



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

SERVICE NO. 1327A LETTER

Date: September 19, 2023

(S)

Service Letter (SL) 1327A supersedes SL 1327 in its entirety.

SUBJECT:

WING WALK MODIFICATION AND INSPECTION

REASON FOR REVISION:

To correct serial numbers.

MODELS AFFECTED:

- PA-28-150 Cherokee 150
- PA-28-160 Cherokee 160
- PA-28-180 Cherokee 180
- PA-28-235 Cherokee 235
- PA-28R-180 Arrow

- PA-28R-200 Arrow

- PA-28-151 Cherokee Warrior
- PA-28-161 Cadet
- PA-28-161 Warrior III
- PA-28-181 Archer II
- PA-28-181 Archer III
- PA-28-181 Pilot 100i
- PA-28-201T Turbo Dakota
- PA-28R-201 Arrow III
- PA-28R-201 Arrow III
- PA-28R-201T Turbo Arrow III

- PA-28-236 Dakota
- PA-32-260 Cherokee Six 260
- PA-32-300 Cherokee Six 300

SERIAL NUMBERS AFFECTED:

- 28-1 thru 28-4377
- 28-1 thru 28-4377
- 28-671 thru 28-5859, 28-7105001 thru 28-7505260
- 28-10003 thru 28-11378, 28-7110001 thru 28-7710089
- 28R-30005 thru 28R-31270,
28R-7130001 thru 28R-7130013
- 28R-30482, 28R-35001 thru 28R-35820,
28R-7135001 thru 28R-7635462
- 28-7415001 thru 28-7715314
- 2841001 thru 2841365
- 2816110 thru 2842420
- 28-7690001 thru 28-8690056, 2890001 thru 2890205
- 2890206 thru 2890231, 2843001 and up
- 2881041, 28020001 and up
- 28-7921001 thru 28-7921095
- 28R-7737001 thru 28R-7837317, 2837001 thru 2837061
- 2844001 thru 2844185
- 28R-7703001, 28R-7703002 thru 28R-7803373
- 2803001 thru 2803012
- 28-7911002 thru 28-8611009, 2811001 thru 2811050
- 32-1 thru 32-1297, 32-7100001 thru 32-7800008
- 32-40000 thru 32-40974, 32-7140001 thru 32-7940290

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 affected 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

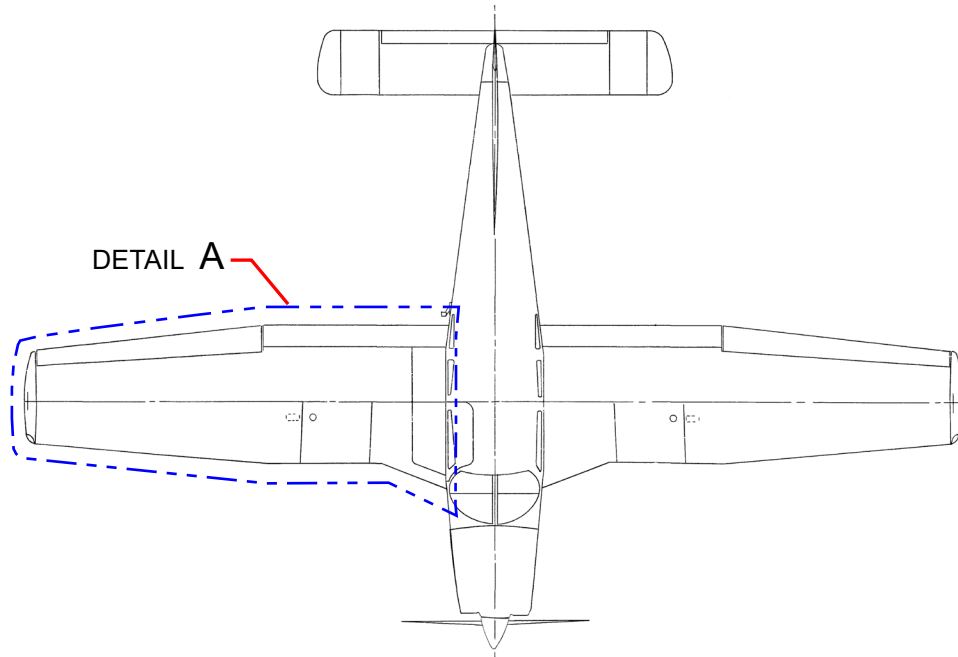
1. If the modification described in Part III of this service letter has not been performed, locate and inspect the pan from below for cracks, as shown in Figure 1. Otherwise, proceed to step 2.
 - If cracks are found in the wing skin pan, proceed to Part III.
 - If no cracks are found, no modification 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 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 indicated in Figure 2. 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, where the 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.



PA-28-181 ARCHER
LOOKING DOWN AT AIRCRAFT
(OTHER MODELS SIMILAR)

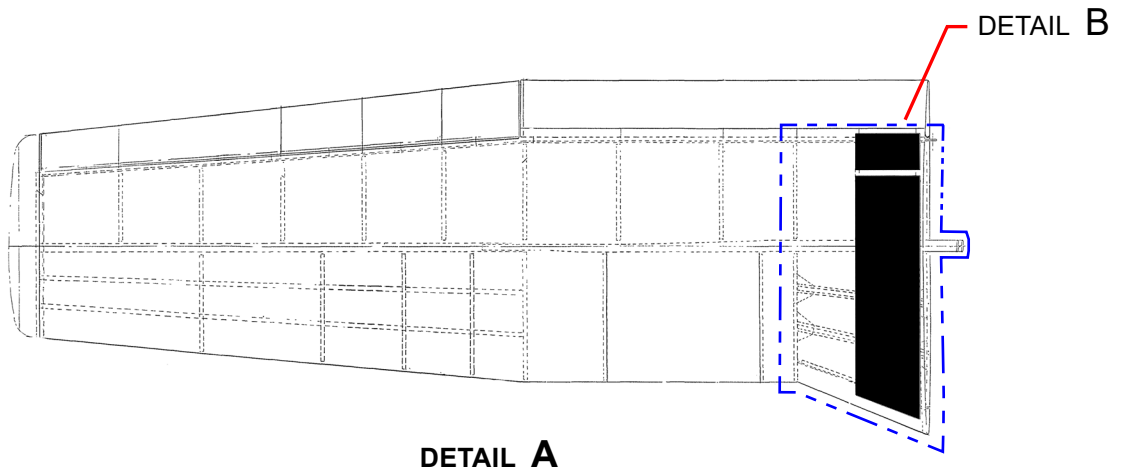


Figure 1 (Sheet 1 of 2)
Wingwalk Inspection Areas

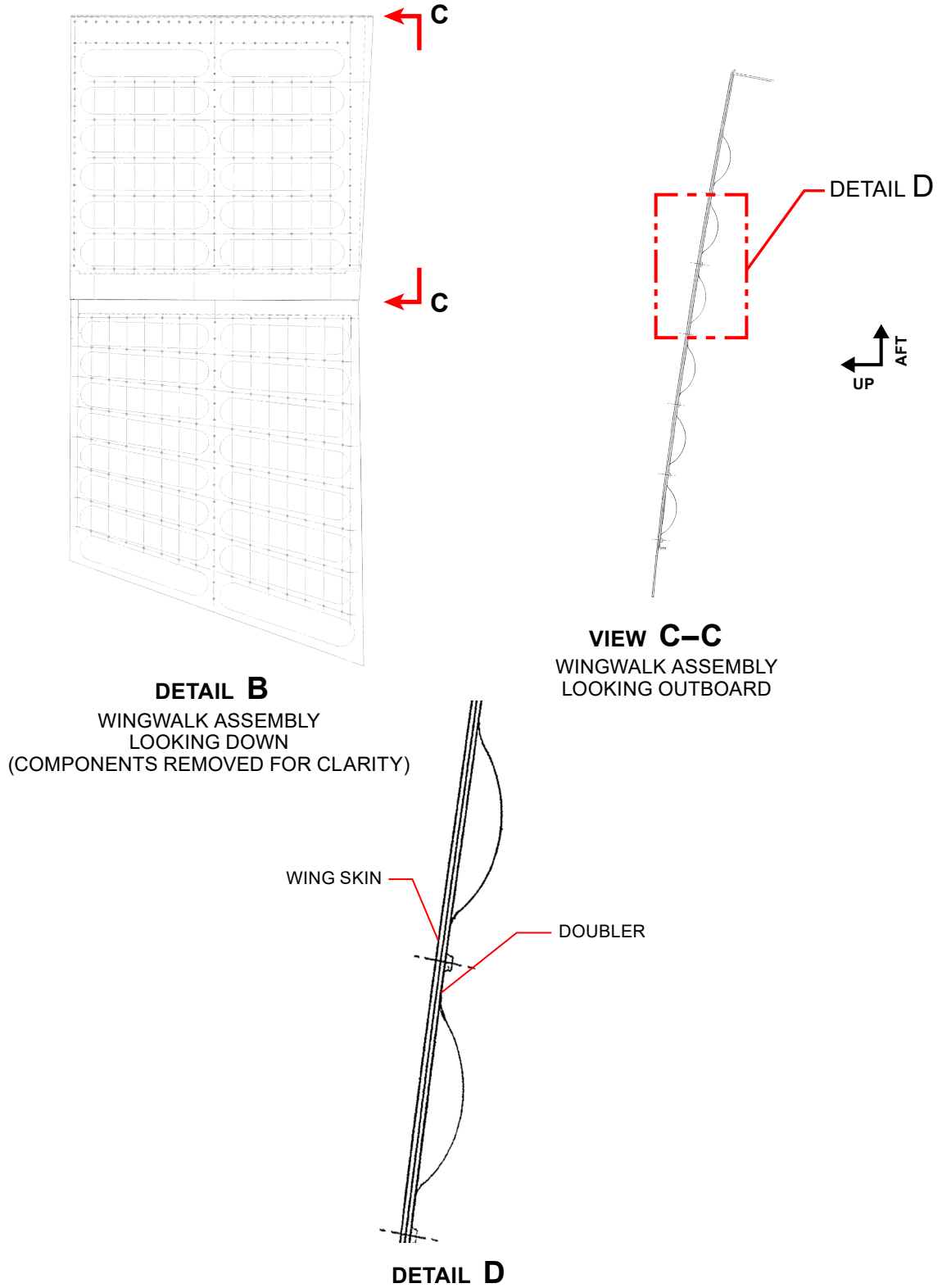


Figure 1 (Sheet 2 of 2)
Wingwalk Inspection Areas

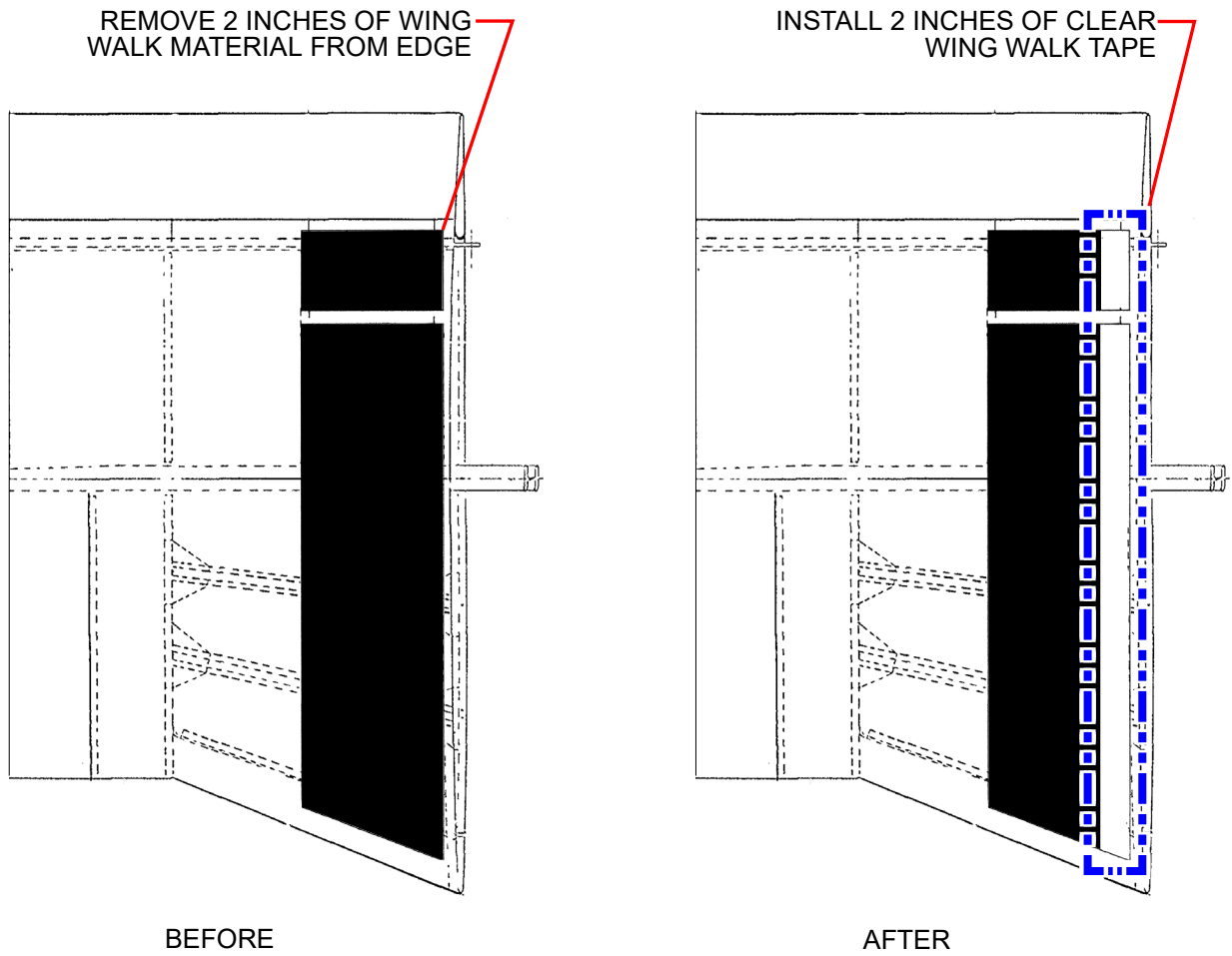


Figure 2
Wingwalk Modification

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 Aircraft 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 19, 2023.

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"