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SERVICE LETTER 278

13000 Spreader Bar Fitting Inspection, Replacement

Aircraft Makes/Model(s):	Float Model(s):	Compliance: Optional	By: MAS
DeHavilland DHC-6	13000 Series	Part Number: 1013057	Approved:DRH
		Date: 1/26/2026	Revision: A

LOG OF REVISIONS		
Revision	**Description**	**Date**
A	Initial release	1/26/2026

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

EFFECTIVITY:

This service letter applies to all DeHavilland DHC-6 aircraft equipped with Wipaire model 13000 seaplane or amphibian floats with spreader bar fitting part numbers 13A03030-005 (front) and/or 13A03030-004 (rear) installed.

COMPLIANCE:

Compliance is optional, recommended for commercial operations in high cycle and/or heavy seas or ocean environments.

BACKGROUND:

Stress-corrosion cracking has been observed on fittings 13A03030-005 (front spreader bar) and 13A03030-004 (rear spreader bar), particularly on aircraft that are used in high cycle and heavy seas/ocean operations. These parts have been updated to an alloy more resistant to stress-corrosion cracking - part numbers 1012547 and 1011600, respectively.

COMPLIANCE METHOD:

Compliance consists of an initial inspection followed by either part replacement or an enhanced inspection regimen when certain limits have been reached. Details are provided in the work instruction section of this service letter, with the key limits being as follows:

- Initial inspection: If spreader bar fittings have not been inspected within the last **12 calendar months**, perform a visual inspection within **50 hours** time in service (TIS) of receiving this letter.
- At limits: Wipaire recommends replacing these fittings with updated parts by the time both of the following limits have been met:
  - * **3500 hours** TIS, and
  - * **6800 cycles** (TCC)

If part replacement is not immediately feasible due to availability, maintenance resources, scheduling, etc., when limits are reached, Wipaire recommends using the inspection criteria and frequency described in this service letter. This inspection guidance is in addition to that listed in the Service Manual (Wipaire Document Number 1002548).

APPROXIMATE SHOP HOURS:

Replacement of all front and rear spreader bar fittings: approximately 12 hours

Enhanced Inspection Procedure: approximately 12 hours

WARRANTY INFORMATION:

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

TECHNICAL DATA:

Copies of this service letter, associated service kit (if applicable), float service manual, and float parts manual are available at www.wipaire.com.

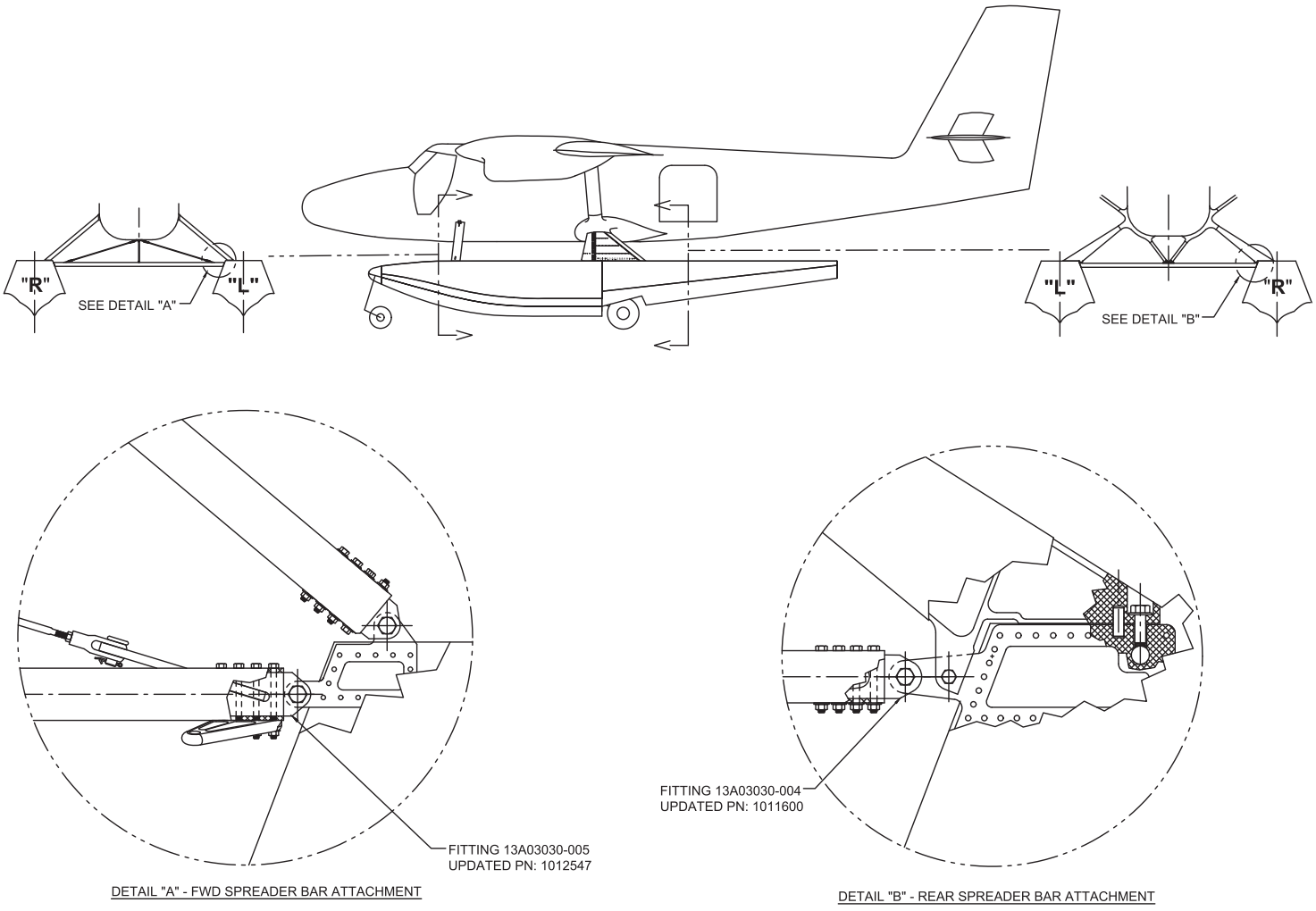

Figure 1 – Fitting Locations

Work Instructions

1. Verify if any of the subject fitting are installed on the aircraft: P/N 13A03030-005 (front spreader bar), 13A03030-004 (rear spreader bar).

2. For all affected aircraft, ensure a visual inspection of the subject fittings has occurred within the previous 12 calendar months. If no inspection has occurred, within 50 hrs TIS of receiving this letter visually inspect each fitting while still installed on the aircraft for surface cracks and other discontinuities using the appropriate techniques from AC 43.13-1B Chapter 5, Section 2 with focus on the lugs around the fastener. Use a borescope if needed to reach as much of the surface area as possible around the lug. If any cracks are suspected, perform the attached Enhanced Inspection Procedure.

3. Review float logbooks to determine total time in service (TIS) and total cycle count (TCC)* of spreader bar fittings 13A03030-005 and 13A03030-004, as applicable. If cycle count is unknown, use TIS as the sole metric.

*For the purposes of this service letter, TCC is defined as the total number of cycles where one cycle is defined as a takeoff and landing – i.e. one complete flight is considered a cycle regardless of the length of the flight.

4. Compare the determined TIS and TCC of fittings 13A03030-005 and 13A03030-004 against the following recommended limits:

- 3500 hrs TIS
- 6800 TCC

Replacement is recommended when fittings have reached both limits shown above.

a. Replacement fitting P/Ns are 1012547 (front) and 1011600 (rear). Follow Wipaire Service Manual 1002548 for securing and hoisting aircraft. Refer also to Wipaire Parts Manual 1001021 and installation drawing 7D1-3008.

b. If part replacement is not immediately feasible due to availability, maintenance resources, scheduling, etc. when limits are reached, Wipaire recommends using the following Enhanced Inspection Procedure. This inspection guidance is in addition to that listed in the Service Manual (Wipaire P/N 1002548).

ENHANCED INSPECTION PROCEDURE

1. Perform the Enhanced Inspection Procedure noted below at the following intervals:
   a. Every 300 hours TIS
2. The following Enhanced Inspection Procedure should be followed once the aircraft has been secured for maintenance with the fuselage supported to allow the spreader bar fittings to be disassembled. All visual inspections should be done using the appropriate techniques from AC 43.13-1B Chapter 5, Section 2.
   a. Remove the fasteners from the fittings attaching the spreader bar to the float.
   b. Inspect bolts for:
      i. Cracks (especially around the head and where the threads join the shank)
      ii. Elongation or bending deformation
      iii. Scoring
      iv. Thread continuity
   c. Replace any damaged bolts
   d. Inspect fitting lugs for cracks using dye penetrant:
      i. Remove paint
      ii. Clean the surface
      iii. Use dye penetrant to check for cracks
3. Follow the appropriate procedures from AC 43.13-1B Chapter 5, Section 5 and the penetrant manufacturer's instructions.
4. Focus areas should be the lug and bolt hole, specifically for cracks starting at the bolt hole (both outside and inside the lug) and inside the hole bore
   a. If any cracks are suspected, remove any remaining anodization and confirm crack existence and dimensions.
   b. If any cracks are found replace part. Send information on cracked part to Wipaire noting crack location and length with pictures along with total time and cycles on the part if known.
   c. For reassembly:
      i. Thoroughly clean all bare metal
      ii. Ensure all surfaces have proper external coating for corrosion protection
5. Pay special attention to bore holes and inside surfaces of lugs
6. Reapply proper external protective coatings as necessary
   a. Reinstall spreader bar to float using proper hardware and torques – see Wipaire Parts Manual 1001021 and installation drawing 7D1-3008.
7. Additional inspection considerations can be found in AC 43.13-1B.

Aircraft Closing & Return to Service

1. Upon completion of inspection, enter information in Aircraft Logbook for completion of Wipaire Service Letter 278.