



WIPLINE FLOATS | MODIFICATIONS | AIRCRAFT SALES  
 AVIONICS | INTERIORS | MAINTENANCE | PAINT

## SERVICE LETTER 280

### Slide Tube Corrosion

<b>Aircraft Makes/Model(s):</b>	<b>Float Model(s):</b>	<b>Compliance:</b> Optional	<b>By:</b> MAS
Air Tractor AT-802A, AT-802 Textron Aviation 208 Pilatus PC-6/B2-H4 DeHavilland DHC-2, DHC-3, DHC-6	6000A, 6100A, 8000A, 10000A, 13000A	<b>Part Number:</b> 1013066	<b>Approved:</b> DRH
		<b>Date:</b> 4/15/2026	<b>Revision:</b> A

### LOG OF REVISIONS

Revision	Description	Date
A	Initial release	4/15/2026

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

#### EFFECTIVITY:

All Wipline model 6000A, 6100A, 8000A, 10000A, and 13000A amphibian floats. Associated Wipaire STCs are: SA610GL, SA309CH, SA227CH, SA1311GL, SA331CH, SA01795CH, SA2CH

#### COMPLIANCE:

Compliance is strongly recommended if operating from gravel or sandy runways or in saltwater environments.

#### BACKGROUND:

Main gear actuators sticking due to corrosion on the slide tube, has been reported by operators. This has potential to seize the main landing gear. This corrosion is partially caused by gravel or debris trapped in excess grease, flung from the main landing gear tires, gouging/eroding through the hard anodized surface of the slide tube and the PTFE layer of the carriage bushings, exposing metal, which is more susceptible to corrosion. Saltwater environments accelerate this corrosion. Photos with additional descriptions are provided below.

- Affected Slide Tube P/Ns: 6A05402-003 (6000A, 6100A), 8A05402-004 (8000A), 13A05120-001 (10000A, 13000A)

#### COMPLIANCE METHOD:

1. Clean the slide tube with clean solvent, remove any buildup of dry or excessive dirty lubricants.
2. Inspect the slide tube for signs of corrosion (particularly in the area where carriage is in gear down position) and for gouging and/or nicks in the anodized coating caused by gravel/debris being thrown by the main landing gear tires. Replace on condition. See images included in this service letter.
3. If wear of PTFE layer of carriage bushings is evident from the visible ends OR previous step saw imperfections in slide tube warranting replacement, remove carriage for further inspection. Replace carriage assembly as needed. See images included in this service letter.

4. Grease the slide tube actuator mechanism thoroughly, applying HCF grease, p/n 605, or equivalent and wipe the slide tube down with a clean rag soaked in lubricant, making sure to apply evenly.
5. Follow inspection procedures for greasing landing gear zerk, ensuring fill until flow is visible and grease exiting is no longer visibly dirty.
6. Follow inspection procedures for greasing landing gear components as laid out in appropriate float service manual.
7. Update maintenance program so that:
  - a. Above procedure is performed if returning aircraft to service after prolonged idle period.
  - b. Before such an idle period, to the extent it can be predicted, area is to be cleaned thoroughly with fresh water and carriage serviced with fresh grease.
  - c. Service intervals on the main gear actuators occur every 25 hours going forward, as recommended by associated Wipaire Service Manuals for aircraft operating in saltwater environments.

**APPROXIMATE SHOP HOURS:**

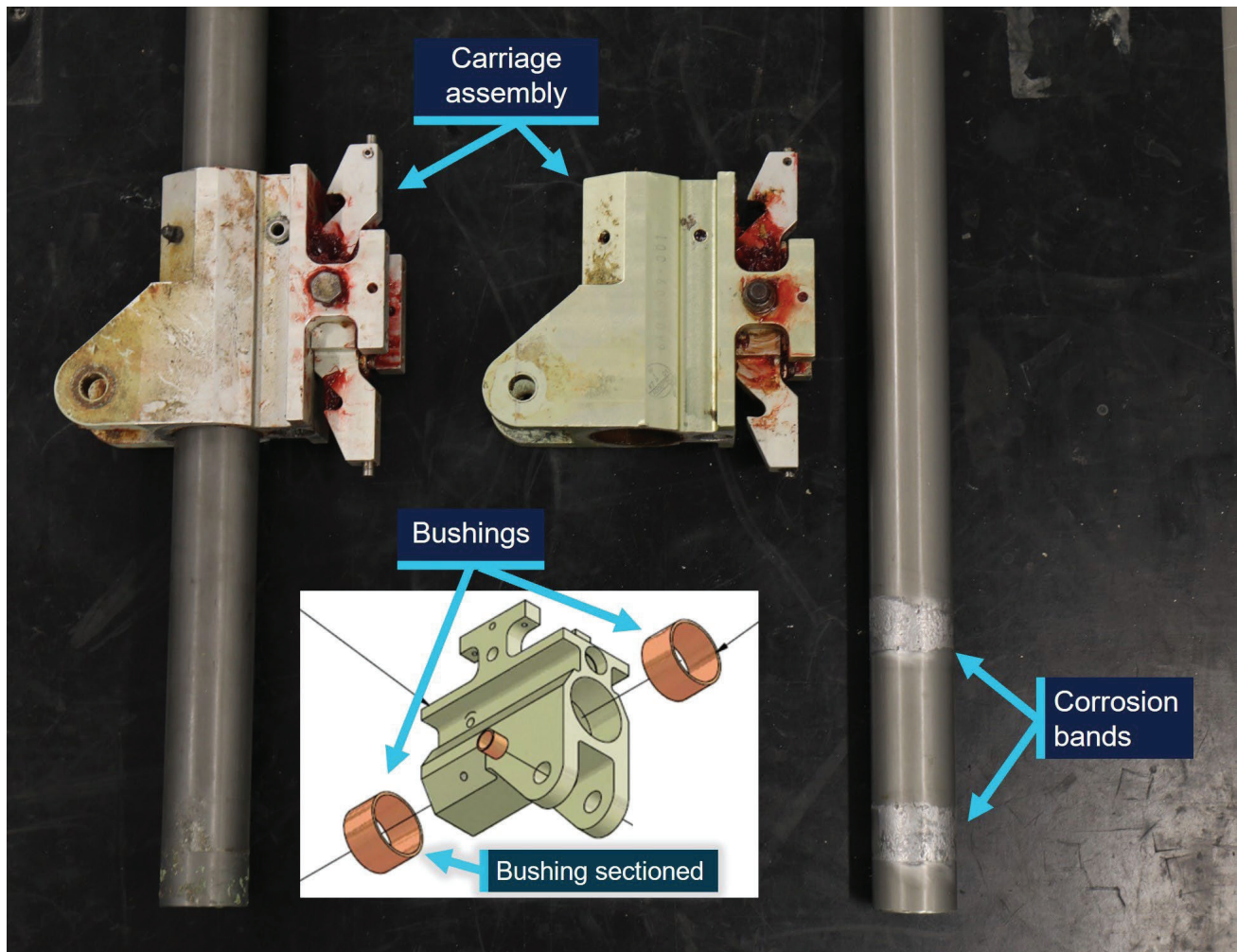
Approximately 2 hours.

**WARRANTY INFORMATION:**

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

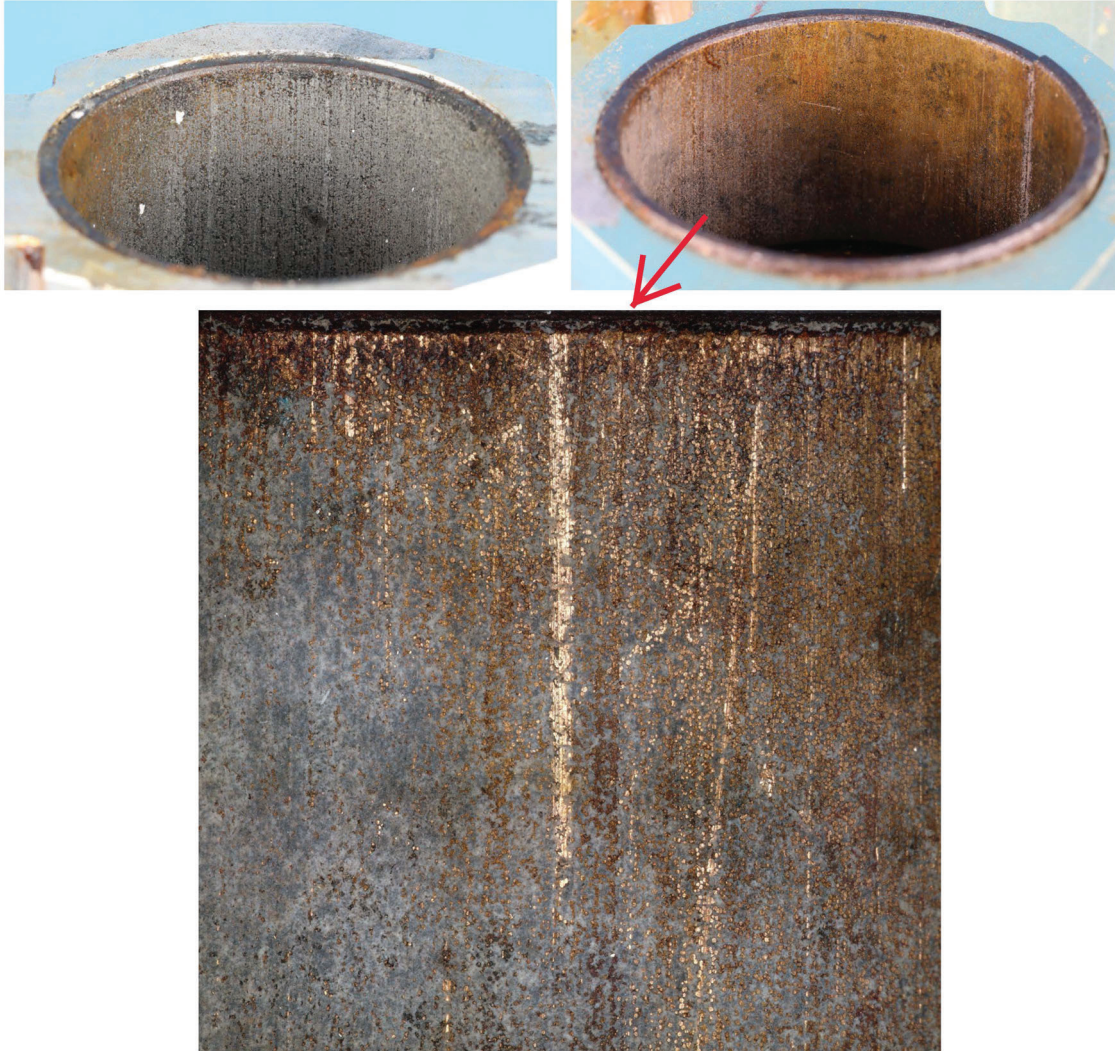
**TECHNICAL DATA:**

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



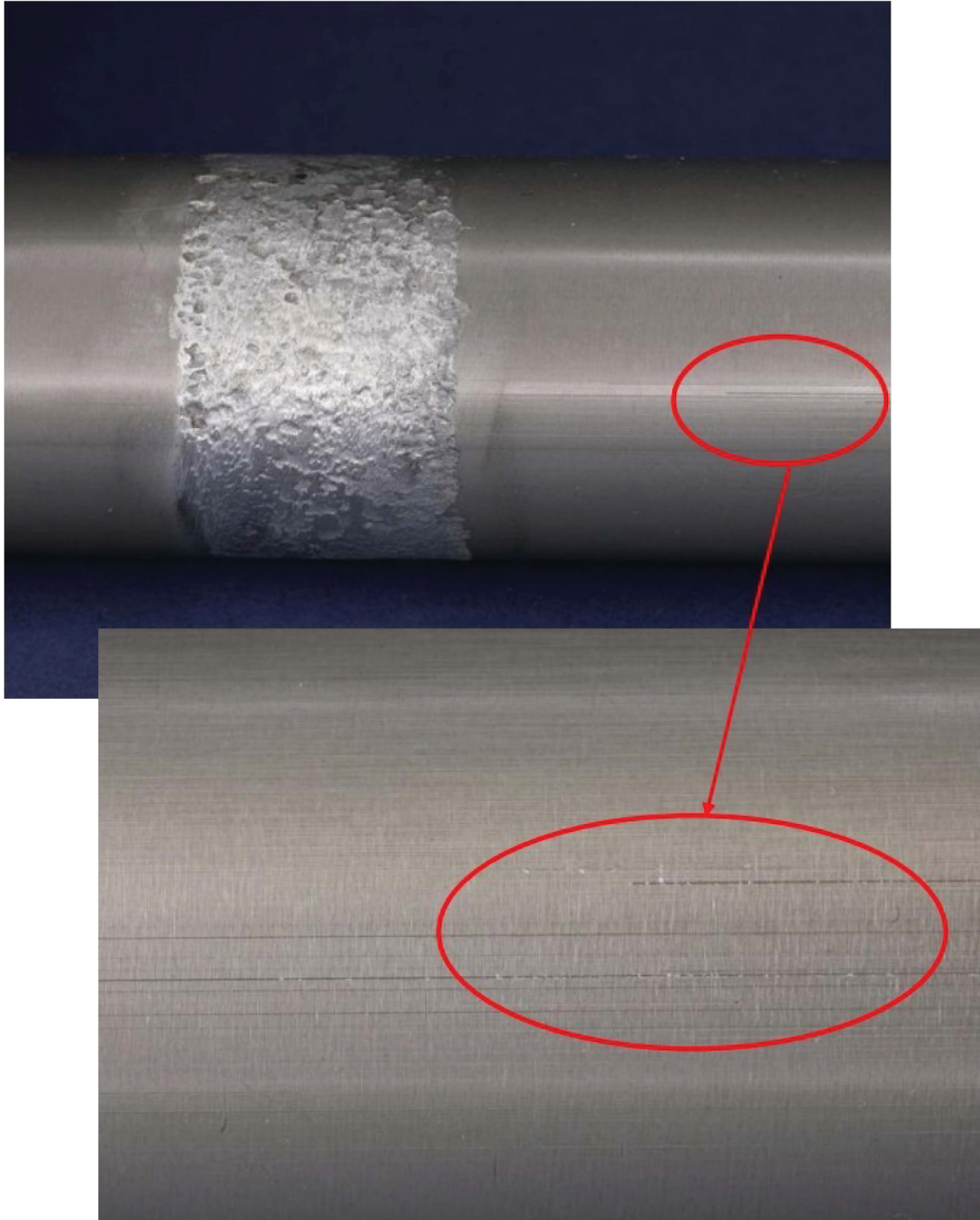
**Figure 1: Slide Tube and Carriage Overview**

The interaction of the carriage bushings, slide tubes, and contamination/debris has been observed to wear these components, leading to exposed metal and corrosion. The lubricating grease, particularly when present in excess amounts, is known to trap contamination.



**Figure 2: Worn Carriage Bushings**

The carriage bushings shown above are in different stages of wear of the PTFE layer, exposing the bronze layer. The bushing shown on the right was sectioned for closer examination (lower image).



**Figure 3: Corrosion and Scoring on Slide Tube**

Contamination and similar debris can create longitudinal scoring along the slide tube, exposing bare aluminum, as seen in the lower image. Exposed bronze in the carriage bushings creates potential for galvanic corrosion with the aluminum of the slide tube. A circumferential band of galvanic corrosion is shown in the upper image. Such corrosion has potential to seize landing gear.

## **Aircraft Closing & Return to Service**

1. Upon completion of inspection, enter information in Aircraft Logbook for completion of Wipaire Service Letter 280.