

Service Letter No. SL-AG-97
1 October, 1982
Revised 23 August 1994

LOWER WING SPAR INSPECTION

- MODELS AFFECTED:** All S-2D, S-2R, S2R-T15, S2R-T34, S2R-R1820 AND S2R-G10 operating in the Commonwealth of Australia
- REASON FOR PUBLICATION:** This Service Letter is being issued to provide for periodic inspection of the lower wing spar assembly for fatigue cracks.
- COMPLIANCE:**
- 1 For Models S2D and S2R, at 2500 hours time in service and every 500 hours thereafter.
 - 2 For Models S2R-T15 and S2R-T34, at 2500 hours time in service and every 500 hours thereafter.
 - 3 For Model S2R-R1820, at 2500 hours time in service and every 500 hours thereafter.
 - 4 For model S2R-G10, at 2500 hours time in service at every 500 hours thereafter.
- NOTE
IF ANY PROBLEMS ARE ENCOUNTERED WHILE COMPLYING WITH THIS SERVICE LETTER, CONTACT YOUR NEAREST AYRES THRUSH DEALER.
- BY WHOM WORK WILL BE ACCOMPLISHED:** A & P mechanic or equivalent.
- APPROVAL:** Ayres Corporation, Engineering Department
- ESTIMATED MAN HOURS:** 3 to 4 man hours
- PARTS DATA:** None

SPECIAL TOOLS: None

DOCUMENT REFERENCE: AD/AC-Snow/14

ACCOMPLISHMENT INSTRUCTIONS:

1. Remove left and right belly skins located just aft of the firewall. These skins are located adjacent to the spray pump mount. This will provide access to the main spar center section.
2. Remove lower wing root fairings to provide access to the lower spar web flange.
3. Visually inspect the lower spar for fatigue cracks from the airplane centerline outboard to the wing root rib paying attention to the following: (See Figure 1 & 2)
 - a. Lower spar web flange P/N 20273
 - b. Lower half of forward doubler P/N 20230
 - c. Lower half of center splice plate P/N 20211 (aft side of spar assembly).
 - d. Lower half of doubler P/N 20271 which is located on the aft side of the spar assembly and terminates at the root rib.
 - e. Inspect each huck pin head and collar for signs of looseness or evidence that the pins are "working". Check for cracks radiating from under the huck pin head or collar.
 - f. Inspect all bolt heads and nuts for looseness or cracks radiating from them.
 - g. Outboard of the root rib along with lower spar to leading edge attachments, check for loose rivets, cracked leading edge skin or cracks from under the rivet heads.
4. If cracks are found, remove wing from aircraft and replace the cracked part using established, standard aircraft practices.
5. Fill out enclosed compliance card indicating the results of the inspection noting which part was replaced.
6. Return the aircraft to service.
7. If no cracks are found, fill out enclosed compliance card so indicating.
8. Return the aircraft to service.

ELECTRICAL LOAD: No change

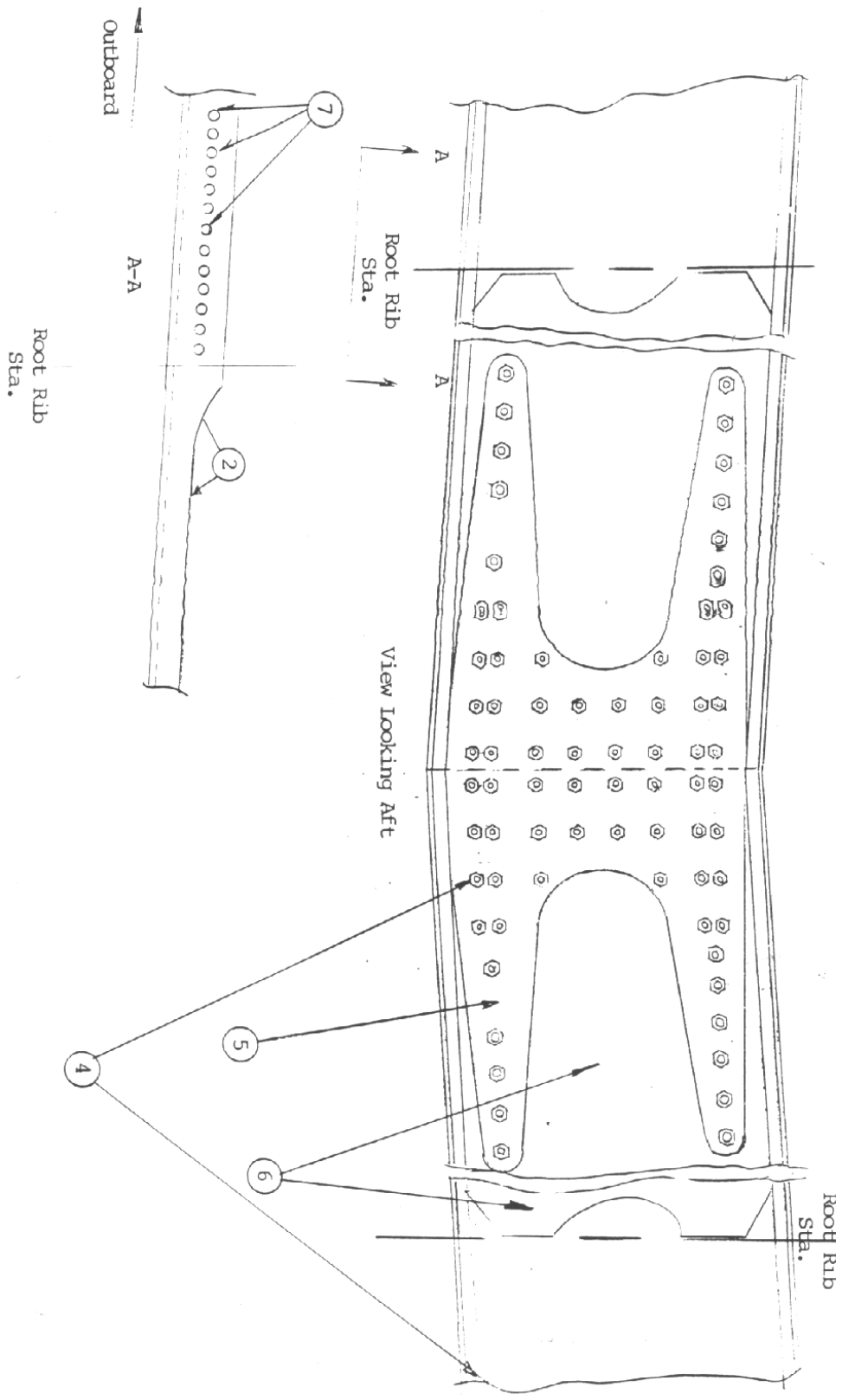
WEIGHT & BALANCE: No change

PUBLICATIONS

AFFECTED: NONE

RECORD COMPLIANCE:

Make appropriate entry in aircraft maintenance records as follows: Service Letter NO. SL-AG-97 dated October 1, 1982, entitled "Lower Wing Spar Inspection" accomplished (date) .



5. Inspect lower half of center splice plate P/N 20211
6. Inspect lower half of doubler P/N 20271
7. Inspect lower spar to leading edge attachments for loose rivets, cracked leading edge skin or cracks from under the rivet heads.

FIGURE

SL-AG-97

COMPLIANCE CARD
SERVICE LETTER SL-AG-97

S/N _____ **OWNER** _____

TT _____ **hrs** **LOCATION** _____

DEFECTS **NO DEFECTS**

PARTS REPLACED P/N _____

INSPECT'D BY _____ **DATE** _____