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SERVICE LETTER 282

10000 Forward Strut Hardware Clearance

Aircraft Makes/Model(s):	Float Model(s):	Compliance: Optional	By: MAS
Air Tractor AT-802A, AT-802	10000A	**Part Number:** 1013203	**Approved:**DRH
		Date: 6/1/2026	**Revision:** B

LOG OF REVISIONS		
Revision	**Description**	**Date**
A	Initial release	5/4/2026
B	Added Service Letter 193 reference to Background section. Updated parts list, work instructions, and Figure 1 due to relief cut becoming pre-located in repair parts.	6/1/2026

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 AT-802 and AT-802A model aircraft equipped with Wipline 10000 amphibian floats per STC SA01795CH, specifically those equipped with forward strut attach point doublers - PNs 1011107 and 1011108. These parts became standard production at float serial number 10213A and were retrofittable via Service Letter 193.

COMPLIANCE:

Compliance is optional.

BACKGROUND:

Forward strut attach point doublers – P/Ns 1011107 and 1011108 – were added to float structure to address smoking rivets at that location. This is the subject of Service Letter 193. Geometric limitations required a corresponding change to an adjacent strut fastener, becoming an AN25 clevis bolt. The limited space in the area and the orientation of the clevis bolt are such that strut removal is required if this bolt is to be replaced, and this procedure may not be feasible in forward operating areas. This service letter describes the option of cutting a relief into the doublers and exchanging the clevis bolt for an AN5 hex head bolt. This hex head bolt configuration with a washer under the head was in place prior to the addition of the doublers and is more appropriate for the curved surface of the strut.

COMPLIANCE METHOD:

As desired or if service history suggests a recurring issue, remove and rework doublers 1011107 and 1011108 and exchange adjacent hardware in accordance with the work instructions in this service letter. Alternatively, replace clevis bolt on condition.

APPROXIMATE SHOP HOURS:

Reworking doublers and exchanging hardware will take approximately 32 labor hours per aircraft, excluding float removal and installation.

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.

PARTS LIST – ORDER INDIVIDUALLY AS NEEDED (QUANTITIES ARE PER AIRCRAFT)			
ITEM	**QTY**	**PART NUMBER**	**DESCRIPTION**
1	2	AN5-33A	BOLT, 5/16-24, 2-15/16 GRIP, UNDRILLED, STEEL
2	2	MS21044N5	NUT, LOCKING, REGULAR HEIGHT, 5/16-24
3	4	NAS1149F0532P	WASHER, 0.328 ID, 0.032 THK, STEEL
4	1	1011117	DOUBLER, STRUT ATTACH POINT, FWD, TOP, LF (RELIEF ADDED)
5	1	1011118	DOUBLER, STRUT ATTACH POINT, FWD, TOP, RF (RELIEF ADDED)

Work Instructions

1. Position and prepare aircraft for safe maintenance.
2. Relieve hydraulic pressure by pulling PUMP 1 and PUMP 2 circuit breakers and moving gear selector to center position.
3. Disconnect and cap hydraulic lines at forward strut at fuselage and float top deck.
4. Remove side hopper fuselage access panels in preparation for hoist attachment.
5. Disconnect float landing gear electrical.
6. Hoist aircraft and secure floats so that spreader bar and forward struts can be removed. Alternatively, remove floats from aircraft.
7. Loosen forward flywires.
8. Remove spreader bar and forward strut – one strut disconnected at any time is recommended, repeating steps below for opposite side as needed.
9. Remove float baggage floor and fwd bulkhead access panel.
10. Drill out rivets from doublers 1011107 and 1011108 and remove from float.
11. Match drill repair doublers 1011117 and 1011118 where needed. Refer to removed doublers for countersink locations.
12. Wet install repair doublers 1011117 and 1011118 with PR-1422-B-2 sealant, or equivalent. Follow up with edge seal. Ensure coverage in the added relief hole, as this area is prone to collecting water.
13. Install new strut hardware. Refer to Figure 1. Apply Tef-Gel (or equivalent) and torque to 48-68 in-lbs (60-85 in-lbs dry torque).
14. Reinstall spreader bar and struts and tighten flywires. Refer to Wipaire Install Drawing 7D1-4256, torque hardware per 14.3 and 16.4 of associated Wipaire Service Manual.
15. Reconnect float landing gear hydraulic lines and electrical.
16. With aircraft on jack stands, bleed float hydraulic system by cycling gear multiple time. Check hydraulic fluid level.
17. Ensure gear is down and locked, then remove jack stands.
18. Remove hoist and reinstall panels and cowling.
19. Close up bulkhead access and floor in baggage area.

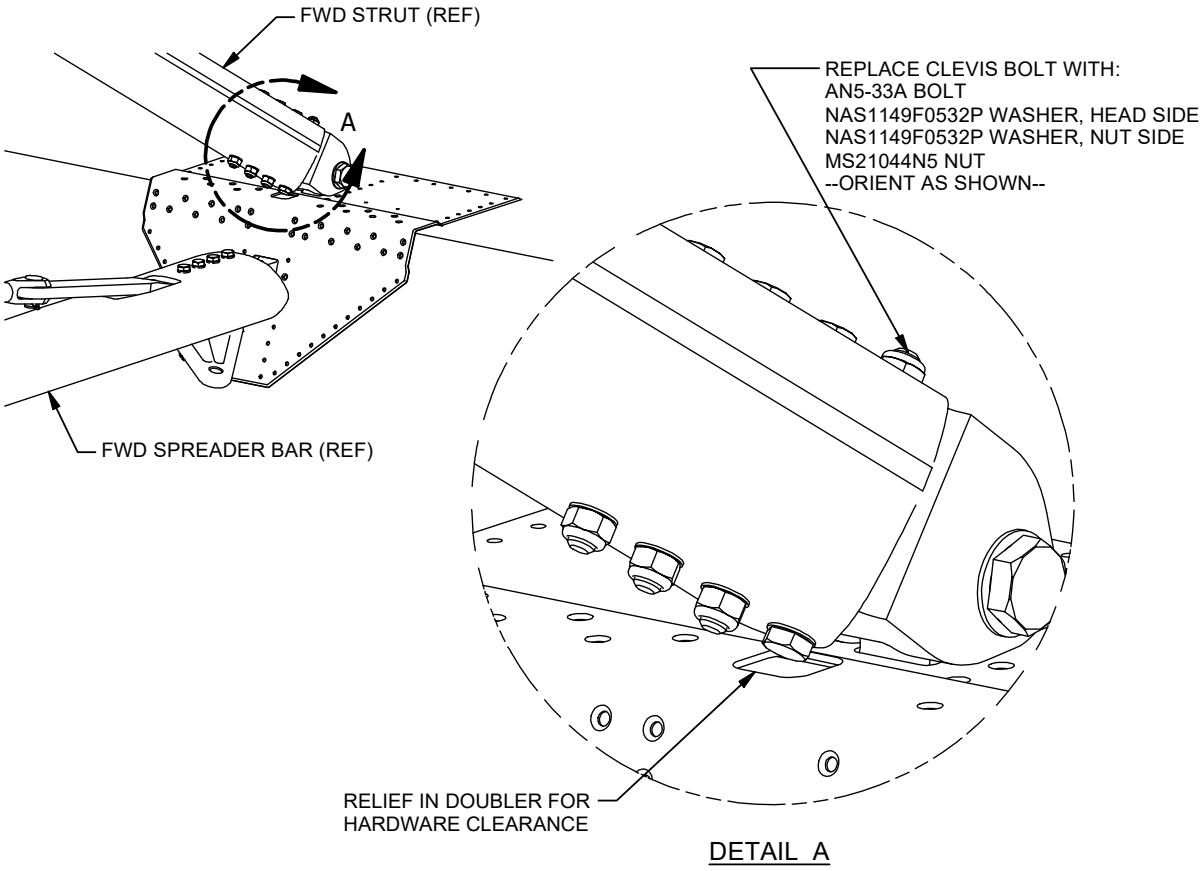

Figure 1 - Repair Overview

Aircraft Closing & Return to Service

1. Upon completion of inspection, enter information in Aircraft Logbook for completion of Wipaire Service Letter 282.