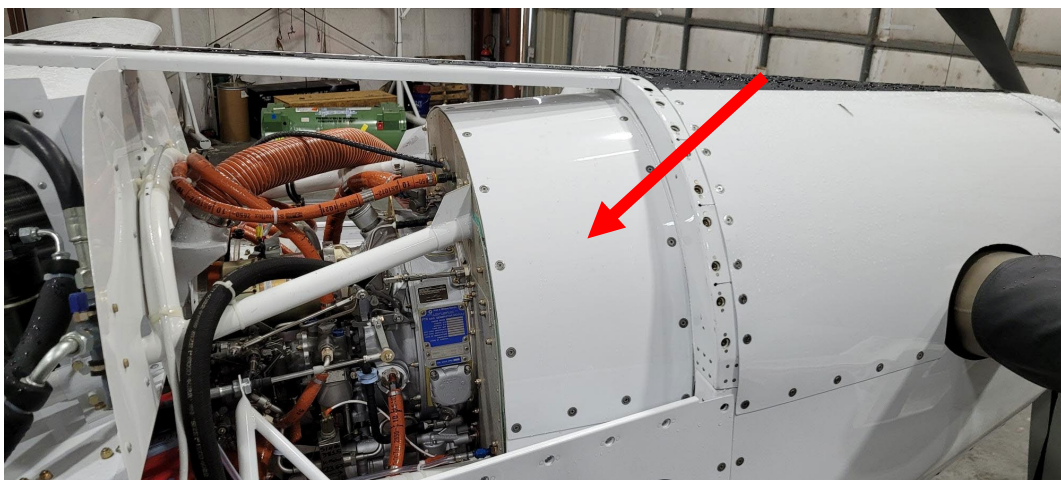


Figure 3.1.6 – Cannular Skin Removal

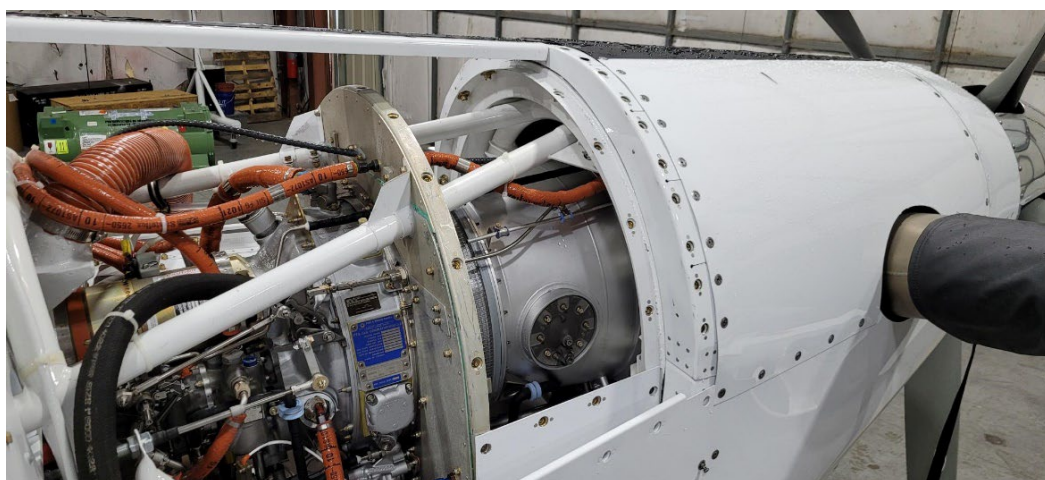


Figure 3.1.7 – Cannular Skin Removal

3.2 INSPECTION

- Visually inspect the condition of each of the four engine isolators.
 - **NOTE:** A flashlight and a mirror will be needed to inspect the forward side of the mounts.

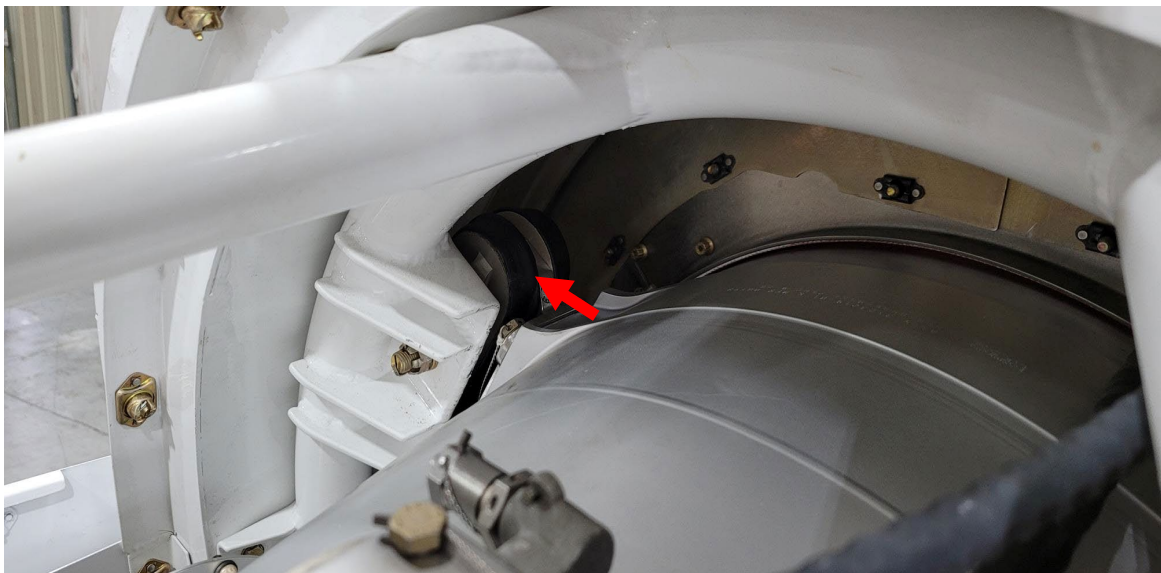


Figure 3.2.1 – LH Upper Engine Isolator

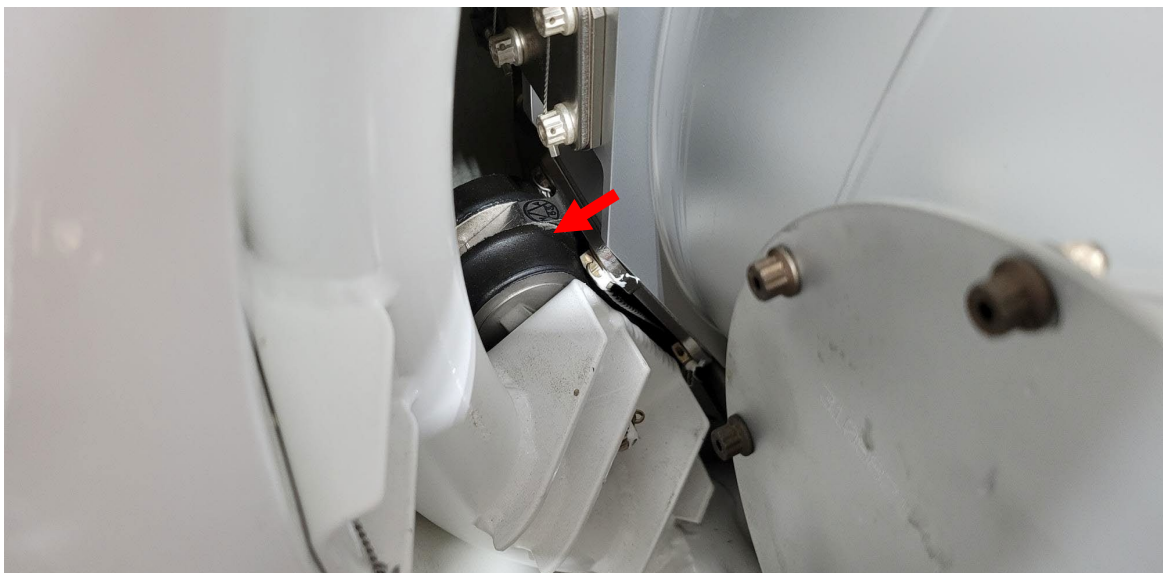


Figure 3.2.2 – LH Lower Engine Isolator



Figure 3.2.3 – RH Upper Engine Isolator

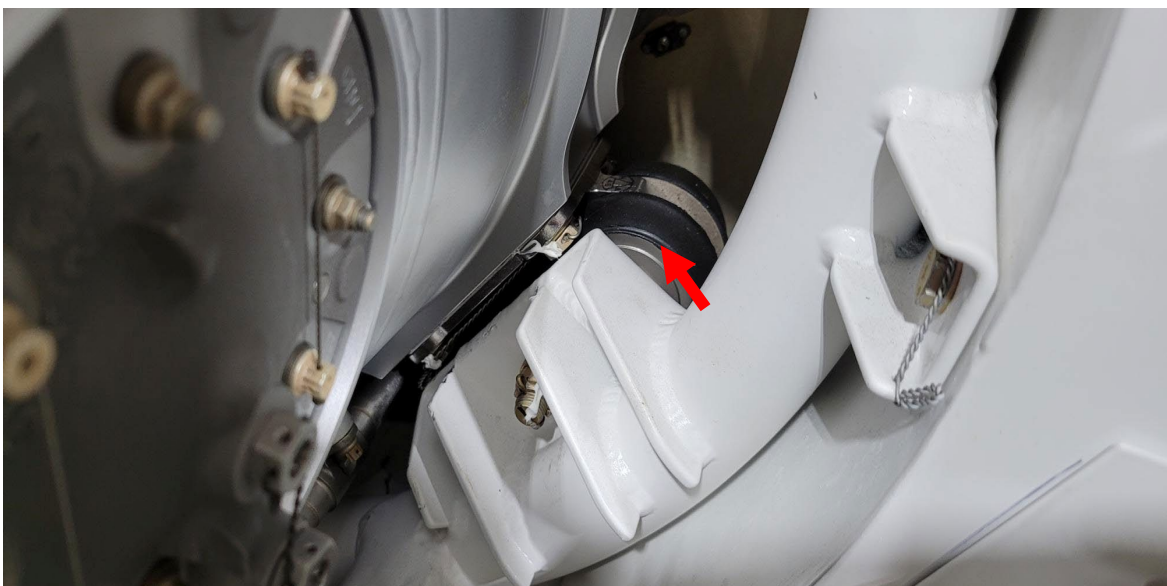


Figure 3.2.4 – RH Lower Engine Isolator

3.3 EXAMPLE



Figure 3.3.1 – Damage from Premature Wear

3.3 REPORT

- If damage or premature wear is found, please contact us at support@thrushaircraft.com.

3.4 REPLACEMENT

- Individual engine isolators may be replaced on an as needed basis.
- Operators may elect to upgrade to an improved isolator: See CK-AG-61, available on Thrush's website and Veryon subscriptions.

4. COMPLIANCE

Service Information Letter SIL-AG-71 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 HAS BEEN MADE

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

Fold, Tape & Mail (Do Not Staple)

Return Address:

**Thrush Aircraft LLC.
Attn: Customer Support Team
300 Old Pretoria Road
Albany, Ga 31721**