

300 Old Pretoria Road Albany, GA 31721
Phone: 229.883.1440 Fax:229.439.9790
www.thrushaircraft.com

SERVICE LETTER

SL-AG-126

Initial Release: 06/11/2018

RUDDER PEDAL MECHANISM INSPECTION

AIRPLANES AFFECTED:

MODEL

ALL

SERIAL NUMBERS

ALL

A handwritten signature in blue ink, appearing to read "James Alman", is written over a horizontal line.

James Alman

Vice President of Engineering

LOG OF REVISIONS

NOTE: Re-formatting 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.	K. Sheppard 06/11/2018

1. PURPOSE/REASON FOR PUBLICATION:

It has come to the attention of Thrush Aircraft, that some maintenance and operational practices for the rudder pedal adjustment mechanism are not coinciding with OEM published data. The improper procedures and operation practices may lead to damage of the pedal adjustment mechanism and consequent loss of control of the aircraft. The purpose of this publication is to serve as a reminder of the importance of the proper procedures taken for adjusting and servicing the rudder pedal mechanism.

2. ACCOMPLISHMENT INSTRUCTIONS:

It is imperative to follow OEM data pertaining to the aircraft. This includes the Aircraft Flight Manuals and Aircraft Maintenance Manuals for all Thrush Aircraft models.

Before starting the engine on any Thrush model, the rudder pedal shall be adjusted and locked. If adjustment is not needed, the pedal adjustment mechanism shall be locked. Proper methods are found in the “Before starting the engine” section of the Aircraft Flight Manual. This is critical for safe flight.

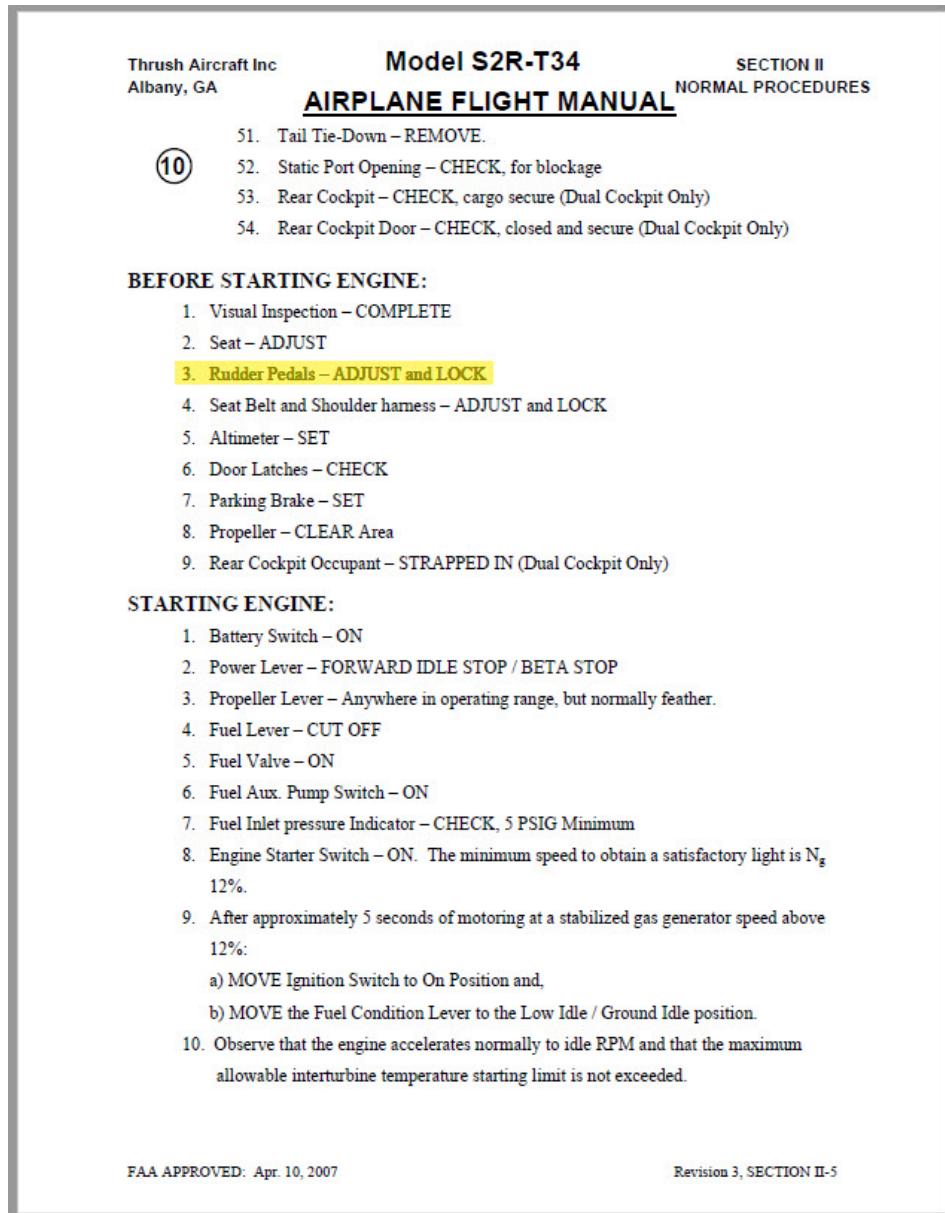


Figure 1
Example from S2R-T34 AFM

Rudder Pedal Adjustment:

- a) Move lever on bottom of rudder pedal to disengage internal pin in the adjustment bracket.
- b) Find desired adjustment and engage in bracket hole.

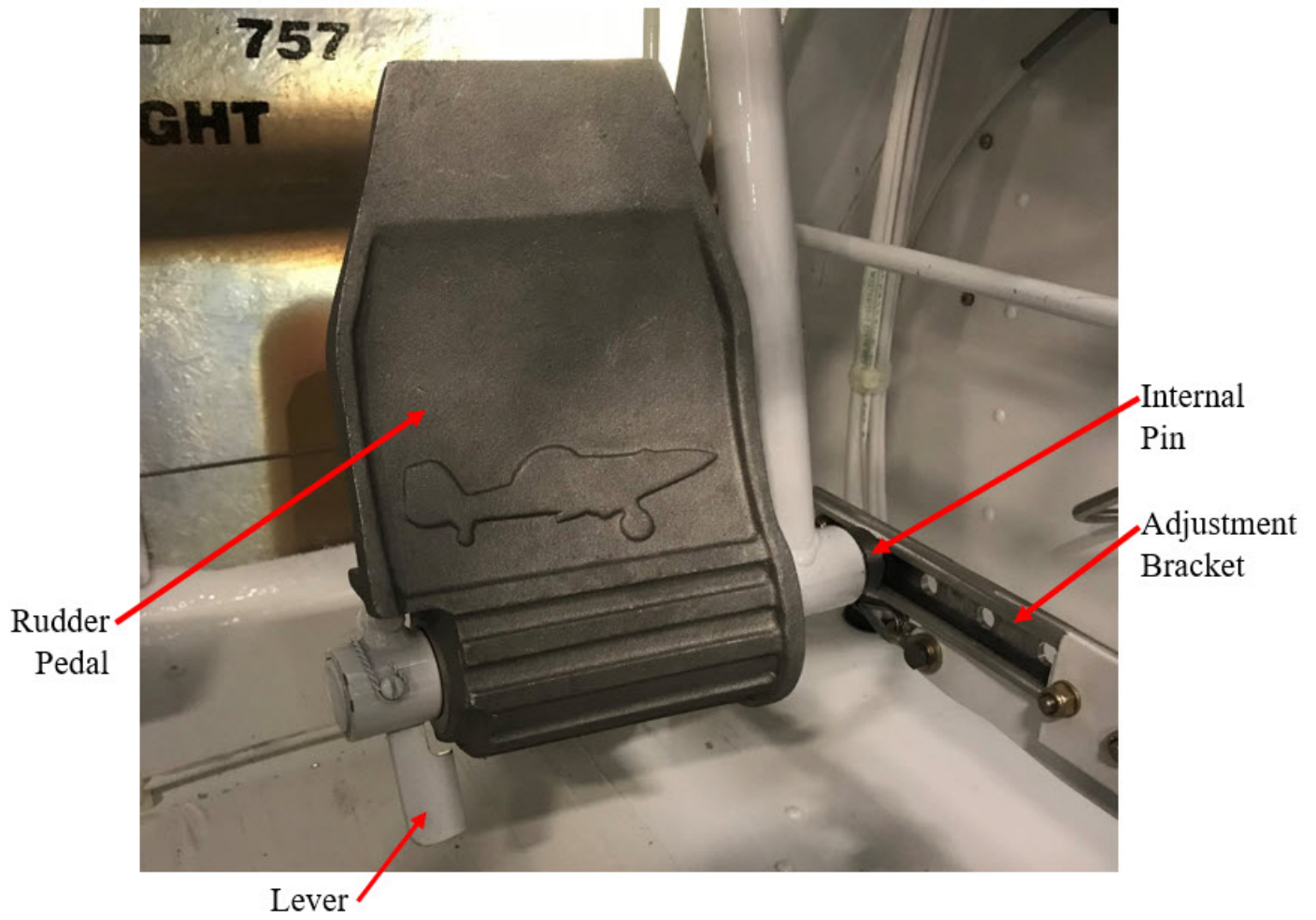


Figure 2
Rudder Pedal Adjustment

Proper inspection of adjustment and lubrication at the rudder pedal mechanism is significant. The inspection and adjustment procedures are found in the “Control Systems” section of the Aircraft Maintenance Manual.

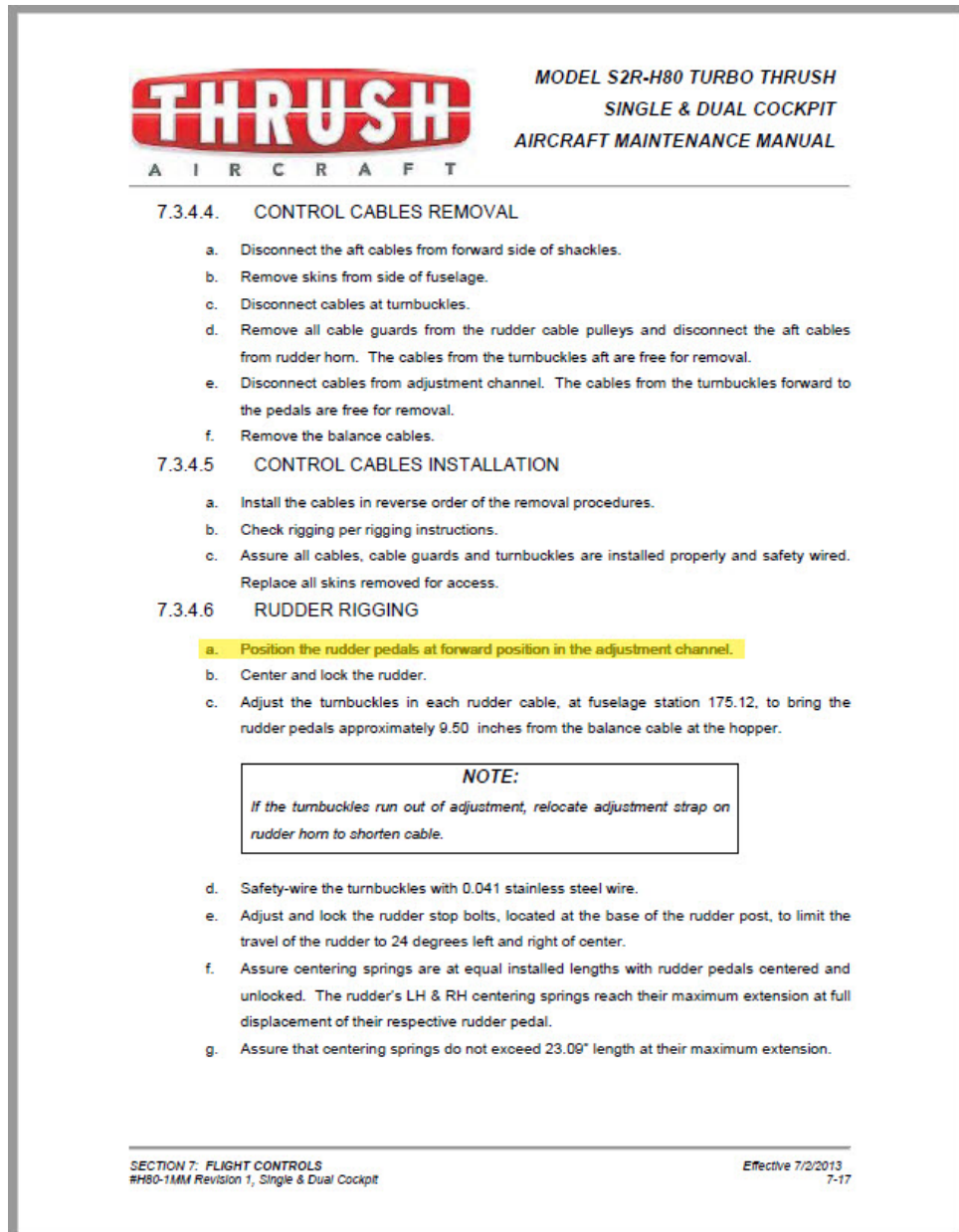


Figure 3
Example from S2R-H80 AMM

Lubrication of the rudder pedal mechanism is in the “Servicing” section of the Aircraft Maintenance Manual.

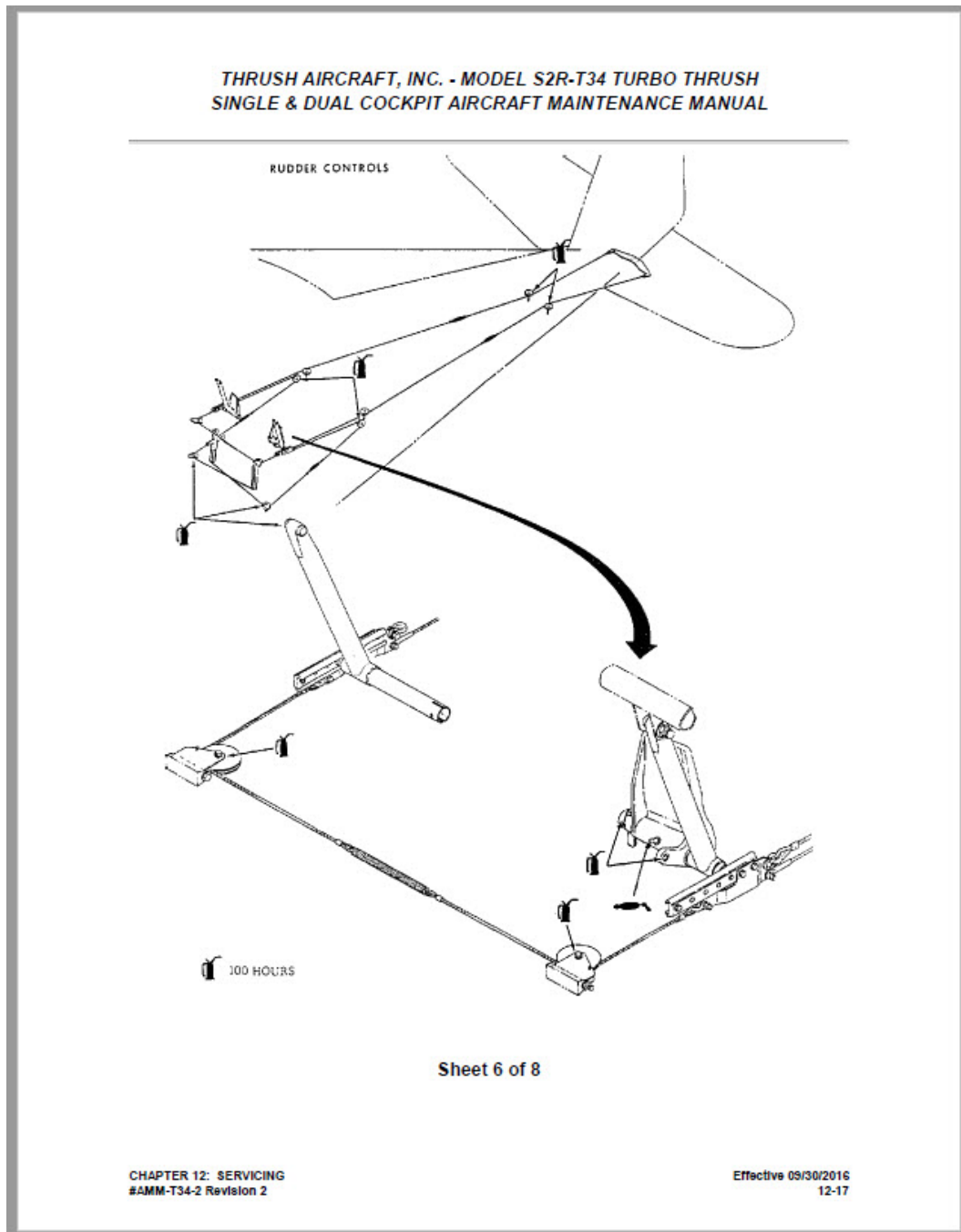


Figure 4
Example from S2R-T34 AMM

Perform a preliminary inspection of the overall general area for cleanliness, presence of foreign objects, deformed or missing fasteners, security of parts, corrosion, and damage.

*THRUSH AIRCRAFT, INC. AIRCRAFT MAINTENANCE MANUAL
MODEL S2R-T34 TURBO THRUSH - SINGLE & DUAL COCKPIT*

5-20.14 CONTROL SYSTEMS

<i>CONTROL SYSTEMS</i>		Daily	50 HRS	100 HRS	400 HRS
1.	Check all turnbuckles for corrosion and for proper lock wiring.			X	
2.	Inspect all cables and end fittings for wear. Check for correct tension.			X	
3.	Check all push rods for loose bearings, endplay, straightness and paint condition.			X	
4.	Check idlers and bellcranks for binding or for slack.			X	
5.	Inspect the rudder pedals and the support brackets for general condition.			X	
6.	Inspect the attachment of the control stick to the main torque tube for slack and bearing wear.			X	
7.	Check control stick to main torque tube bolt for proper torque (65 to 70 in. lbs.)			X	
8.	Check the aileron control stops for tightness and for condition of fittings.			X	
9.	Inspect all push-pull tubes rod-end jam nuts for security. Inspect all witness/inspection holes with a piece of .032" safety wire to insure that all rod-ends are screwed far enough onto the push-pull tubes.			X	
10.	Inspect the push rods for clearance to the structure.			X	
11.	Inspect all push-pull tubes rod-end jam nuts for security. Inspect all witness/inspection holes with a piece of .032" safety wire to insure that all rod-ends are screwed far enough onto the push-pull tubes.			X	
12.	Inspect the push rods for clearance to the structure.			X	
13.	Inspect the trim systems for correct operation and for general condition.			X	
14.	Remove control stick from main the torque tube bolt, inspect and replace bolt as required.				X 500 Hours

CHAPTER 5: AIRWORTHINESS LIMITATIONS
#AMM-T34-2 Revision 2

Effective 09/30/2016
S-15

Figure 5
Example from S2R-T34 AMM