



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

## SERVICE LETTER 192

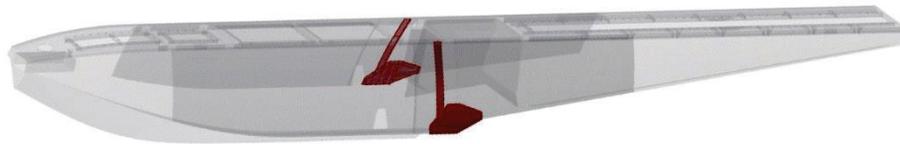
### 8750 SIDE SKIN STEP DOUBLER CORROSION REPAIR

<b>Aircraft Makes/Model(s):</b>	<b>Float Model(s):</b>	<b>Compliance:</b> Mandatory	<b>By:</b> MAS
Textron Aviation 208 and 208B	8750A 8750S	<b>Part Number:</b> 1009970	<b>Approved:</b> DRH
		<b>Date:</b> 5/15/2024	<b>Revision:</b> D

### LOG OF REVISIONS

Revision	Description	Date
A	Initial release	4/15/2019
B	Updated compliance, serial effectivity, estimated shop hours, and warranty information.	6/3/2019
C	Updated serial number effectivity.	3/20/2020
D	Updated warranty information and kit part numbers.	5/15/2024

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



#### EFFECTIVITY:

This service letter applies to Textron Aviation models 208 and 208B with Wipline 8750 floats S/N 87214 and prior, but excludes floats 87187A/87188A installed per STC SA1311GL.

#### COMPLIANCE:

Mandatory

#### BACKGROUND:

Floats operated in salty or brackish water are susceptible to corrosion. Corrosion may start between the step doubler and the float skin and will only be known when it comes through the skin.

#### 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).

#### COMPLIANCE METHOD:

Replace up to (4) doublers as required.

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

Phone: 651.451.1205 | Fax: 651.457.7858

[www.wipaire.com](http://www.wipaire.com)



**APPROXIMATE SHOP HOURS:**

- Stage 1 - Defined as none or minimal superficial corrosion is present. (Approximately 8 hours)
- Stage 2 - Defined as light or visible corrosion and should be removed for further inspection and repair. (Approximately 4 additional hours per doubler)
- Stage 3 - Defined as moderate or heavy corrosion and has spread into the skins. (Approximately 20 hours per doubler)

**WARRANTY INFORMATION:**

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

**ITEMS PROVIDED IN SERVICE KIT 1009970-01 (LEFT SIDE FLOAT)**

ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	1009971	PATCH, SIDE SKIN, STEP DOUBLER REPAIR
2	1	1009973	DOUBLER, SIDE SKIN, LEFT, STEP DOUBLER REPAIR
3	1	1009975	DOUBLER, CHINE, LEFT, STEP DOUBLER REPAIR
4	1	1009976	SPACER, #1, STEP DOUBLER REPAIR
5	1	1009977	SPACER, #2, STEP DOUBLER REPAIR
6	1	1009978	SPACER, #3, STEP DOUBLER REPAIR
7	1	1009993	SPACER, #4, STEP DOUBLER REPAIR
8	1	1009991	STIFFENER, #10, LH, STEP DOUBLER REPAIR

**ITEMS PROVIDED IN SERVICE KIT 1009970-02 (RIGHT SIDE FLOAT)**

ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	1009971	PATCH, SIDE SKIN, STEP DOUBLER REPAIR
2	1	1009972	DOUBLER, SIDE SKIN, RIGHT, STEP DOUBLER REPAIR
3	1	1009974	DOUBLER, CHINE, RIGHT, STEP DOUBLER REPAIR
4	1	1009976	SPACER, #1, STEP DOUBLER REPAIR
5	1	1009977	SPACER, #2, STEP DOUBLER REPAIR
6	1	1009978	SPACER, #3, STEP DOUBLER REPAIR
7	1	1009993	SPACER, #4, STEP DOUBLER REPAIR
8	1	1009990	STIFFENER, #10, RH, STEP DOUBLER REPAIR

**ITEMS PROVIDED IN SERVICE KIT 1009970-03 (ONE PER REPAIR)**

ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	1009994	TOOL, TRIM TEMPLATE, 8750 DOUBLER REPAIR
2	1	1009979	TOOL, CUTTING STOPPER BETWEEN SKIN AND STEP BULKHEAD

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
- Structural Repair Manual for Wipline Aluminum Floats Wipaire part number 1008274

## WORK INSTRUCTION

1. Prepare floats for inspection.
2. Depending on outcome of inspection, make repairs as instructed below.

### **Stage 1 - Defined as none or minimal superficial corrosion is present.**

- Seal in accordance with AC43.13-1B or later FAA approved revision guidelines. Perform Work Instruction Method A.

### **Stage 2 - Defined as light or visible corrosion and should be removed for further inspection and repair.**

- Remove corrosion and repair and seal in accordance with AC43.13-1B or later FAA approved revision guidelines. Perform Work Instruction Method B.

### **Stage 3 - Defined as moderate or heavy corrosion and has spread into the skins.**

- Replace skin corrosion and doubler. Perform Work Instruction Method C.

## METHOD A

**Performed if no corrosion or minimal superficial corrosion is present.**

1. Clean, Alodine, and prime any visible corrosion found.
2. Seal with PR 1422-B2 or equivalent.

## METHOD B

**Performed if light or visible corrosion is present.**

1. Remove any corrosion on side skins and clean. Make sure to not remove any more material than necessary.  
**NOTE:** Skin must have 50% or more of original thickness remaining.
2. Alodine and prime cleaned surface.
3. Seal with PR 1422-B2 or equivalent.

## METHOD C

**Performed if moderate or heavy corrosion is present and has spread to skins.**

**Note: For maximized work space, consider removing main landing gear (this is not mandatory).**

1. Access the float aft baggage compartment (Figure 1) and remove all screws to panel #9 (Figure 2) inside the compartment.

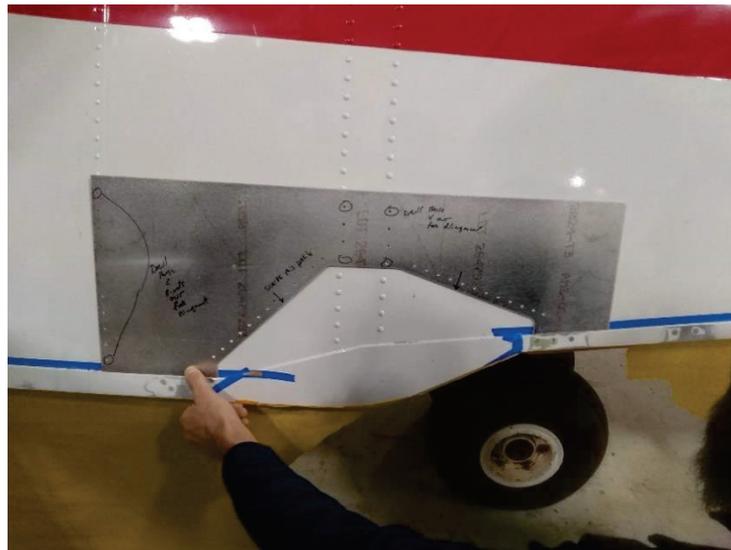


**Figure 1**



**Figure 2**

2. Remove the rivets that attach the side skin stiffener to the gunwale and the internal doubler. This part will later be replaced with a wider stiffener.
3. Set repair template part number 1009994 against float skin above the doubler near the main landing gear. Align vertical rivet holes with existing vertical rivets on float (see Figure 3). Template should be above chine line.



**Figure 3**

4. For alignment purposes, backdrill 6 holes on the template. (Top and bottom holes on left-hand side and 2 top and 2 bottom holes on center vertical holes (see Figure 4 red arrows for reference). Cleo template to float skin temporarily.

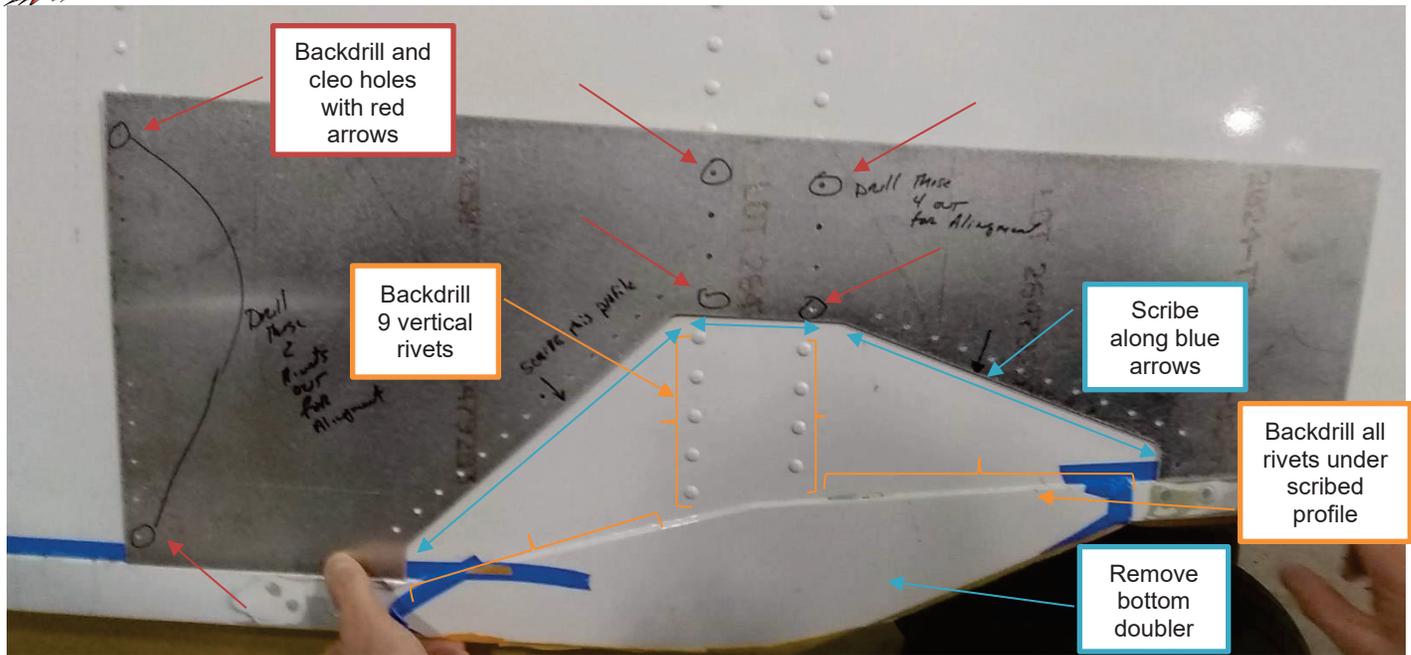
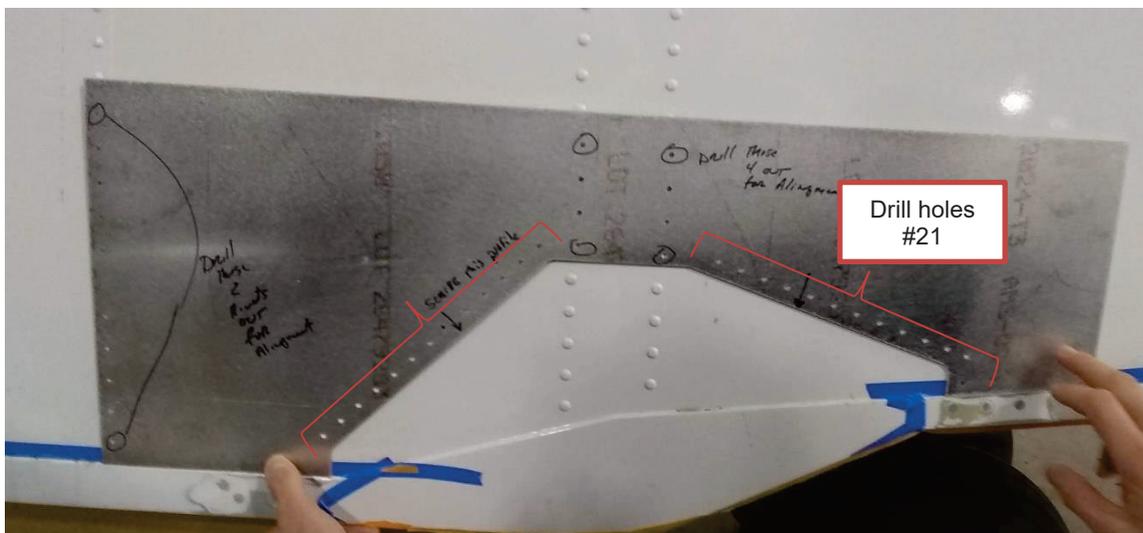


Figure 4

5. Backdrill 9 vertical rivets showing beneath template in the center and any additional rivets under the doubler in Figure 4.
6. Using the template, scribe the profile with a metal scratching device. This cutout area should match the inside doubler.
7. Remove the existing bottom doubler.
8. Cut along the scribe line to remove the existing float skin. **Warning – do not cut into the bulkhead flange or chine line!**
9. Sand the edges of the scribe line so the new side skin patch will fit properly.
10. Remove the chine rivets.
11. Remove the side-skin panel and the internal doubler.

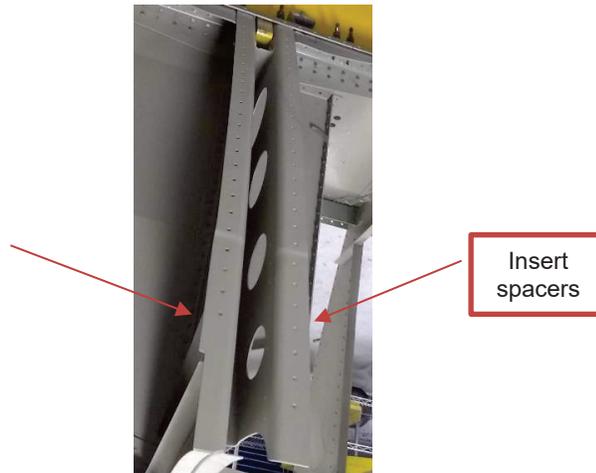
## DRY FIT INSTRUCTION

1. Realign the template on the float and match up the vertical rivet holes.
2. Drill out the additional holes with a #21 drill bit (see Figure 5).



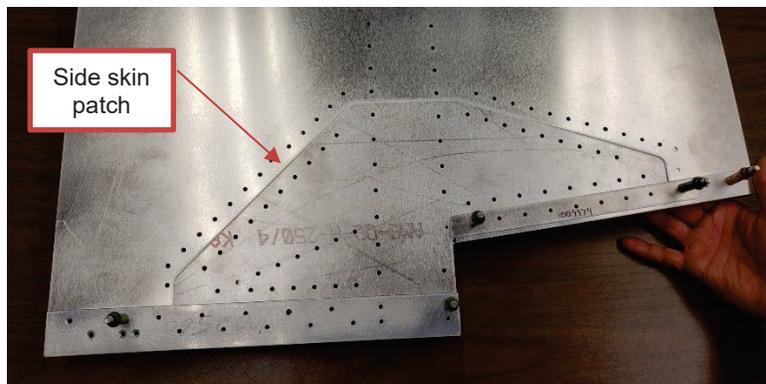
**Figure 5**

3. Place spacers vertically against the joggle of the bulkhead (this replaces the inside doubler). See Figure 6 for reference.



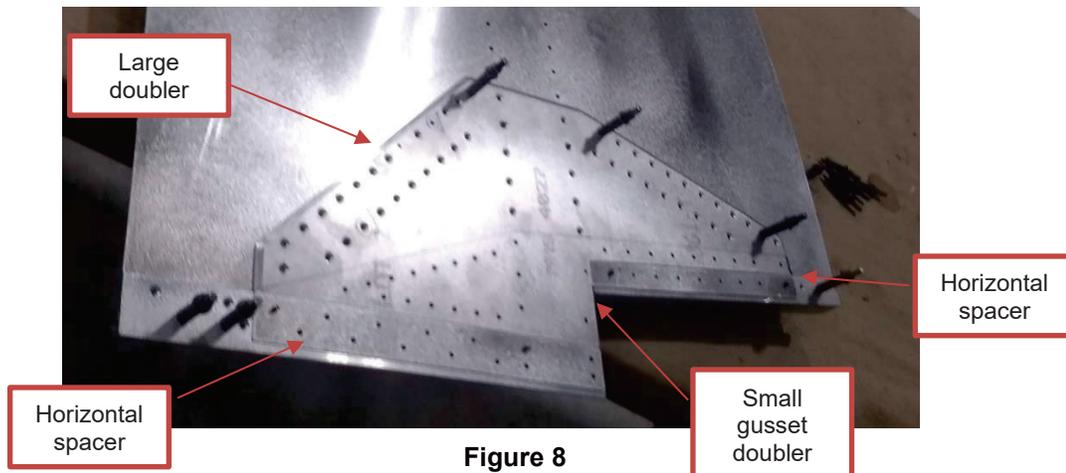
**Figure 6**

4. Place new side skin patch on top of the vertical spacers, ensure the patch is aligned properly with the new cutout area (see Figure 7).



**Figure 7**

5. Place large doubler on top of the skin patch and cleco the large doubler to the holes drilled earlier in step 2.
6. Cleco the small gusset doubler onto the new skin patch replacement. Align horizontal spacers below gusset doubler (see Figure 8).



**Figure 8**

- Align new side skin stiffener (1009990 or 1009991) against bulkhead and cleco in place (see Figure 9).

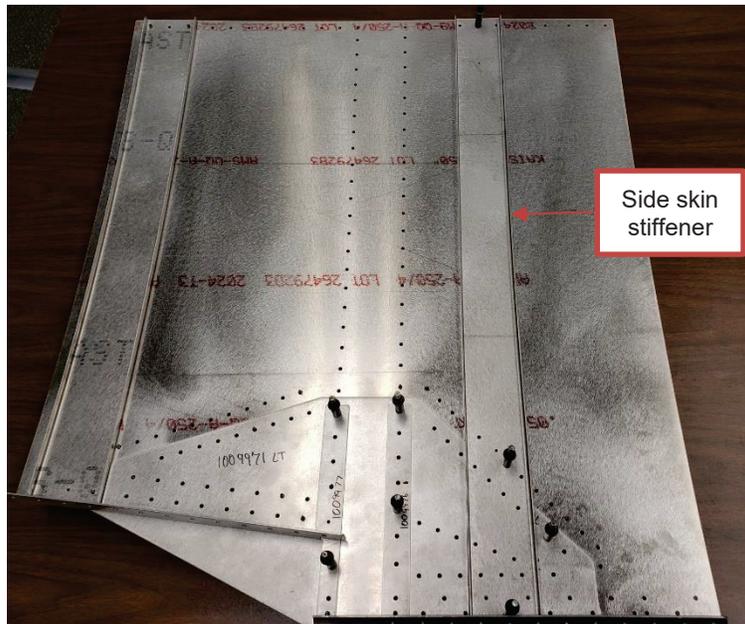
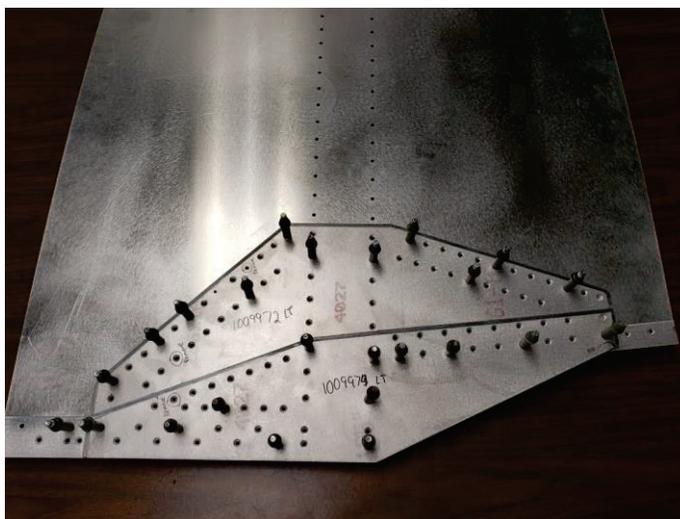


Figure 9 (Interior View)

- Disassemble new parts and reassemble using PR-1422-B2 sealant or equivalent and re-cleco and wet install with #21 rivets.
- Let sealant cure and leak check compartment.
- Upon completion of inspection, enter information in Aircraft and Float Logbook for completion of this Wipaire service letter.

## Additional View Of Repair



(Exterior View)