



SERVICE LETTER NUMBER 122			
TITLE: Fuselage modification, "Jo-Bolt" installation for 5600 lb GW Beaver			
BY: K. Taylor	ACFT MAKE/MODEL(S):	FLOAT MODEL(S):	NOTE(S):
APP: R. Adler	Viking DHC-2 Mk. I "Beaver"	6100, sea plane and	MANDATORY COMPLIANCE
DATE: 3-Aug-11	with Wipaire 5600 lb gross	amphibian, or	
REV: A	weight increase STC SA1324CH.	wheel/ski plane	

FAA APPROVAL HAS BEEN OBTAINED FOR TECHNICAL DATA IN THIS PUBLICATION THAT AFFECTS STC OR TSO DESIGN COMPLIANCE

EFFECTIVITY:

All Manufacturers Serial Number (MSN) Viking DHC-2 Mk. I aircraft equipped with the Wipaire, Inc. 5600 lb MTOGW increase STC SA1324CH. This letter applies to all configurations including sea plane, amphibian, land plane, and ski plane. This letter applies to aircraft equipped with both Edo and Wipline float models.

SERVICE LETTER P/N: 1005429 for ECN 10081

COMPLIANCE: **MANDATORY** FOR ALL AIRCRAFT EQUIPPED WITH STC SA1324CH.

BACKGROUND:

Certain Viking DHC-2 Mk. I Beaver aircraft equipped with the Wipaire, Inc. 5600 lb gross weight increase STC may not be equipped with the necessary fasteners at the Sta. 8.00 aft landing gear/wing strut fitting, Wipaire P/N 6A16000-018.

COMPLIANCE METHOD:

Compliance is achieved through completion of the instructions in the Technical Data section of this service letter.

APPROX. SHOP HOURS:

The functions outlined by this service bulletin will take approximately 8 hr. to accomplish.

WARRANTY INFORMATION:

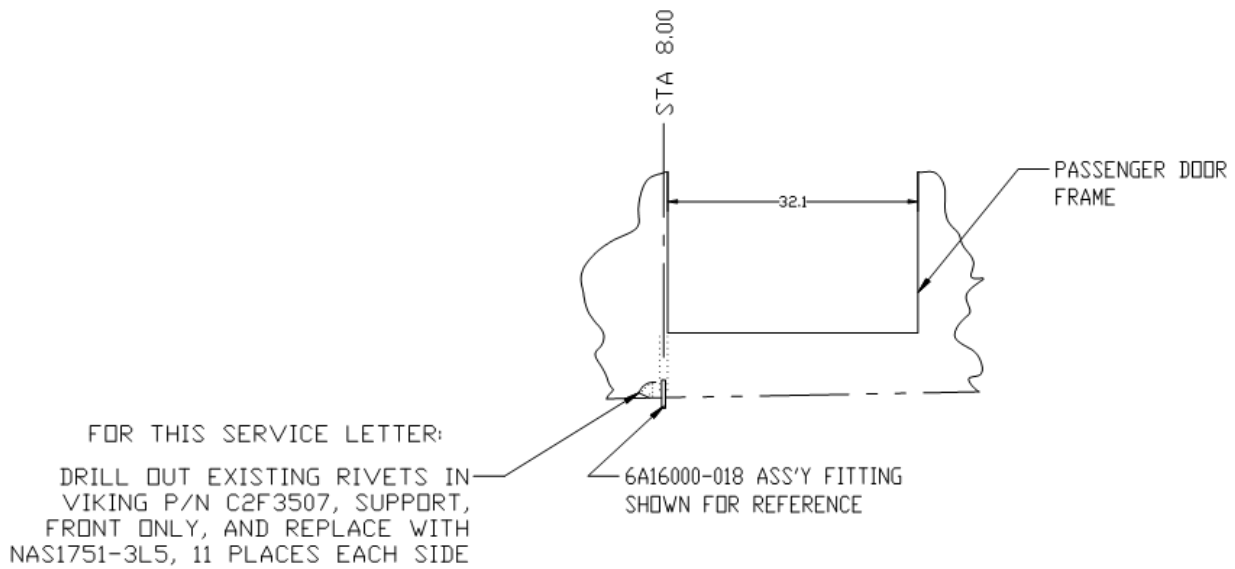
This service letter does not include any warranty labor. This service letter does include warranty for the necessary replacement fasteners.

NOTES:

1. Airframe inspection and modification instructions in the Technical Data section of this service letter should be accomplished in accordance with the Viking Aircraft, Ltd. Aircraft Maintenance Manual P/N PSM-1-1-2, latest revision.

TECHNICAL DATA AND INSTRUCTIONS:

1. Gather necessary technical data:
 - a. Installation drawing number 5D1-790, revision E, or later, available from Wipaire, Inc.
 - b. Latest copy of this SL 122, available on website www.wipaire.com.
 - c. Service manual for DHC-2 Mk. I aircraft, available from Viking Aircraft, Ltd. (VAL) P/N PSM-1-1-2, latest revision.
 - d. Wipline model 6000/6100 float Service manual and ICAW, P/N 1002553, rev. D or later approved revisions, as available on website www.wipaire.com.
2. Inspect aircraft:
 - a. See figure 1. Inspect area forward of the Sta. 8 “pork chop” fitting P/N 6A16000-018. Fasteners retaining the internal fitting VAL P/N C2F3507 should be “Jo-bolts” (blind bolts), P/N NAS1751-3L5 (or VAL P/N PLT211-6-5), having a protruded head. See figure 2, showing properly installed jo-bolt fasteners. These fasteners should *not* be rivets. Some aircraft may not be equipped with the Jo-bolts.
 - i. Note: the replacement fasteners are covered under warranty, contact Wipaire, Inc. for fastener warranty information.
 - b. If fitting C2F3507 is retained to the fuselage with the proper Jo-bolts, no further action is required, as the proper fastener is installed.
 - c. If fitting C2F3507 is retained to the fuselage with rivets, they must be replaced with the proper Jo-bolts in accordance with the following instructions.
3. Remove floor boards above Sta. 8 to allow for visual inspection behind the C2F3507. Note the depth between the end of the subject rivets and fuel tank.
4. Some of the subject fasteners are obscured by the landing gear or float struts, which must be temporarily removed for fastener replacement. If the aircraft is on floats, support the aircraft, either with a hoist, or supporting the lower fuselage. If the aircraft is on wheels, support the aircraft on jacks. Remove the aft float strut or landing gear, to allow drilling access to the subject fasteners.
5. Drill the 11 each rivets retaining the forward C2F3507 fitting, on each side of the aircraft. Ensure that the drilling depth is set to avoid drilling into the fuel tank.
6. After the rivets are removed, check the fuel tank area to ensure no damage to the tank resulted from drilling the rivets, then deburr the holes, both inside and out, on the RH and LH side. Remove all aluminum chips from fuselage interior.
7. Install Jo-bolts (part numbers listed above) in the 11 locations on each side of the aircraft. Jo-bolts should be installed wet with epoxy or zinc chromate primer, or Mastinox. A pulling tool specific to the Jo-bolts is necessary for proper installation, a normal blind rivet puller will not pull the fastener properly. A pulling tool is available from Wipaire, Inc., should one not be available to the inspecting technician.
8. After pulling, inspect the inside of the jo-bolt for proper set.
9. Reinstall landing gear or float struts, and place aircraft on ground.
10. Reinstall floor boards.



DETAIL "C"
 LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE
 SEE DWG 5D1-790

Fig. 1 – Location of fastener replacement

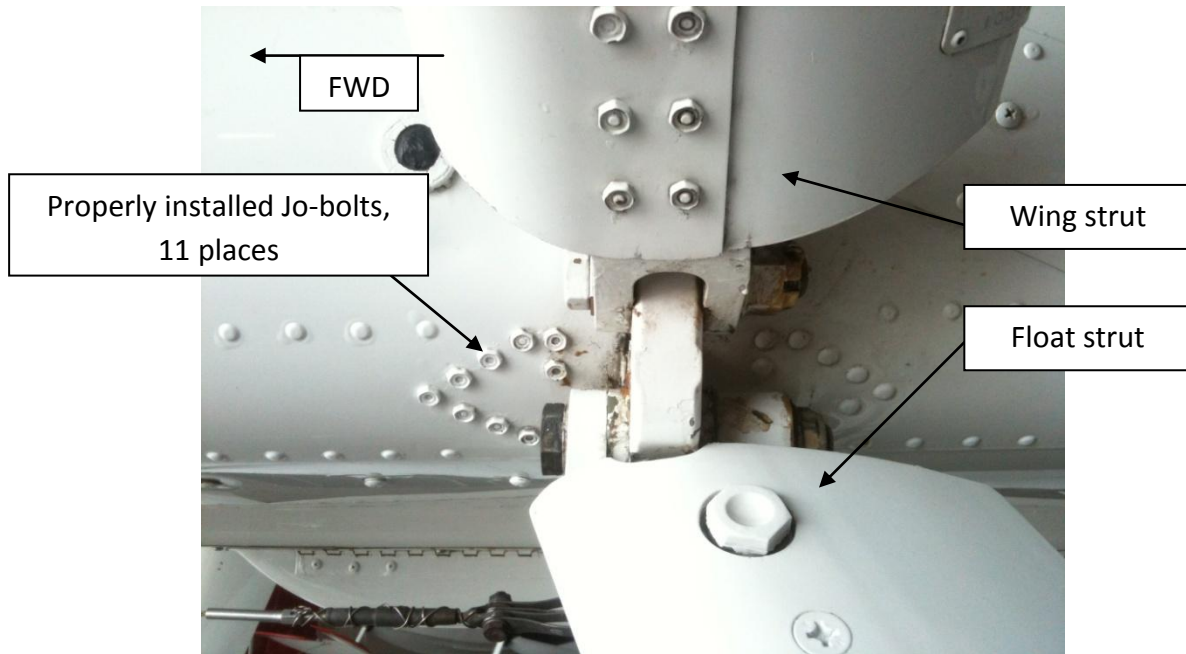


Fig. 2 – Properly installed "Jo-bolts"
 Typ. LH and RH



FOLLOW UP ACTIONS:

After completion of procedures in the Technical Data section:

1. Make an aircraft logbook entry in accordance with 14 CFR Part 43, or in accordance with your local Civil Aviation regulations, referencing accomplishment of the inspection/modification procedures in this service letter.
2. **MANDATORY:** Fill out the following information, and return this sheet to Wipaire, Inc. customer service by fax, US Post, or e mail. Fax number and mailing address are shown on sheet 1 of this service letter. The Wipaire, Inc. customer service e mail address is customerservice@wipaire.com.

DESCRIPTION	FILL IN THIS COLUMN OF INFORMATION:
Aircraft Registration No.	
Aircraft S/N	
Date inspection completed	
Name, address, and phone number of registered owner/operator	
Inspecting technician name	
Inspecting company (if applicable)	
Yes/No – the aircraft was already equipped with the proper “Jo-bolts”	

END