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## SERVICE LETTER 277

### Horizontal Stabilizer Rear Spar Cracking at Finlet Struts

<b>Aircraft Makes/Model(s):</b>	<b>Float Model(s):</b>	<b>Compliance:</b> Mandatory	<b>By:</b> MAS
Air Tractor AT-802 and AT-802A	10000A	<b>Part Number:</b> 1013054	<b>Approved:</b> DRH
		<b>Date:</b> 6/18/2026	<b>Revision:</b> B

#### LOG OF REVISIONS

Revision	Description	Date
A	Initial release	2/11/2026
B	Updated Compliance, Background, Compliance Method, and Approximate Shop Hours sections. Updated Work Instructions. Added Figure 2 and Table 1. Updated Aircraft Closing and Return to Service section. Updated inspection interval and visual inspection procedure per FAA request.	6/18/2026

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

#### EFFECTIVITY:

This service letter applies to Air Tractor models AT-802 and AT-802A with Wipline 10000 amphibian floats installed per STC SA01795CH, specifically those **equipped with tall finlets** per Wipaire installation drawing 7D1-7399 (configurations -02 and -03), and any aircraft that was previously configured with tall finlets (i.e. conversions to landplane configuration under the same STC).

#### COMPLIANCE:

Compliance is mandatory within 200 flight hours of publication of this service letter or during the next scheduled annual inspection, whichever occurs first. Re-accomplish service letter inspection every 50 hours thereafter unless operating in landplane configuration, given tall finlets are not installed. If spar is new/previously replaced, initial inspection may occur at 400 hours since replacement.

#### BACKGROUND:

Instances of cracks near the finlet strut attachment (tall finlets) to the rear horizontal stabilizer spar have been observed. To date, all reported spar cracks related to this attachment point have been located near the outboard fastener of the finlet strut bracket. Rework of stabilizer spars and reinstallation of finlets in accordance with Service Letter 253, and the potential shift in finlet position associated with this work, may pre-load in the finlet strut.

#### COMPLIANCE METHOD:

Inspect the finlet strut-to-spar attachment area and assess/correct strut installation as outlined in the Work Instructions section of this service letter. Any cracks discovered in this area of the horizontal stabilizer spar necessitate replacement or repair of spar. Contact local Air Tractor dealer for replacement parts and any relevant/available service documents.

#### APPROXIMATE SHOP HOURS:

Performing the Work Instructions will take approximately 6 labor hours to complete per aircraft, excluding any replacement/repair of the spar itself.

#### WARRANTY INFORMATION:

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

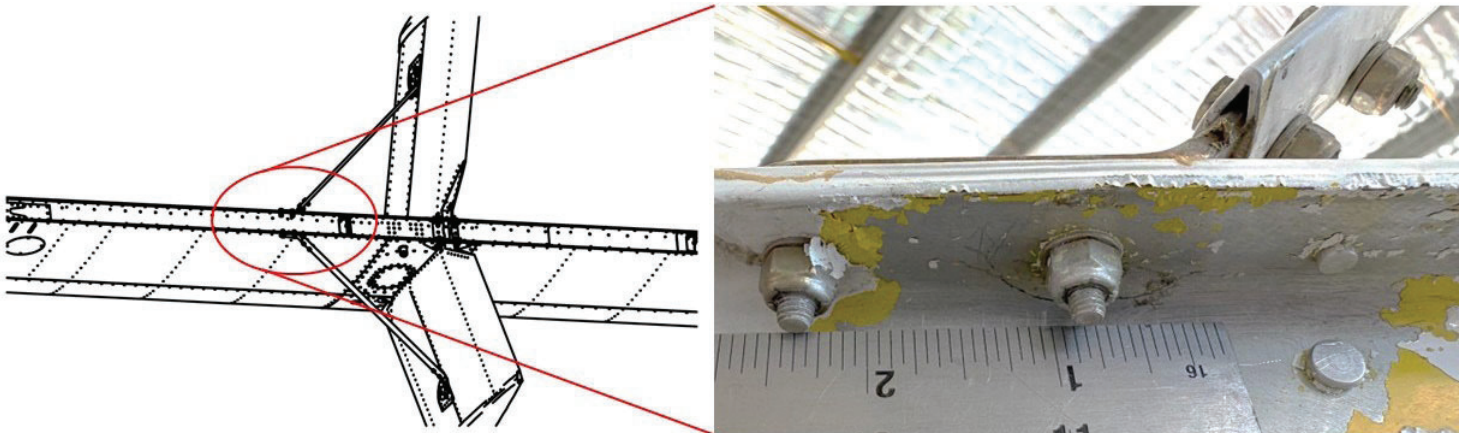
**TECHNICAL DATA:**

Copies of this service letter, associated service kit (if applicable), float service manual, and float parts manual are available at [www.wipaire.com](http://www.wipaire.com) or by contacting Wipaire Customer Service at [customerservice@wipaire.com](mailto:customerservice@wipaire.com) or [technicalsupport@firebossllc.com](mailto:technicalsupport@firebossllc.com).

## Work Instructions

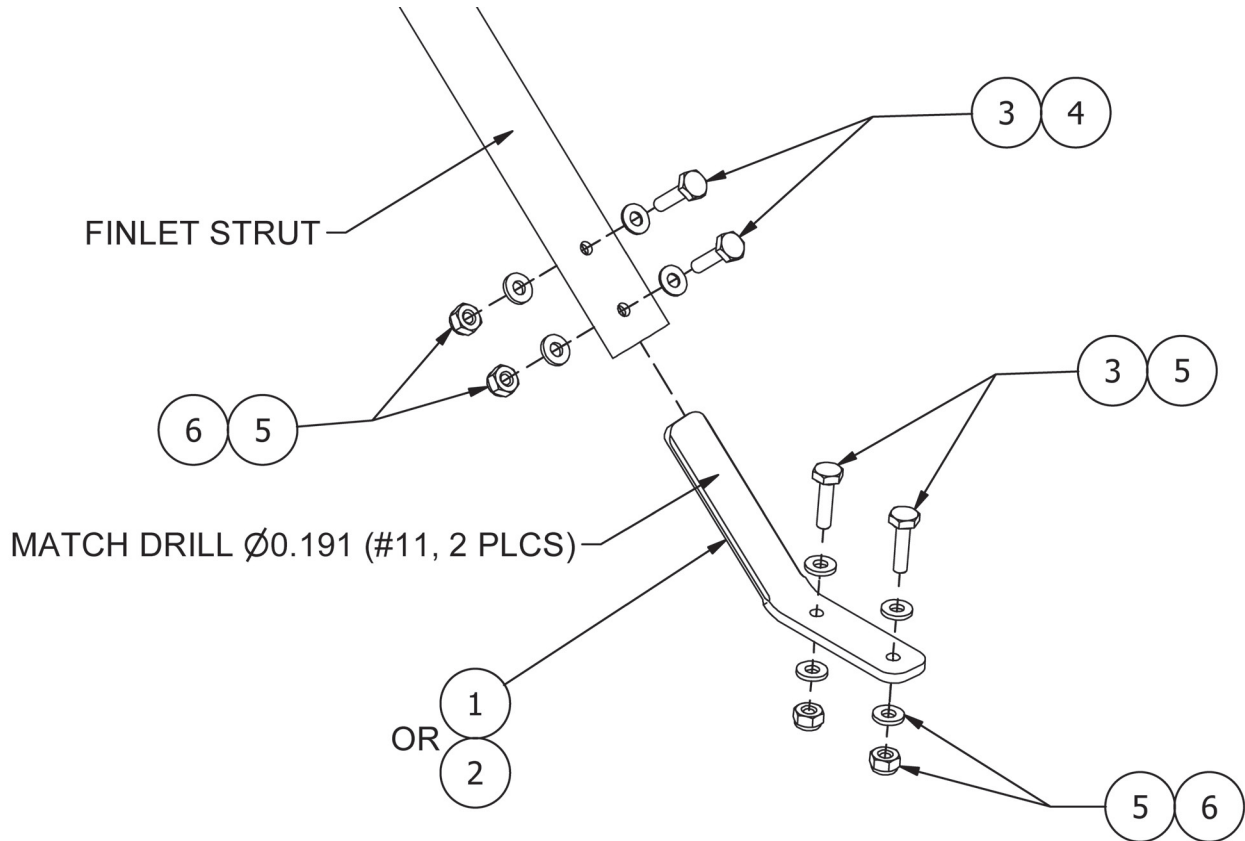
1. Position and prepare aircraft for safe maintenance.
2. Inspection may require removal of elevator. Refer to Air Tractor service documents as needed.
3. Remove bolts securing the finlet strut fittings to the rear spar, but not from finlet. Observe position of fitting and check for fit with the spar; fitting is to fully rest flat against spar. Check the alignment of the bolt holes; up to .030 inches of missalignment is acceptable. Correction of this condition is addressed below, following spar inspection.
4. Observe condition of finlet strut. A "sprung" or bent strut are signs of an improper fit. Correction of this condition is addressed below, following spar inspection.
5. Clean the area that is to be inspected, removing any contaminants, corrosion prevention compounds, etc.
6. Visually inspect for cracks on the rear horizontal stabilizer spar near the finlet strut attach point using a bright light source. Use of a 10x magnification tool is highly recommended. Cracking has been observed originating on the spar flange near the bend and propagating in an arc around the outboard bolt location. Refer to Figure 1.

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



**Figure 1 – Inspection Location (shown with struts installed)**

7. If no cracks are present continue to the next step, otherwise:
  - Any cracks discovered in this area of the horizontal stabilizer spar necessitate replacement or repair of spar; the procedure for replacing or repairing the spar is beyond the scope of this service letter. Contact local Air Tractor dealer for replacement parts and any relevant/available service documents.
8. Reinstall finlet struts. To correct pre-load or missalignment replace the strut fitting on each affected strut. Replacement of the fitting requires match-drilling from the strut through strut fitting. Replace damaged or deformed struts. Refer to Figure 2 and Table 1 below. Apply corrosion protection to match-drilled holes. Torque fasteners to 20-25 in-lbs. Refer also to Parts Manual 1002179 and installation drawing 7D1-4399.



**Figure 2 – Finlet Strut to Spar Attachment**

REFERENCE PARTS LIST, ORDER INDIVIDUALLY AS NEEDED (QTYs SHOWN ARE PER STRUT)			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	1006739	FITTING, STRUT, SUPPORT ( <b>FOR UPPER RIGHT OR LOWER LEFT FINLET</b> )
2	1	1006740	FITTING, STRUT, SUPPORT ( <b>FOR UPPER LEFT OR LOWER RIGHT FINLET</b> )
3	4	AN3-6A	BOLT, 10-32, .375 GRIP
4	2	NAS1149F0332P	WASHER, 0.203 ID, 0.032 THK, STEEL
5	6	NAS1149F0363P	WASHER, 0.203 ID, 0.063 THK, STEEL
6	4	MS21044N3	NUT, LOCKING, REGULAR HEIGHT, 10-32

**Table 1 – Reference Parts List, Finlet Strut to Spar Attachment**

9. Repeat for opposite horizontal stabilizer if not already accomplished.

## Aircraft Closing & Return to Service

1. Upon completion, enter information in Aircraft Logbook for completion of inspection according to Wipaire Service Letter 277 revision B, and note observations.
2. Report ALL inspections to Wipaire regardless of whether or not cracks were revealed. Include the following information:
  - Hours since initial modifications associated with STC SA01795CH occurred
  - Model/engine configuration (with HP limits)
  - Propeller type
  - Finlet configuration (7D1-4399-02, 7D1-4399-03, or landplane)
  - Spar reinforcement method: 7D1-4399 Rev L or prior (no bathtub fittings) - vs.- 7D1-4399 Rev M or later (bathtub fittings)
  - Hours without bathtub fittings (7D1-4399 Rev L or prior), if applicable
  - Hours with bathtub fittings (7D1-4399 Rev M or later), if installed
  - Crack location(s), if applicable (RH/LH, upper/lower spar flange, inboard/outboard strut fastener, etc.)
  - Crack size(s), if applicable
  - Photos of crack(s), if found
  - Observations and actions taken on strut attachments
  - Registration number
  - Serial number
  - Total hours on airframe
  - Operator comments

Submit information to [customerservice@wipaire.com](mailto:customerservice@wipaire.com) and/or [technicalsupport@firebossllc.com](mailto:technicalsupport@firebossllc.com).