



Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, FL, U.S.A. 32960

SERVICE^{NO.} 1327G LETTER

Date: September 18, 2024

(S)

Service Letter (SL) 1327G supersedes SL 1327F in its entirety. Aircraft that were previously made compliant with SL 1327F are in compliance with SL 1327G.

SUBJECT:

WING WALK MODIFICATION AND INSPECTION

REASON FOR REVISION:

To add models and serial numbers. To correct model name.

MODELS AFFECTED:

PA-28-140 Cherokee 140

PA-28-150 Cherokee 150

PA-28-160 Cherokee 160

PA-28-180 Cherokee 180

PA-28-235 Cherokee 235

PA-28-151 Cherokee Warrior

PA-28-161 Cadet

PA-28-161 Warrior II

PA-28-161 Warrior III

PA-28-181 Archer II

PA-28-181 Archer III

PA-28-181 Piper Pilot 100i

PA-28-201T Turbo Dakota

PA-28R-180 Arrow

PA-28R-200 Arrow

PA-28R-200 Arrow II

PA-28R-201 Arrow III

PA-28RT-201 Arrow IV

PA-28R-201T Turbo Arrow III

SERIAL NUMBERS AFFECTED:

28-20001 thru 28-26946

28-7125001 thru 28-7725290

28-1 thru 28-4377

28-1 thru 28-4377

28-671 thru 28-5859,

28-7105001 thru 28-7205318

28-E13, 28-7305001 thru 28-7505260

28-10001 thru 28-11378, 28-7110001 thru 28-7210023,

28E-11, 28-7310001 thru 28-7710089

28-7415001 thru 28-7715314

2841001 thru 2841365

28-7716001 thru 28-8216300,

28-8316001 thru 28-8616057

2816001 thru 2816109

2816110 thru 2842420

28-7690001 thru 28-8690056, 28-8690061,

28-8690062, 2890001 thru 2890205

2890206 thru 2890231, 2843001 and up

2881041, 28020001 and up

28-7921001 thru 28-7921095

28R-30002 thru 28R-31270,

28R-7130001 thru 28R-7130013

28R-35001 thru 28R-35820,

28R-7135001 thru 28R-7135229

28R-7235001 thru 28R-7635545

28R-7737002 thru 28R-7837317, 2837001 thru 2837061

2844001 thru 2844185

28R-7918001 thru 28R-8218026

28R-7703001 thru 28R-7803373,

2803001 thru 2803012

ATA/JASC: 5720

(OVER)

PA-28RT-201T Turbo Arrow IV	28R-7931001 thru 28R-8631005, 2831001 thru 2831038
PA-28-236 Dakota	28-7911001 thru 28-8611008, 2811001 thru 2811050
PA-32-260 Cherokee Six 260	32-1 thru 32-14, 32-16 thru 32-20, 32-22 thru 32-1297, 32-7100001 thru 32-7800008
PA-32-300 Cherokee Six 300	32-15, 32-21, 32-40000 thru 32-40974, 32-7140001 thru 32-7940290
PA-32S-300 Cherokee Six Seaplane	32S-15, 32S-40000 thru 32S-40974, 32S-7140001 thru 32S-7240137
PA-32R-300 Lance	32R-7680001 thru 32R-7880068
PA-32RT-300 Lance II	32R-7885002 thru 32R-7985106
PA-32RT-300T Turbo Lance II	32R-7787001, 32R-7887002 thru 32R-7987126
PA-32-301 Saratoga	32-8006002 thru 32-8606023, 3206001 thru 3206019, 3206042 thru 3206044, 3206047, 3206050 thru 3206055, 3206060
PA-32-301T Turbo Saratoga	32-8024001 thru 32-8424002
PA-32-301FT Piper 6X	3232001 thru 3232074
PA-32-301XTC Piper 6XT	3255001 thru 3255051
PA-32R-301 Saratoga SP	32R-8013001 thru 32R-8613006, 3213001 thru 3213028, 3213020 thru 3213041
PA-32R-301 Saratoga II HP	3213029, 3213042 thru 3213103, 3246001 thru 3246244
PA-32R-301T Turbo Saratoga SP	32-8029001 thru 32-8629008, 3229001 thru 3229003
PA-32R-301T Saratoga II TC	3257001 thru 3257493
PA-34-200 Seneca	34-E4, 34-7250001 thru 34-7450220
PA-34-200T Seneca II	34-7570001 thru 34-8170092
PA-34-220T Seneca III	34-8133001 thru 34-8633031, 3433001 thru 3433172, 3448001 thru 3448037
PA-34-220T Seneca IV	3448038 thru 3448079, 3447001 thru 3447029
PA-34-220T Seneca V	3449001 thru 3449514

COMPLIANCE TIME:

Initial compliance with Part I is to coincide with the next regularly scheduled maintenance event, but not to exceed the next 50 hours time in service.

Thereafter, recurring compliance with Part II is required at an interval of 50 hours time in service.

Compliance with Part III is required upon discovery of cracks in the wing skin pan.

APPROVAL:

The engineering aspects of this service document have been shown to comply with the applicable Federal Aviation Regulations and are FAA approved.

PURPOSE:

Cracks may be discovered in the doublers (aka wing skin pan) that reinforce the wing skin, localized around the wing walkway. Aircraft with this condition are considered airworthy and may continue to operate, provided that a recurring inspection is performed on the adjacent upper wing skin. However, cracks may appear in areas normally obscured by the wing walkway material. This service letter provides a modification to the wing walkway by removing and replacing part of the wing walkway material to facilitate the required recurring inspection.

INSTRUCTIONS:**Part I. Initial Inspection**

1. Locate the wing skin pan, as shown in Figure 1.
2. Inspect the pan from below for cracks.
 - If cracks are found in the pan, proceed to Part III.
 - If no cracks are found, no modification is required at this time.
 - Make a logbook entry documenting compliance with Part I of this service letter.

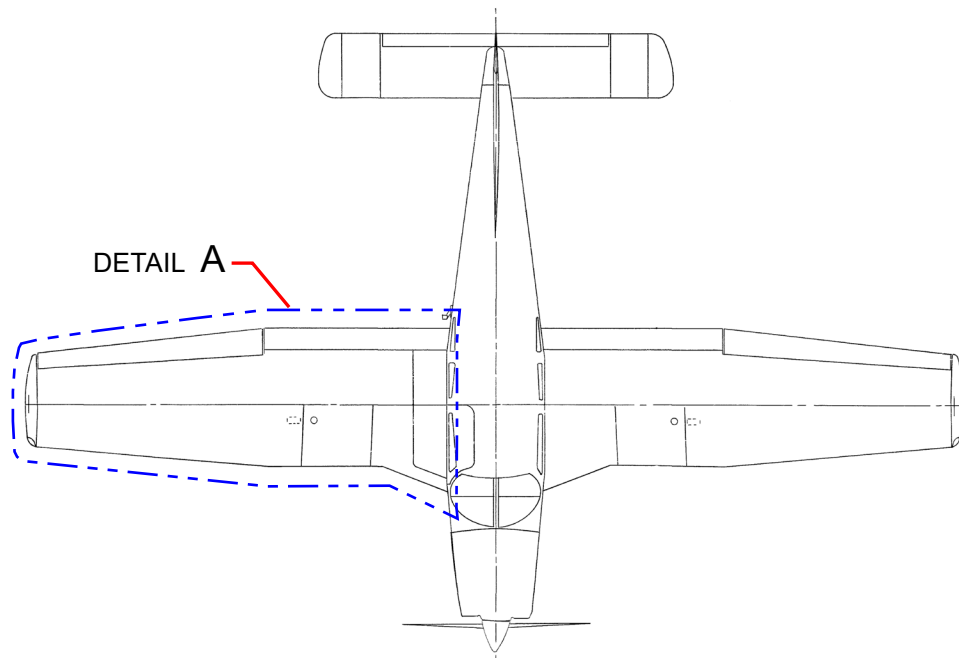
Part II. Recurring Inspection

1. If the modification described in Part III of this service letter has not been performed, locate and inspect the pan from below for cracks, as shown in Figure 1. Otherwise, proceed to step 2.
 - If cracks are found in the wing skin pan, proceed to Part III.
 - If no cracks are found, no modification is required at this time. Proceed to step 3.
2. If the modification described in Part III has been performed on this aircraft, inspect the wing skin at the location(s) where the clear tape has been applied.
 - Verify there is no cracking/damage in the wing skin local to the walkway.
 - Verify there is no permanent contour deformation in the wing skin.

If cracks or other damage are discovered in the wing skin, replacement of the wing skin and doublers is required.
3. Make a logbook entry documenting the external inspection of wing walk area per Part II of this service letter.

Part III. Modification

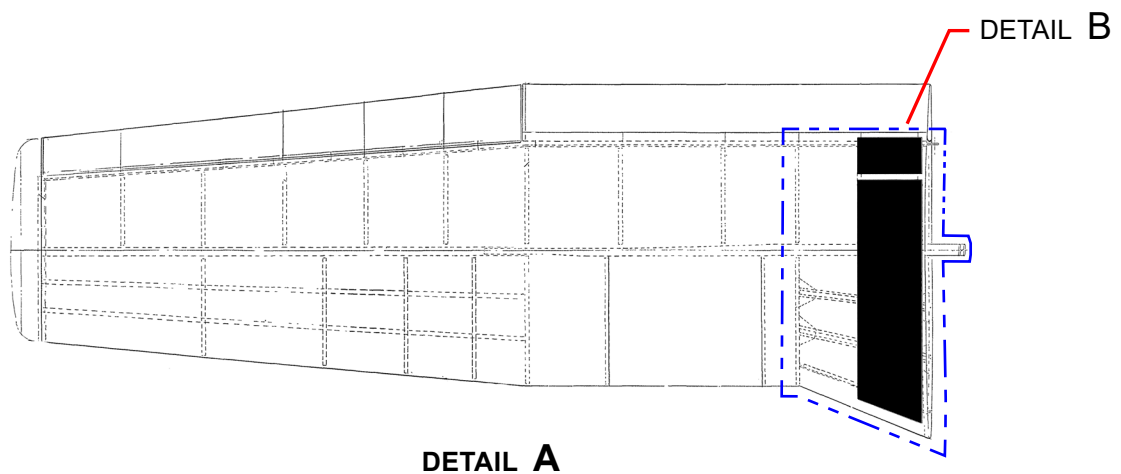
1. Locate the wing walk, as shown in Figure 2.
2. Remove two (2) inches of wing walk material at the location(s) indicated in Figure 2 where cracking has been discovered. While the wing walk material is removed, inspect the wing skin for cracks. If cracks are found, replacement of the wing skin and pan is required. Otherwise proceed to step 3.
3. Install a two (2) inch wide strip of 3M Safety-Walk clear wingwalk tape, 3M ID 70070548980, or equivalent transparent slip-resistant wing walk tape, at the location(s) where original wing walk material was removed. Refer to the manufacturer for installation instructions.
4. Make a logbook entry documenting compliance with Part III of this service letter.



DETAIL A

PA-28-181 ARCHER

LOOKING DOWN AT AIRCRAFT
(OTHER MODELS SIMILAR)



DETAIL B

DETAIL A

Figure 1 (Sheet 1 of 2)
Wingwalk Inspection Areas

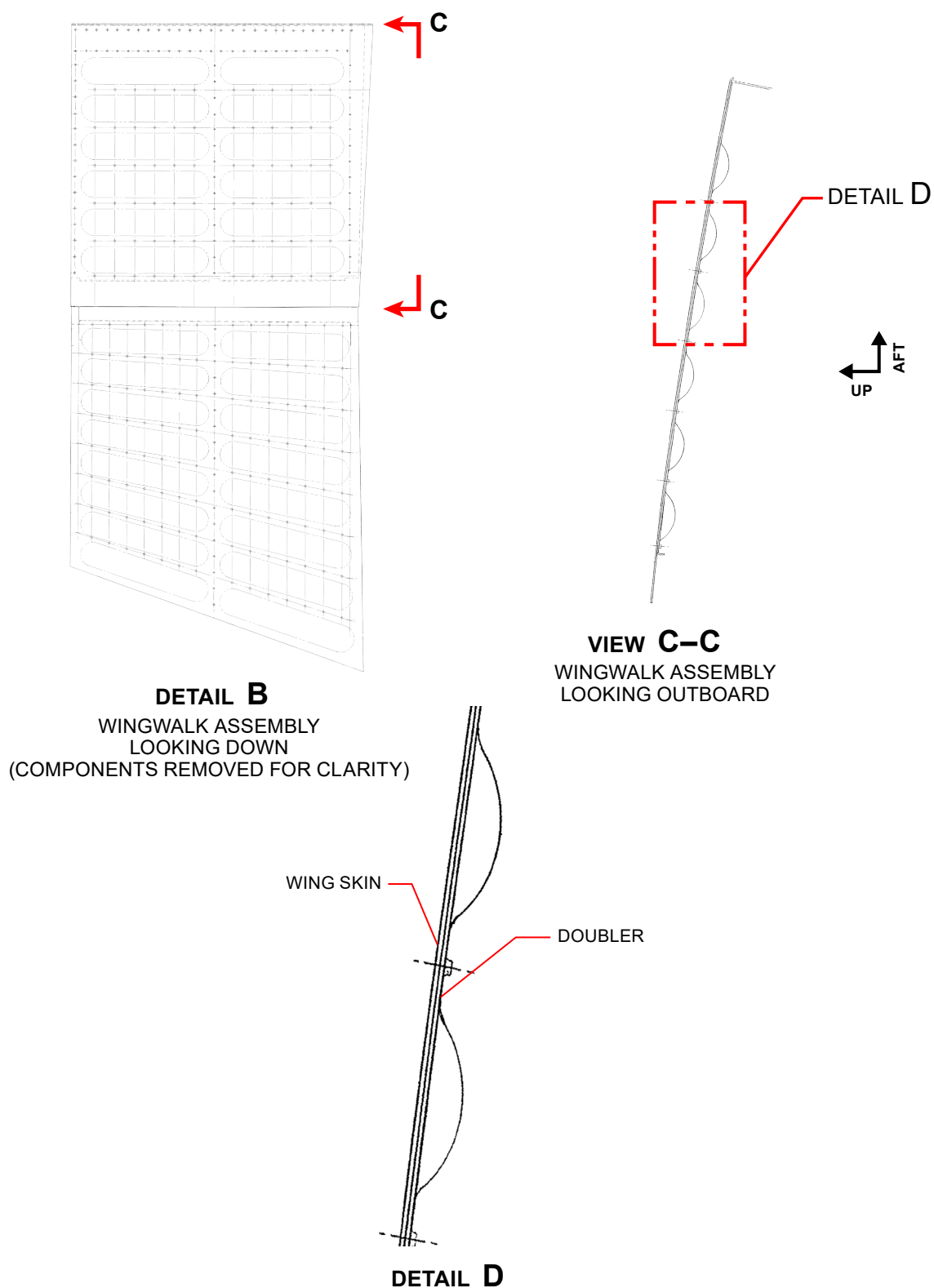


Figure 1 (Sheet 2 of 2)
Wingwalk Inspection Areas

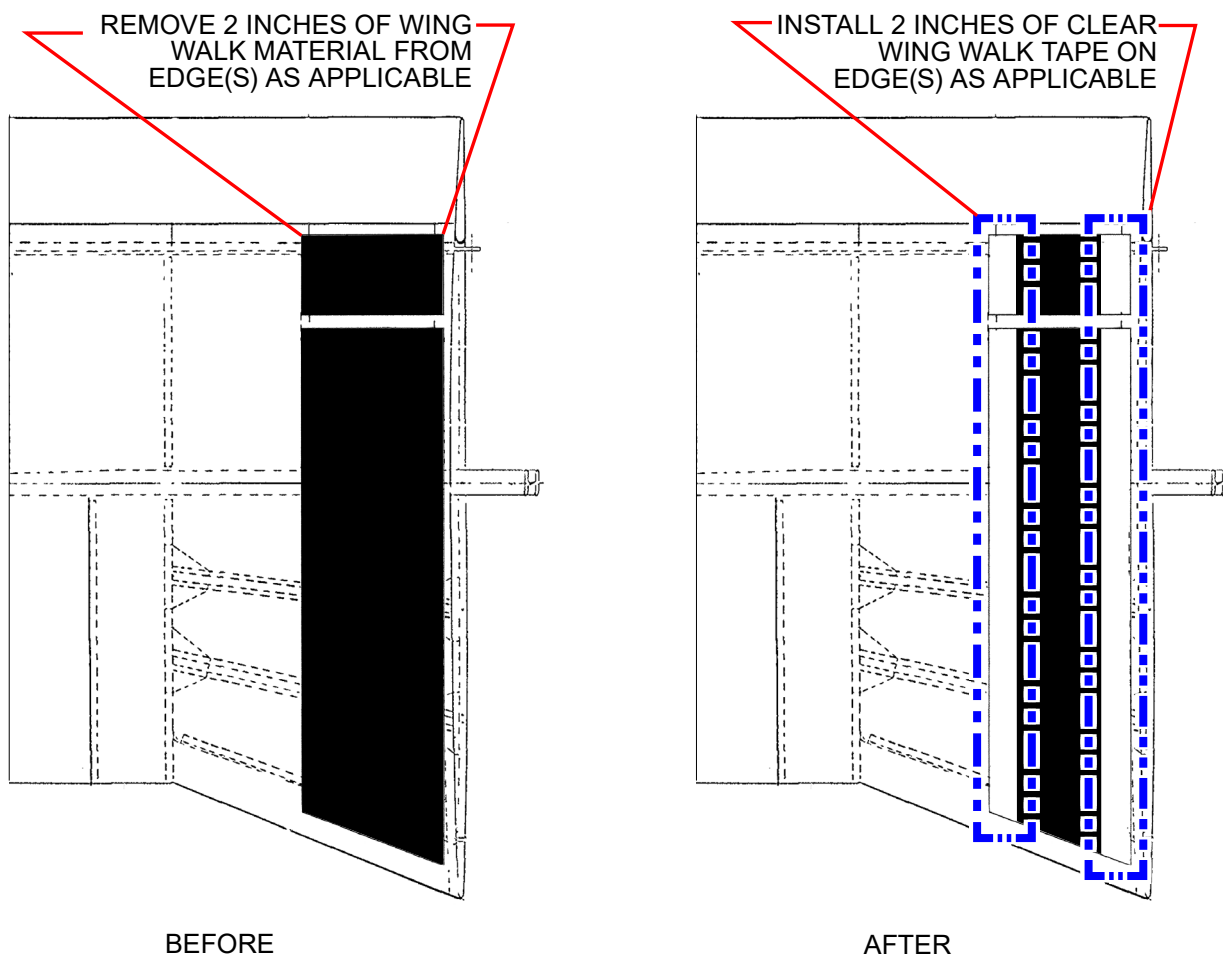


Figure 2
Wingwalk Modification

MATERIAL REQUIRED:

Per aircraft:

- One (1) each, 3M Safety-Walk Clear Wingwalk Tape, 3M ID 70070548980, or equivalent transparent, slip-resistant, wing walk tape, procure locally.
- On condition, Wingwalk Assembly. Refer to the appropriate Airplane Parts Catalog (APC) for part numbers.

AVAILABILITY OF PARTS:

Procure Locally or Your Piper Approved Service Center as appropriate—
Find your local service center at <https://www.piper.com/>

EFFECTIVITY DATE:

This service letter is effective on September 25, 2024. |

SUMMARY:

Please contact your Piper Approved Service Center to make arrangements for compliance with this service letter in accordance with the compliance time indicated.

NOTE: Please notify the factory of any address/ownership corrections. Changes should include aircraft model, serial number, and current owner's name and address.

Corrections and/or changes should be directed to:

PIPER AIRCRAFT, INC.

Attn: Customer Service

2926 Piper Drive

Vero Beach, FL 32960

or:

CustomerService@piper.com

Please include in subject line: "Aircraft ownership update"