



WIPLINE FLOATS • SKIS • MODIFICATIONS • AIRCRAFT SALES
AVIONICS • INTERIOR • MAINTENANCE • PAINT REFINISHING

SERVICE LETTER 264

Beaver 5600 lbs GWI Rear Strut Fitting Shim

Aircraft Makes/Model(s):	Float Model(s):	Compliance: Mandatory	By: MAS
DeHavilland DHC-2 MK 1	5600 lbs Gross Weight Increase EDO 4930 Floats	Part Number: 1012525	Approved: DRH
		Date: 12/10/2024	Revision: C

LOG OF REVISIONS

Revision	Description	Date
A	Initial release	2/29/2024
B	Updated step 3. Replaced image in step 5.	3/14/2024
C	Updated Aircraft Closing & Return to Service section.	12/10/2024

FAA approval has been obtained for technical data in this publication that affects STC or TSO design compliance.

EFFECTIVITY:

This service letter applies to the DeHavilland model DHC-2 MK 1 Beaver with EDO 4930 floats and Wipaire 5600 lbs gross weight increase installed per STC SA01324CH.

COMPLIANCE:

Compliance is mandatory.

BACKGROUND:

There have been reports of cracking on the rear strut fitting 6A02040-004 due to preloaded stress from AN10-35A bolt installation without correct shimming.

COMPLIANCE METHOD:

Properly shim the rear strut fitting 6A02040-004 on fly wire and rear fuselage fitting attachment so no gap is present between rear strut fitting and attachment points.

APPROXIMATE SHOP HOURS:

Performing the work instructions will take approximately 3 labor hours to complete per aircraft. (1.5 hours per side).

WARRANTY INFORMATION:

This service letter does not include warranty for labor and parts.

TECHNICAL DATA:

Copies of this service letter, associated service kit (if applicable), float service manual, and float parts manual are available by contacting Wipaire customer service.

Reference the following documents for instructions pertaining to inspection and repair when completing the following tasks:

- AC43.13-1B or later FAA approved revision guidelines.

1700 Henry Ave - Fleming Field (KSGS), South St. Paul, MN 55075

Phone: 651.451.1205 | Fax: 651.457.7858

www.wipaire.com

ORDER ITEMS AS REQUIRED			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	A/R	6A02040-004*	REAR STRUT FITTING
2	A/R	AN10-35A	5/8-18 X 2.813 GRIP AIRFRAME BOLT
3	A/R	NAS1149F(XXXX)P	5/8", CARBON STEEL, CADMIUM PLATED FINISH WASHER, (SEE TABLE BELOW)
4	A/R	AN960-(XXXX)	5/8", CARBON STEEL, CADMIUM PLATED FINISH WASHER, (SEE TABLE BELOW)
5	A/R	NAS1149F1063P	5/8", THICKNESS 1/16", CARBON STEEL, CADMIUM PLATED FINISH WASHER
6	A/R	MS21044N10	5/8-18, SELF-LOCKING, REGULAR HEIGHT, CADMIUM PLATED STEEL, NYLON INSERT NUT

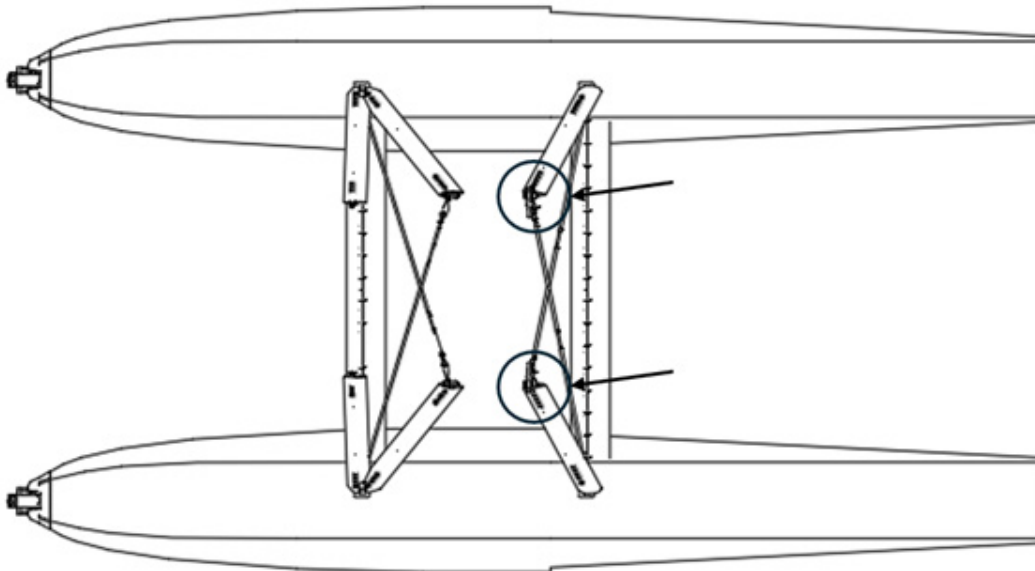
*As redundant measures, the latest revision (Rev C) of 6A02040-004 rear strut fitting is made from a different alloy and with slightly different geometry. This altered geometry requires a longer bolt (AN10-35A).

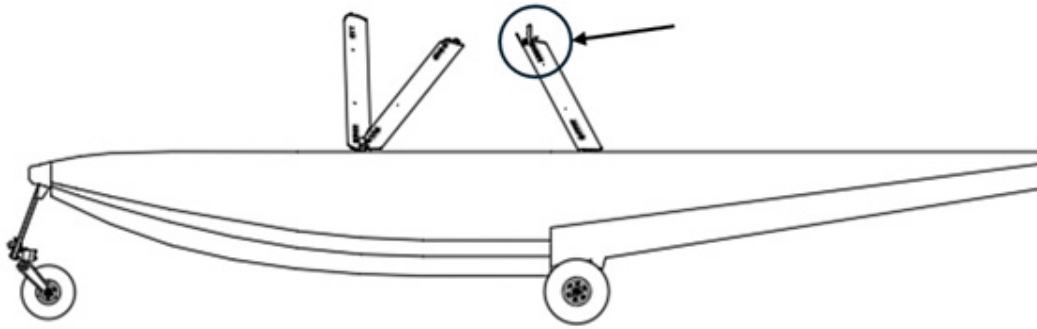
NAS1149 WASHERS		AN960 WASHERS	
NAS1149F 1016P	0.016" THICKNESS	--	--
NAS1149F 1032P	0.032" THICKNESS	AN9960-1016L	0.032" THICKNESS
NAS1149F 1063P	0.063" THICKNESS	AN9960-1016	0.063" THICKNESS

TABLE 1

Work Instruction

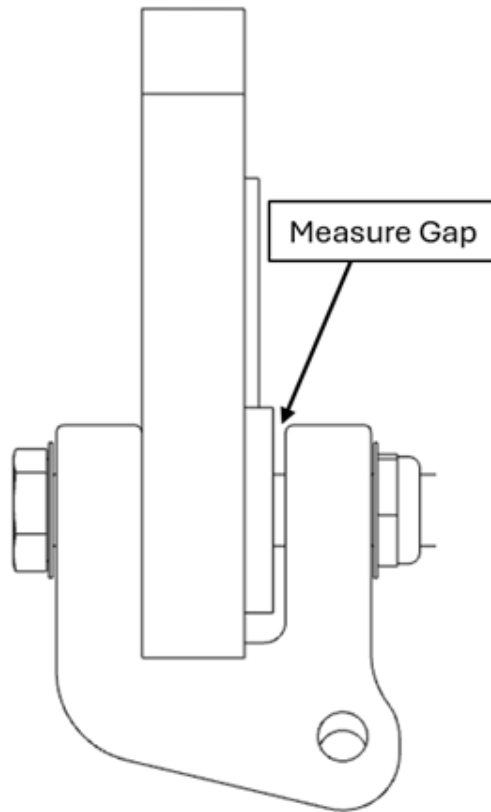
1. Position and prepare aircraft for safe maintenance.
2. Locate the rear fuselage strut fitting attachment point between the fuselage and floats.



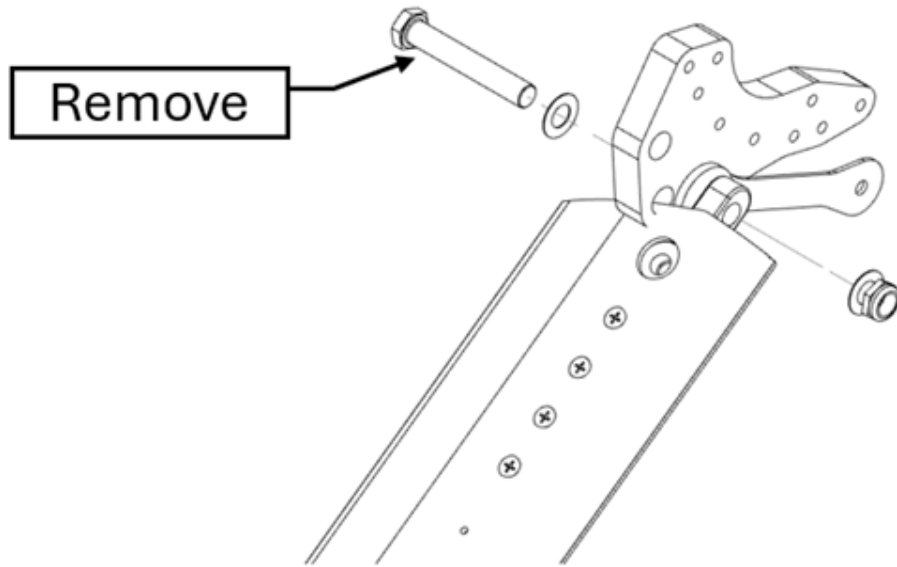


3. Loosen the nut and bolt to release any preload. Measure the gaps (if any) between the rear strut fitting and fly wire fitting. Inspect the current hardware and rear strut fitting 6A02040-004 for cracks or damage, replace components if necessary.

Note: Non-destructive testing such as dye penetrant or eddy current may be required to confirm or rule-out the presence of cracks. Perform at inspector's discretion.

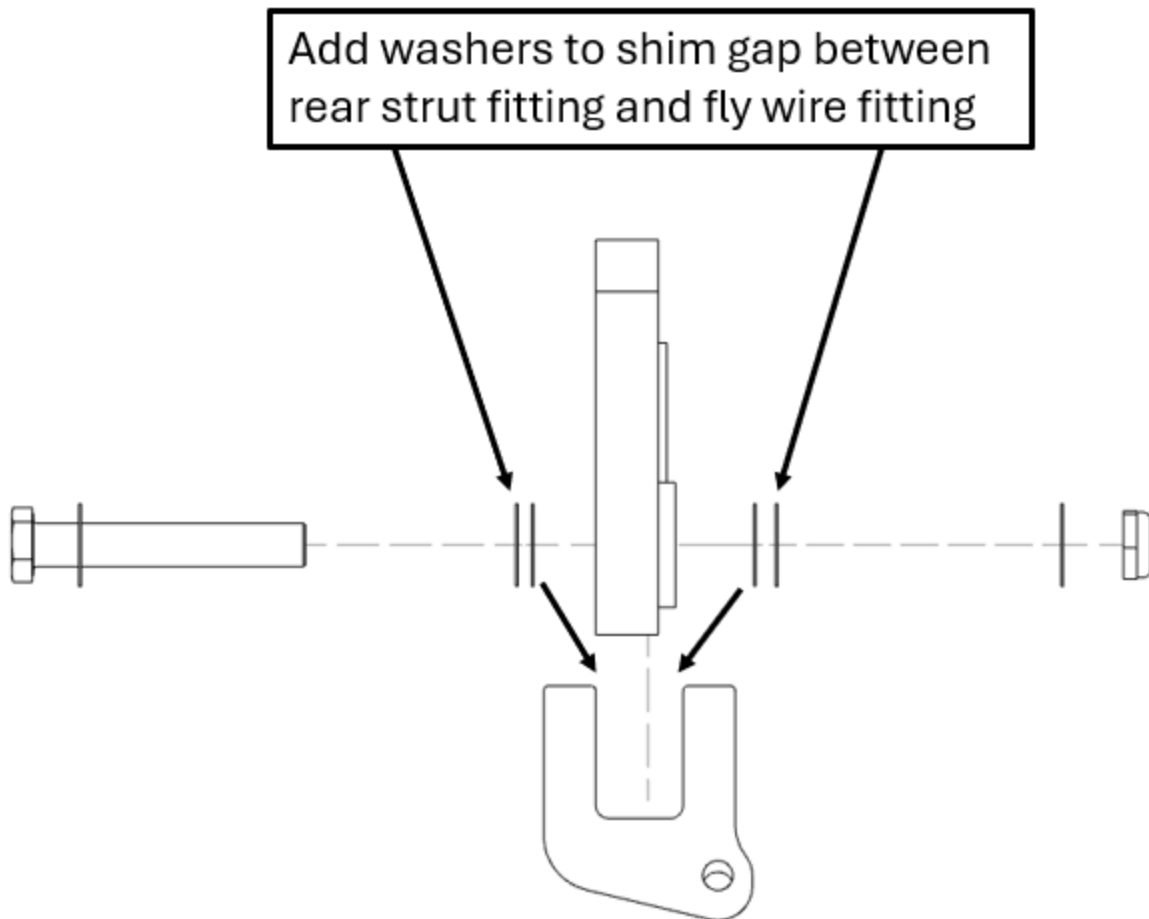


4. Remove the AN10-35A bolt that is securing the strut fitting and fly wire fitting to the fuselage bracket.



5. Reinstall strut fitting with AN10-35A bolt. Evenly shim the gaps between the strut fitting and fly wire using AN960 or NAS1149 washers shown in Table 1. Shim gaps to a maximum combined gap of 0.016".

Note: The thinnest NAS1149 washer is 0.016.



6. Reinstall existing NAS1149F1063P washers on rear strut fitting exterior and tighten AN10-35A bolt with MS21044N10. Torque to standard shear torque shown in AC43.13.

Aircraft Closing & Return to Service

1. Verify full and correct functionality of landing gear mechanisms as per corresponding aircraft Service Manual before returning aircraft to service.
2. Upon completion of inspection, enter information in Aircraft Logbook for completion of Wipaire Service Letter 264.
3. Report ALL inspections to customerservice@wipaire.com regardless of whether cracks were revealed. Include the following information:
 - Hours since initial modifications associated with STC SA01324CH occurred
 - Strut fitting reinforcement method: Shim, replacement, or no action taken
 - Crack location(s), if applicable (RH/LH, inboard/outboard, etc.)
 - Crack size(s), if applicable
 - Photos of crack(s) if found
 - Registration number
 - Serial number
 - Total hours on airframe
 - Operator comments