

Airworthiness Directive Schedule

Aeroplanes

Thrush Aircraft S2R-G10 and S2R-T34 (Turbo Thrush)

26 October 2017

- Notes:**
1. This AD schedule is applicable to Thrush S2R-G10 aircraft manufactured under FAA Type Certificate No. A4SW, and
Thrush S2R-T34 aircraft manufactured under FAA Type Certificate No. A3SW by Thrush Aircraft, Inc. (formally Quality Aerospace , Ayres Corporation, Rockwell International Commander Aircraft Division, Rockwell International Albany Aircraft Division, North American Rockwell Corporation and Snow Aeronautical Company).
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the FAA web site at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. Manufacturer service information referenced in ADs listed in this schedule may be at a later approved revision. Service information at a later approved revision can be used to accomplish the requirements of these ADs.
 4. The date above indicates the amendment date of this schedule.
 5. New or amended ADs are shown with an asterisk *
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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		
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DCA/S2R/1A Wing Spar - Inspection

Applicability: Model S2R-T34 aircraft, S/N 6000R through to 6049R, T34-001 through to T34-143, T34-145, T34-147 through to T34-167, T34-171, T34-180 and T34-181. (Serial numbers with or without a DC suffix)

Requirement: To detect fatigue cracking of the lower spar caps, which, if not corrected, could result in the wing separating from the aircraft with consequent loss of the aircraft, accomplish the following:

Inspect, using magnetic particle procedures, the ¼ inch and 5/16 inch bolt hole areas on each lower spar cap for fatigue cracking per Ayres SB-AG-39.

If any cracking is found during the inspection required by this AD, prior to further flight, replace the affected lower spar cap per the maintenance manual. Upon replacement, total hours TIS starts over for that particular lower spar cap. (FAA AD 97-13-11 also refers)

Compliance: At 1600 hours TTIS on each lower spar cap, or prior to further flight whichever is the later. Thereafter inspect at intervals not to exceed 350 hours TIS or one year, whichever is the sooner.

Note: A ferry flight to a location to accomplish the requirements of this AD is permitted, provided that:-

- (1) The hopper is empty.
- (2) Vne is reduced to 109 knots.
- (3) Flight into known turbulence is prohibited.

Effective Date: DCA/S2R/1 - 27 June 1997
DCA/S2R/1A - 1 August 1997

DCA/S2R/2 AD Compliance at Initial New Zealand Airworthiness Certificate Issue

Applicability All model S2R series aircraft.

Requirement: Compliance with the following Airworthiness Directives (as applicable) is required:

FAA Airworthiness Directives

79-10-10 - Separation of hinge from rudder

80-04-06 - Cracks in tubular front spar

84-09-03 - Fuselage upper longerons

93-01-03 - Wing spar corrosion

93-20-05 - Vertical tail attach bracket

93-20-06 - Outboard wing huckbolts

Compliance: Before issue of New Zealand Airworthiness Certificate. Repetitive inspections to be accomplished at intervals not exceeding the times specified in the FAA Airworthiness Directives.

Effective Date: 1 August 1997

DCA/S2R/3 Main Landing Gear Fuselage Attachment Bolts - Replacement

Applicability: All model S-2R, S2R-G1, S2R-G5, S2R-G6, S2R-G10, S2R-R3S, S2R-T11, S2R-T15, S2R-T34, S2R-T45, S2R-T65, S2R-R1340, S2R-R1820, S2RHG-T34, and S2RHG-T65 aircraft.

Requirement: To prevent collapse of the main landing gear caused by cracked main landing gear fuselage attach bolts, which could result in main landing gear collapse with possible wing fuel tank rupture and consequent fire, accomplish the following:-

1. Replace each main landing gear fuselage attach bolt that is drilled with a grease fitting with an undrilled (no grease access) attach bolt, P/N AN10-33 or NAS6610-42D (or approved equivalent P/N). Accomplish this per Ayres SB-AG-42 and the applicable maintenance manual.

2. Do not install on any affected aircraft a main landing gear fuselage attach bolt (that is drilled with a grease fitting), P/N 21418T001 or 21418T005 (or approved equivalent P/N).
(FAA AD 2000-05-23 refers)

Compliance: 1. Within next 100 hours TIS.
2. From 27 April 2000.

Effective Date: 27 April 2000

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<http://www.caa.govt.nz/airworthiness-directives/states-of-design/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

*** 2007-26-01 Vertical and Horizontal Stabilisers - Inspection**

Applicability: This AD is applicable to the aircraft models and S/Ns list in FAA AD 2007-26-01 with a metal empennage P/N 40220 or 95400 (applies to S/Ns with or without a "DC" suffix).

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 26 October 2017

*** 2009-26-11 Spar Caps - Inspection**

Applicability: This AD is applicable to the aircraft models and S/Ns listed in Table 1 of FAA AD 2009-26-11 fitted with wing front lower spar cap P/N 20207-1, 20207-2, 20207-11, 20207-12, 20207-13, 20207-14, 20207-15, or 20207-16. This AD applies to the S/Ns in Table 1 with or without a "DC" suffix. This AD does not affect aircraft with any other wing front lower spar cap P/N, e.g. Thrush P/N 22507 (any dash number) or Supplemental Type Certificate (STC) SA03654AT parts. Table 1 in the FAA AD also identifies the group that each aircraft belongs in when determining inspection compliance times and life limit times for the parts.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 26 October 2017