SERVICE LETTER

SL-AG-146

Rev IR: 12/17/2025

BRAKE-CHECK PROCEDURES & BEST PRACTICE

Affected Aircraft Models	Serial Number Range
S2R	ALL

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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 12/17/2025

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1. PURPOSE/REASON FOR PUBLICATION

The reason for this publication is to share recommendations that Thrush received from one of its fleet operators regarding additional brake checks as operational best practices.

2. SCOPE/COMPLIANCE

This Service Letter is to highlight and clarify the current published brake procedures and educate pilots and operators on the recommended best practice of an in-flight brake check.

3. CURRENT PROCEDURES

3.1 AIRCRAFT MAINTENANCE MANUAL (AMM)

1. The following AMM excerpt outlines current inspection procedures and intervals for Main Landing Gear components.

   NOTE: Excerpt shown sourced from T660 AMM. Refer to the applicable AMM for the specific aircraft.

	MAIN LANDING GEAR				
1.	Check the main landing gear bolts. Replace, if worn.	X		X	
2.	Check the tires and tubes, wheels, and brake discs and lining for general condition.	X		X	
3.	Check the spindle for straightness and tightness.			X	
4.	Check, inspect, lubricate with MIL-G-81322 (Aeroshell 22) grease, and reassemble all wheel bearings. (See chapter 6 for pertinent data.)			X	
5.	Check the master cylinders, parking brake valves, brake lines, brake calipers, all brake fittings, and brake bleeders for leakage, general condition, and security.			X	
	MAIN LANDING GEAR (Continued)	**Daily**	**50 HRS**	**100 HRS**	**400 HRS**
6.	Check brake fluid level in each master cylinder and top off with fresh MIL-H-5602 aviation hydraulic fluid as required.			X	
7.	Check the operation and holding ability of the pedal and parking brakes. Bleed hydraulic systems if required.	X		X	

Figure 1

3.2 AIRCRAFT FLIGHT MANUAL (AFM)

1. Following AFM excerpt outlines current normal flight procedures which include brake applications. **The clarification of this procedure is that in order to set the parking brakes, the pilot must first apply brake pressure, thereby testing the brake operation.**

   NOTE: Excerpt shown sourced from T660 AFM. Refer to the applicable AFM for the specific aircraft.

2.2 BEFORE STARTING ENGINE

1. Visual Inspection – COMPLETE
2. Seat – ADJUST
3. Rudder Pedals – ADJUST and LOCK
4. Seat Belt and Shoulder Harness – ADJUST and LOCK
5. Altimeter – SET
6. Door Latches – CHECK
7. Parking Brake – SET
8. Propeller – CLEAR area.

Figure 2

2.3 STARTING ENGINE

1. Battery – ON
2. Power Lever – FORWARD IDLE STOP / BETA STOP
3. Propeller Lever – FEATHER
4. Fuel Condition Lever – CUT OFF
5. Fuel Valve – ON
6. Fuel Auxiliary Pump Switch – ON
7. Fuel Inlet pressure Indicator – CHECK 5 PSIG minimum.
8. Engine Starter Switch – ON

   NOTE: The minimum engine speed to obtain satisfactory ignition is 13% Ng.
9. After approximately 5 seconds of motoring at a stabilized gas generator speed above 13%:
   a. MOVE Ignition Switch to ON Position
   b. MOVE the Fuel Condition Lever to the Ground Idle Position
10. OBSERVE that the engine accelerates normally to idle RPM and that the maximum allowable inter-turbine starting limit is not exceeded.
11. Engine Starter Switch and Ignition Switch – OFF
12. Oil Pressure – CHECK 85 PSIG minimum.
13. Fuel Auxiliary Pump – OFF
14. Fuel Pressure from Engine Driven Pump – CHECK 5 PSI minimum.
15. Generator – ON and CHECK charging normally.

Figure 3

2.7 TAKEOFF

1. Brakes – RELEASE
2. Power Lever – ADVANCE, but DO NOT EXCEED the engine operational limitations (See the Limitations Section).
3. After takeoff – ACCELERATE to the best rate of climb airspeed of 117 mph IAS, for flaps down.

Figure 4

2.11 LANDING

1. Airspeed on Final – MAINTAIN 82 MPH with hopper empty.
2. Wing Flaps – SET 15 degrees.
3. Touchdown – Main Wheels.
4. Landing Roll - LOWER tail smoothly and CLOSE the throttle.
5. Propeller – REVERSE; reverse may be used after the tail is on the ground.
   NOTE: To use Reverse Thrust, LIFT the Reverse Gate on the Power Lever and MOVE the Power Lever smoothly into reverse. The tail wheel should be locked during all the reverse operation.
6. Brakes – USE as necessary.

Figure 5

2.13 ENGINE SHUTDOWN

1. Parking Brake – SET
2. Power Lever – IDLE
3. Propeller Lever – FEATHERED
4. Fuel Condition Lever – CUT OFF
5. P-3 Heater Switch – OFF
6. Battery Switch – OFF
7. Generator Switch – OFF

Figure 6

2.14 SECURING THE AIRCRAFT

1. Parking Brake – RELEASE and INSTALL the wheel chocks.
2. Control Lock – ENGAGE
3. Wing Tie-Downs and Tail Tie Down – SECURE
4. While the aircraft is unattended, be sure that the propeller is tied down to prevent windmilling with zero oil pressure.

Figure 7

4. ADDITIONAL BRAKE CHECK

1. Recommended best practice of an additional in flight, prelanding brake check is as follows:
    a. Prior to landing, simultaneously apply brakes to verify proper operation.
        i. If pedal resistance not present, pump brakes to restore pressure.
        ii. If pressure not restored, plan and execute landing without braking.

5. COMPLIANCE

Service Letter SL-AG-146 Rev. IR 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 #:

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This response card may be mailed, faxed to (229) 317-8225, or emailed to:
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Attn: Customer Support Team

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