



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

# SERVICE NO. 1400 BULLETIN

## PIPER CONSIDERS COMPLIANCE MANDATORY

Date: January 26, 2026

(S) (M)

# MAINTENANCE ALERT

**SUBJECT:**

**FORWARD WING SPAR-TO-FUSELAGE ATTACH  
FITTING CORROSION INSPECTION**

**MODELS AFFECTED:**

**Group A:**

PA-28-140 Cherokee 140  
PA-28-150 Cherokee 150  
PA-28-160 Cherokee 160  
PA-28-180 Cherokee 180

PA-28S-160 Cherokee 160  
PA-28S-180 Cherokee 180  
PA-28-235 Cherokee 235

PA-28-236 Dakota  
PA-28-151 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 Pilot 100i  
PA-28-201T Turbo Dakota  
PA-28R-180 Arrow

PA-28R-200 Arrow

PA-28R-200 Arrow II

**SERIAL NUMBERS AFFECTED:**

28-20001 thru 28-26946, 28-7125001 thru 28-7725290  
28-03, 28-1 thru 28-4377 and 28-1760A  
28-03, 28-1 thru 28-4377 and 28-1760A  
28-03, 28-671 thru 28-5859,  
28-7105001 thru 28-7205318, 28-E13,  
28-7305001 thru 28-7505260  
28-1 thru 28-1760 and 28-1760A  
28-671 thru 28-5859, 28-7105001 thru 28-7105234  
28-10001 thru 28-11378, 28-7110001 thru 28-7210023  
28E-11, 28-7310001 thru 28-7710089  
28-7911001 thru 28-8611008, 2811001 thru 2811050  
28-7415001 thru 28-7  
2841001 thru 2841365  
28-7716001 thru 28-8216300,  
28-8316001 thru 28-8616057, 2816001 thru 2816109  
2816110 thru 2816119, 2842001 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

ATA/JASC: 5740

(OVER)

**MODELS AFFECTED** (continued):**Group A** (cont.):

PA-28R-201 Arrow III  
 PA-28R-201T Turbo Arrow III  
 PA-28RT-201 Arrow IV  
 PA-28RT-201T Turbo Arrow IV  
 PA-32-260 Cherokee Six  
 PA-32-300 Cherokee Six  
 PA-32S-300 Cherokee Six Seaplane  
 PA-32R-300 Lance  
 PA-32RT-300 Lance II  
 PA-32RT-300T Turbo Lance II  
 PA-32R-301 Saratoga SP  
 PA-32R-301 Saratoga II HP  
 PA-32R-301T Turbo Saratoga SP  
 PA-32-301 Saratoga  
 PA-32-301T Turbo Saratoga  
 PA-32R-301T Saratoga II TC  
 PA-32-301FT Piper 6X  
 PA-32-301XTC Piper 6XT

**Group B:**

PA-34-200 Seneca  
 PA-34-200T Seneca II  
 PA-34-220T Seneca III  
 PA-34-220T Seneca IV  
 PA-34-220T Seneca V  
 PA-44-180 Seminole  
 PA-44-180T Turbo Seminole

**SERIAL NUMBERS AFFECTED** (continued):

28R-7737002 thru 28R-7837317,  
 2837001 thru 2837061, 2844001 thru 2844182  
 28R-7703001 thru 28R-7803373, 2803001 thru 2803012  
 28R-7918001 thru 28R-7918267,  
 28R-8018001 thru 28R-8218026  
 28R-7931001 thru 28R-8631005, 2831001 thru 2831038  
 32-03, 32-04, 32-1 thru 32-1297,  
 32-7100001 thru 32-7800008  
 32-15, 32-21, 32-40000 thru 32-40974,  
 32-7140001 thru 32-7940290  
 32S-15, 32S-40000 thru 32S-40974,  
 32S-7140001 thru 32S-7240137  
 32R-7680001 thru 32R-7880068  
 32R-7885002 thru 32R-7985106  
 32R-7787001, 32R-7887002 thru 32R-7987126  
 32R-8013001 thru 32R-8613006,  
 3213001 thru 3213028, 3213030 thru 3213041  
 3213029, 3213042 thru 3213103,  
 3246001 thru 3246244  
 32R-8029001 thru 32R-8629008,  
 3229001 thru 3229003  
 32-8006002 thru 32-8606023, 3206001 thru 3206019,  
 3206042 thru 3206044, 3206047,  
 3206050 thru 3206055, 3206060  
 32-8024001 thru 32-8424002  
 3257001 thru 3257493  
 3232001 thru 3232074  
 3255001 thru 3255051  
 34-E4, 34-7250001 thru 34-7450220  
 34-7570001 thru 34-8170092  
 34-8133001 thru 34-8633031,  
 3433001 thru 3433172, 3448001 thru 3448037  
 3448038 thru 3448079, 3447001 thru 3447029  
 3449001 thru 3449514  
 44-7995001 thru 44-8195026,  
 4495001 thru 4495013, 4496001 and up  
 44-8107001 thru 44-8207020

**COMPLIANCE TIME:** Refer to the table below.

		Operating in High Salt / High Humidity Environments?	
		YES	NO
<b>Aircraft stored in Hangar?</b>	<b>YES</b>	Initial compliance must occur, at owner/operator's discretion, upon reaching or exceeding 1000 hours TIS or 4 years.  Thereafter, compliance must occur, at owner/operator's discretion, every 200 hours TIS or 2 years.	Initial compliance must occur, at owner/operator's discretion, upon reaching or exceeding 2000 hours or 7 years.  Thereafter, compliance must occur, at owner/operator's discretion, every 400 hours TIS or 4 years.
	<b>NO</b>	Initial compliance must occur upon reaching or exceeding 1000 hours TIS or 4 years, whichever occurs first.  Thereafter, compliance must occur every 200 hours TIS or 2 years, whichever occurs first.	Initial compliance must occur upon reaching or exceeding 2000 hours or 7 years, whichever occurs first.  Thereafter, compliance must occur every 400 hours TIS or 4 years, whichever occurs first.

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

**PURPOSE:** Some of the affect aircraft may have corrosion at the forward wing attach fittings and forward wing spars. Aircraft operating in high salt or high humidity environments, such as coastal locations, are particularly susceptible. This service bulletin mandates an initial and recurring inspection of the forward wing attach fittings and forward wing spars for corrosion and, on condition, replacement of the fittings and either cleaning the spars of corrosion and returning them to service (if structural integrity and minimum material thickness can be retained after removal of corrosion) or replacement of the spars.

**INSTRUCTIONS:**

- NOTE:** The following instructions apply to both left and right wings.
- NOTE:** For model specific details and instructions, refer to the applicable Piper Service Manual (SM) or Piper Airplane Maintenance Manual (AMM).
- NOTE:** The temporary removal of some interior parts and/or access covers is required to accomplish the instructions in this service bulletin.
- NOTE:** See also FAA Advisory Circular (AC) 43-4A Corrosion Control for Aircraft, available at <http://www.airweb.faa.gov>.

**WARNING:** FLIGHT WITH KNOWN CRACKS IN THE AIRCRAFT STRUCTURE IS NOT PERMITTED. AN AIRPLANE WITH A CRACK IN THE STRUCTURE DOES NOT MEET ITS TYPE DESIGN AND NO LONGER POSSESSES ITS REQUIRED TYPE DESIGN STRENGTH. ANY CRACK DISCOVERED IN THE AIRCRAFT STRUCTURE MUST BE REPAIRED PRIOR TO THE NEXT FLIGHT.

**GROUP A. PA-28 / PA-32 SERIES AIRCRAFT**

**NOTE:** For PA-34 / PA-44 Series Aircraft, see page 7.

## 1. Inspection

- a. Gain access to the forward and aft sides of the forward wing attach fitting.
  - Access to the forward side of the wing attach fitting can be achieved through the cockpit fresh air vent, located forward of the wing attach fitting. Removal of cockpit interior panels and fresh air vent may be required.
  - Access to the aft side of the wing attach fitting can be achieved by the temporary removal of an access panel on the lower wing skin, located forward of the main wing spar. See the appropriate AMM or SM for the location of access covers and panels.

**NOTE:** Some early models may not be equipped with these access covers. For affected aircraft without these access covers, see Piper Service Spares Letter 508.

- b. Using suitable inspection tools (i.e., mirror, flashlight, borescope, etc.) inspect the forward and aft sides of the attach fitting, the forward and aft sides of the forward spar, and the surrounding wing structure for signs of corrosion and damage. See Figure 1 for examples of corrosion.

**NOTE:** Rivets that appear 'powdery' are indicative of corrosion between the steel and aluminum surfaces.

- If no corrosion is found, proceed to step 5.
- If corrosion is found, Proceed to step 2.

## 2. Removal

**CAUTION:** DO NOT DRIVE OUT MAIN WING SPAR BOLTS. TAKE EXTREME CARE NOT TO DAMAGE BOLT HOLES.

**CAUTION:** DO NOT ROTATE BOLTS WHEN THE THREADS ARE INSIDE THE BOLT HOLE.

- a. Remove the wing from fuselage in accordance with the applicable AMM or SM.
- b. Remove the following parts from the wing by drilling out the associated rivets and tapping out the shanks in the following order:
  - 1) Optionally, disconnect and set aside (but do not remove from the wing) the air duct tube assembly from the inboard rib to facilitate the removal of the forward wing spar by drilling out the rivets identified in View A-A of Figure 2.
  - 2) Remove the attach fitting from the wing by drilling out the rivets identified in View C-C and View E-E of Figure 2).
  - 3) Remove the rivets securing the wing spar to the wing by drilling out the rivets identified in Detail B, and View D-D of Figure 2.
  - 4) Remove the attach fitting and wing spar from the wing.
  - 5) Remove the doubler (with grommet) from the wing spar by removing the rivets identified in View F-F in Figure 2. Retain doubler (with grommet) for reinstallation.
- c. Clean out and recover all debris from rivet removal and corrosion damage.
- d. Discard the attach fitting and procure a replacement. Refer to the applicable Piper Parts Catalog (IPC) for part numbers (P/Ns).
- e. If corrosion was found on the surrounding wing structure, the affected parts should either be replaced or repaired.
  - If replacing, refer to the appropriate airplane parts catalog for part numbers.
  - If repairing, contact a FAA designated engineering representative (DER) (or the equivalent authorized by civil aviation regulators outside the U.S.) for an approved repair before returning the aircraft to service. The FAA website provides a DER directory that lists designees by their location and list their credentials. Visit <https://designee.faa.gov/#/designeeLocator> for more details.

- f. Inspect the wing spar and determine if the corrosion damage could be repaired and returned to service. Depending on the severity of corrosion, if structural integrity and minimum material thickness can be maintained after corrosion is removed the spar can be returned to service.
  - If it is determined the wing spar could be repaired, then proceed to step 3.
  - If it is determined the wing spar cannot be repaired, the spar must be labeled as rejected per SB 1400, rendered unusable (through destructive means), and a replacement wing spar must be procured. Refer to the applicable Piper IPC for P/Ns. Then proceed to step 4.
3. Corrosion Removal
  - a. Remove the corrosion from the wing spar per FAA Advisory Circular AC 43.13-1B, Chapter 6, Section 7.
  - b. After corrosion is removed, verify that the spar maintains structural integrity and meets or exceeds the minimum material thickness defined in Chart 1.
    - If the spar maintains structural integrity and meets or exceeds the minimum material thickness, the spar is permissible for reinstallation. Clean the spar using a soft cloth dampened with isopropyl alcohol, mineral spirits, naphtha, or other suitable cleaning agent. The surface must be clean and dry before proceeding. Then apply a MIL-PRF-85582D Type I Class C2 primer, or any of the epoxy primers shown in Chart 3 to any bare metal. Alternately, use a primer conforming to MIL-P-23377 and apply per manufacturer's instructions.
    - If the spar does not maintain structural integrity or does not meet the minimum material thickness, it is not permissible for reinstallation. The spar must be labeled as rejected per SB 1400, rendered unusable (through destructive means), and a replacement wing spar must be procured. Refer to the applicable Piper IPC for P/Ns.
4. Replacement
  - a. Inspect the substructure of the wing for any bare metal and touch up with the appropriate primer/topcoat.
    - For aluminum parts, use a MIL-PRF-85582D Type I Class C2 primer, or any of the epoxy primers shown in Chart 3. Alternately, use a primer conforming to MIL-P-23377 and apply per manufacturer's instructions.
    - For steel parts, use the approved fuel resistant high-solid epoxy primer listed in Chart 4. Alternatively, use a primer conforming to MIL-P-23377 and apply per manufacturer's instructions. Then apply a decorative topcoat such as Hentzen Aerospace AXWF-3-G135G.
  - b. Reinstall the doubler (with grommet), removed in step 2.b.5), to the spar with rivets before proceeding. See View F-F in Figure 2.
  - c. Place the forward wing spar and forward attach fitting into position in the wing, fitting up with existing holes in the replacement parts and substructure of the wing. As required, match drill holes into the spar from existing holes in the substructure of the wing and attach fitting. Do not permanently install any parts with rivets until the attach fitting is installed thru the cutout of the inboard rib and the wing spar properly fits up with the substructure of the wing. Clean out and recover all debris from match drilling holes.
  - d. Perform the following immediately preceding permanent installation (i.e. securing with rivets) of the spar and fitting:
    - 1) Clean the surfaces of the spar and attach fitting using a soft cloth dampened with isopropyl alcohol, mineral spirits, naphtha, or other suitable cleaning agent. Surface must be clean and dry prior to applying sealants.
    - 2) Faying surface seal between the wing spar and attach fitting with a sealant per Chart 2. Faying surface sealed joints shall be completed within the assembly time of the faying surface sealant. Apply sufficient faying surface sealant evenly to fill the joint but not an excessive amount that will cause pillowing between the fasteners. Mating parts may be separated slightly using a soft wooden wedge or a tongue depressor. Avoid bending or scratching metal surfaces.

- e. Install the spar and attach fitting to the substructure of the wing by securing with wet installed rivets.
- 1) Rivets – General Information
    - a) When installing rivets, the formation of appropriate shop formed rivet heads require that the exposed bucktail length be between 0.8D and 1.5D.
    - b) The edge distance of countersunk and dimpled rivets must be a minimum of 2D the nominal rivet diameter, measured from the center of the hole.
    - c) The edge distance of non-countersunk and non-dimpled rivets must be a minimum of 1.75D the nominal rivet diameter, measured from the center of the hole
    - d) If a rivet hole is enlarged, deformed, or damaged, increase hole size. Ensure the enlarged hole is smooth and free from defects.
    - e) Install the following rivets as applicable:
      - When replacing formed (bucked) skin rivets (i.e. rivets that secure the skin to the wing assembly), use MS20426-AD4 or MS20426-AD5 series rivets as required.
      - When replacing formed (bucked) non-skin rivets (i.e. rivet that do not secure the skin to the wing assembly), use MS20470-AD4 or MS20470-AD5 series rivets as required.
      - When replacing blind skin rivets use NAS1739B-5 series rivets. At no point are blind rivets to be substituted for bucked rivets.
      - When installing rivets into any oversized hole, install a NAS1241 or NAS1242 series rivet as required.
  - 2) Rivets – Wet Installation

Wet install rivets by dipping rivet end, swabbing rivet shank, and/or swabbing head-side of structure around hole with primer. Insert rivet into hole and fasten while primer is still wet. Dry wipe primer drips or squeeze out after final installation as appropriate. Ensure primer forms a continuous fillet around rivet head to adjacent surface of part being fastened. Ensure a minimum of 1.75D edge distance is maintained for each rivet.
  - 3) Wet install rivets to secure each component in the following order:
    - a) Install rivets to secure the attach fitting to the inboard rib (see View C-C of Figure 2).
    - b) Install rivets to secure the wing spar to the outboard rib (see View D-D of Figure 2).
    - c) Install rivets to secure the attach fitting to the wing spar (see View E-E of Figure 2).
    - d) Install rivets to secure the wing spar and leading edge skin to the substructure of the wing (see Detail B of Figure 2).
- f. If the air duct tube assembly was disconnected in step 2, reinstall the assembly through the doubler installed on the wing spar and secure by installing rivets where the assembly connects to the inboard rib as shown in View A-A of Figure 2.
- g. Where paint was removed from the wing skin, apply a top coat of Axalta Imron paint in a color to match adjacent surfaces per the applicable AMM or SM.

**CAUTION:** DO NOT DRIVE IN MAIN WING SPAR BOLTS. TAKE EXTREME CARE NOT TO DAMAGE BOLT HOLES.

**CAUTION:** DO NOT ROTATE BOLTS WHEN THE THREADS ARE INSIDE THE BOLT HOLE.

- h. Reinstall the wing in accordance with the applicable AMM or SM.
  - i. Reinstall any components that were removed such as interior panels and access covers.
5. Documentation of Compliance
- Make a logbook entry documenting compliance with this service bulletin including a description of the inspection results and actions that were completed.

**GROUP B. PA-34 / PA-44 SERIES AIRCRAFT**

## 1. Inspection

- a. Gain access to the forward wing spar and attach fitting by removing the leading edge fairings identified in Figure 3. See the appropriate AMM or SM for the location of access covers and panels.
- b. Using suitable inspection tools (i.e., mirror, flashlight, borescope, etc.) inspect the forward and aft sides of the attach fitting, the forward and aft sides of the wing spar (including the interior of the spar), and the surrounding wing structure for signs of corrosion and damage. The aft side of the wing spar may be inspected through the cutout holes in the outboard section of the spar. See Figure 1 for examples of corrosion.

**NOTE:** Rivets that appear 'powdery' are indicative of corrosion between the steel and aluminum surfaces.

- If no corrosion is found, proceed to step 5.
- If corrosion is found, Proceed to step 2.

## 2. Removal

**CAUTION:** DO NOT DRIVE OUT MAIN WING SPAR BOLTS. TAKE EXTREME CARE NOT TO DAMAGE BOLT HOLES.

**CAUTION:** DO NOT ROTATE BOLTS WHEN THE THREADS ARE INSIDE THE BOLT HOLE.

- a. Remove the wing from fuselage in accordance with the applicable AMM or SM.
- b. Remove the forward wing spar and attach fitting from the wing by drilling out the associated rivets and tapping out the shanks in the following order:
  - 1) Remove the attach fitting from the wing by drilling out the rivets identified in View B-B and View C-C of Figure 3.
  - 2) Remove the rivets securing the wing spar to the wing by drilling out the rivets identified in Detail A, View D-D, and View E-E of Figure 3. Also remove the bolt, washer, and nut identified in View E-E and retain for reinstallation.
  - 3) Remove the attach fitting and wing spar from the wing.
- c. Clean out and recover all debris from rivet removal and corrosion damage.
- d. Discard the forward attach fitting and procure a replacement. Refer to the applicable Piper Parts Catalog (IPC) for part numbers (P/Ns).
- e. If corrosion was found on the surrounding wing structure, the affected parts should either be replaced or repaired.
  - If replacing, refer to the appropriate airplane parts catalog for part numbers.
  - If repairing, contact a FAA designated engineering representative (DER) or the equivalent authorized by civil aviation regulators outside the U.S., for an approved repair before returning the aircraft to service. The FAA website provides a DER directory that lists designees by their location and list their credentials. Visit <https://designee.faa.gov/#/designeeLocator> for more details.
- f. Inspect the wing spar and determine if the corrosion damage could be repaired and returned to service. Depending on the severity of corrosion, if structural integrity and minimum material thickness can be maintained after corrosion is removed the spar can be returned to service.
  - If the wing spar could be repaired, proceed to step 3.
  - If the wing spar cannot be repaired, the spar must be labeled as rejected per SB 1400, rendered unusable (through destructive means), and procure a replacement spar. Refer to the applicable Piper IPC for P/Ns. Then proceed to step 4.

## 3. Corrosion Removal

- a. Disassemble the wing spar by drilling out the rivets that secure the forward and aft spar components and tabulated plates together. See Detail G of Figure 3. Take note of how the spar is assembled to facilitate reassembly.

**NOTE:** The forward wing spar on PA-34 / PA-44 series aircraft is an assembly comprised of two spars, (the aft and forward components) and tabulated plates.

- b. Remove the corrosion from the wing spar per FAA Advisory Circular AC 43.13-1B, Chapter 6, Section 7.
- c. After corrosion is removed, verify that the spar maintains structural integrity and meets or exceeds the minimum material thickness defined in Chart 1.
  - If the spar maintains structural integrity and meets or exceeds the minimum material thickness, the spar is permissible for reinstallation. Clean the spar using a soft cloth dampened with isopropyl alcohol, mineral spirits, naphtha, or other suitable cleaning agent. Surface must be clean and dry before proceeding. Apply a MIL-PRF-85582D Type I Class C2 primer, or any of the epoxy primers shown in Chart 3 to any bare metal on the spars. Alternately, use a primer conforming to MIL-P-23377 and apply per manufacturer's instructions. Reassemble the wing spar by riveting the forward and aft spar components with tabulated plates between the spars using MS20426-AD3 series rivets at the locations shown in Detail G of Figure 3.
  - If the spar does not maintain structural integrity or does not meet the minimum material thickness, it is not permissible for reinstallation. The spar must be labeled as rejected per SB 1400, rendered unusable (through destructive means), and a replacement spar procured. Refer to the applicable Piper IPC for P/Ns.

#### 4. Replacement

- a. Place the forward wing spar and forward attach fitting into position in the wing, fitting up with existing holes in the replacement parts and substructure of the wing. As required, match drill holes into the spar from existing holes in the substructure of the wing, then match drill holes into the attach fitting from the existing holes in the spar. Do not permanently install any parts with rivets until the attach fitting is installed thru the cutout of the inboard rib and the wing spar properly fits up with the substructure of the wing. Clean out and recover all debris from match drilling holes.
- b. Inspect for any bare metal and touch up with the appropriate primer/topcoat.
  - For aluminum parts, use a MIL-PRF-85582D Type I Class C2 primer, or any of the epoxy primers shown in Chart 3. Alternately, use a primer conforming to MIL-P-23377 and apply per manufacturer's instructions.
  - For steel parts, use the approved fuel resistant high-solid epoxy primer listed in Chart 4. Alternatively, use a primer conforming to MIL-P-23377 and apply per manufacturer's instructions. Then apply a decorative topcoat such as Hentzen Aerospace AXWF-3-G135G.
- c. Perform the following immediately preceding permanent installation (i.e. securing with rivets) of the spar and fitting:
  - 1) Clean the surfaces of the spar and attach fitting using a soft cloth dampened with isopropyl alcohol, mineral spirits, naphtha, or other suitable cleaning agent. Surface must be clean and dry prior to applying sealants.
  - 2) Fay surface seal between the wing spar and attach fitting with a sealant per Chart 2. Faying surface sealed joints shall be completed within the assembly time of the faying surface sealant. Apply sufficient faying surface sealant evenly to fill the joint but not an excessive amount that will cause pillowing between the fasteners. Mating parts may be separated slightly using a soft wooden wedge or a tongue depressor. Avoid bending or scratching metal surfaces.
- d. Install the spar and attach fitting to the substructure of the wing by securing with wet installed rivets.
  - 1) Rivets – General Information
    - a) When installing rivets, the formation of appropriate shop formed rivet heads require that the exposed bucktail length be between 0.8D and 1.5D.
    - b) The edge distance of countersunk and dimpled rivets must be a minimum of 2D the nominal rivet diameter, measured from the center of the hole.
    - c) The edge distance of non-countersunk and non-dimpled rivets must be a minimum of 1.75D the nominal rivet diameter, measured from the center of the hole
    - d) If a rivet hole is enlarged, deformed, or damaged, increase hole size. Ensure the enlarged hole is smooth and free from defects.

- e) Install the following rivets as applicable:
- When replacing formed (bucked) skin rivets (i.e. rivets that secure the skin to the wing assembly), use MS20426-AD4 or MS20426-AD5 series rivets as required.
  - When replacing formed (bucked) non-skin rivets (i.e. rivet that do not secure the skin to the wing assembly), use MS20470-AD4 or MS20470-AD5 series rivets as required.
  - When replacing blind skin rivets, use NAS1739B-5 series rivets. At no point are blind rivets to be substituted for bucked rivets.
  - When installing rivets into any oversized hole, install a NAS1241 or NAS1242 series rivet as required.
- 2) Rivets – Wet Installation
- Wet install rivets by dipping rivet end, swabbing rivet shank, and/or swabbing head-side of structure around hole with primer. Insert rivet into hole and fasten while primer is still wet. Dry wipe primer drips or squeeze out after final installation as appropriate. Ensure primer forms a continuous fillet around rivet head to adjacent surface of part being fastened. Ensure a minimum of 1.75D edge distance is maintained for each rivet.
- 3) Wet install rivets to secure each component in the following order:
- a) Install rivets to secure the attach fitting to the inboard rib. (See View B-B of Figure 3.)
  - b) Install rivets to secure the wing spar to the outboard rib. Also reinstall the bolt, washer, and nut previously removed in step. 2.b.2). (See View E-E of Figure 3.)
  - c) Install rivets to secure the attach fitting to the wing spar. (See View C-C of Figure 3.)
  - d) Install rivets to secure the two inner ribs between the inboard and outboard ribs to the wing spar. (See Detail A and View D-D of Figure 3.)

- e. Where paint was removed from the wing skin, apply a top coat of Axalta Imron paint in a color to match adjacent surfaces per the applicable AMM or SM.

**CAUTION:** DO NOT DRIVE IN MAIN WING SPAR BOLTS. TAKE EXTREME CARE NOT TO DAMAGE BOLT HOLES.

**CAUTION:** DO NOT ROTATE BOLTS WHEN THE THREADS ARE INSIDE THE BOLT HOLE.

- f. Reinstall the wing in accordance with the applicable AMM or SM.

- g. Reinstall any components that were removed such as interior panels and access covers.

5. Documentation of Compliance

Make a logbook entry documenting compliance with this service bulletin including a description of the inspection results and actions taken.

**CHART 1  
MINIMUM MATERIAL THICKNESS – FORWARD WING SPARS**

<b>Aircraft Models</b>	<b>Minimum Thickness (Inches)</b>
PA-28 / PA-32 Series Aircraft	0.038
PA-34 / PA-44 Series Aircraft	0.047

**CHART 2  
ACCEPTABLE FAYING SURFACE SEALANTS**

<b>Vendor Product Name</b>	<b>Work Life</b>	<b>Cure Time</b>
Bostik 1100FS	70 Minutes	72 Hours
3M™ Scotch-Seal Polyurethane Sealant 540	Tack Free in 60 Minutes	24 Hours
Bostik 940A	45 Minutes	48 Hours
3M™ Marine Adhesive/Sealant Fast Cure 4000 UV	Tack Free in 22 Minutes	24 Hours
Momentive RTV 103	Tack Free in 20 Minutes	24 Hours
Momentive RTV 102	Tack Free in 20 Minutes	24 Hours
Bostik 940AFS	15 Minutes	24 Hours
3M™ 08578 Strip-Calk	N/A	N/A

**CHART 3  
ACCEPTABLE EPOXY PRIMERS FOR ALUMINUM COMPONENTS**

<b>Vendor Product Name</b>	<b>Vendor Product Number</b>
PPG Aerospace PRC-DeSoto	EWDE072A/B
AkzoNobel Aerospace Coatings	10P8-10NF / EC-283
AkzoNobel Aerospace Coatings	10P30-5 / EC-275
Defl, Inc.	44GN036
Axalta (formerly DuPont)	Axalta Epoxy 13550S

**CHART 4  
ACCEPTABLE EPOXY PRIMER FOR STEEL COMPONENTS**

<b>Vendor</b>	<b>Component Nomenclature</b>	<b>Vendor Product Number</b>	<b>Ratio by Volume</b>
AkzoNobel Aerospace Coatings	Epoxy Primer Base	10P30-5	3 Parts
	Thinner	TR-115	2 Parts
	Curing Solution	EC-275	1 Part



**CORROSION ON AFT SIDE OF FORWARD WING SPAR AND INBOARD WING RIB**



**CORRODED SPAR AND ATTACH FITTING**  
(REMOVED FROM AIRCRAFT)

Figure 1  
Examples of Corrosion on Forward Wing Spar and Attach Fitting  
(PA-28 Series Shown, Other Models Similar)

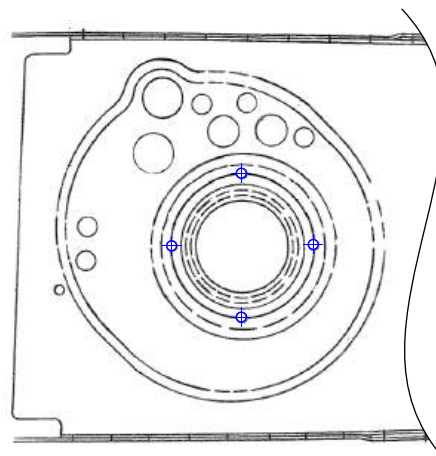
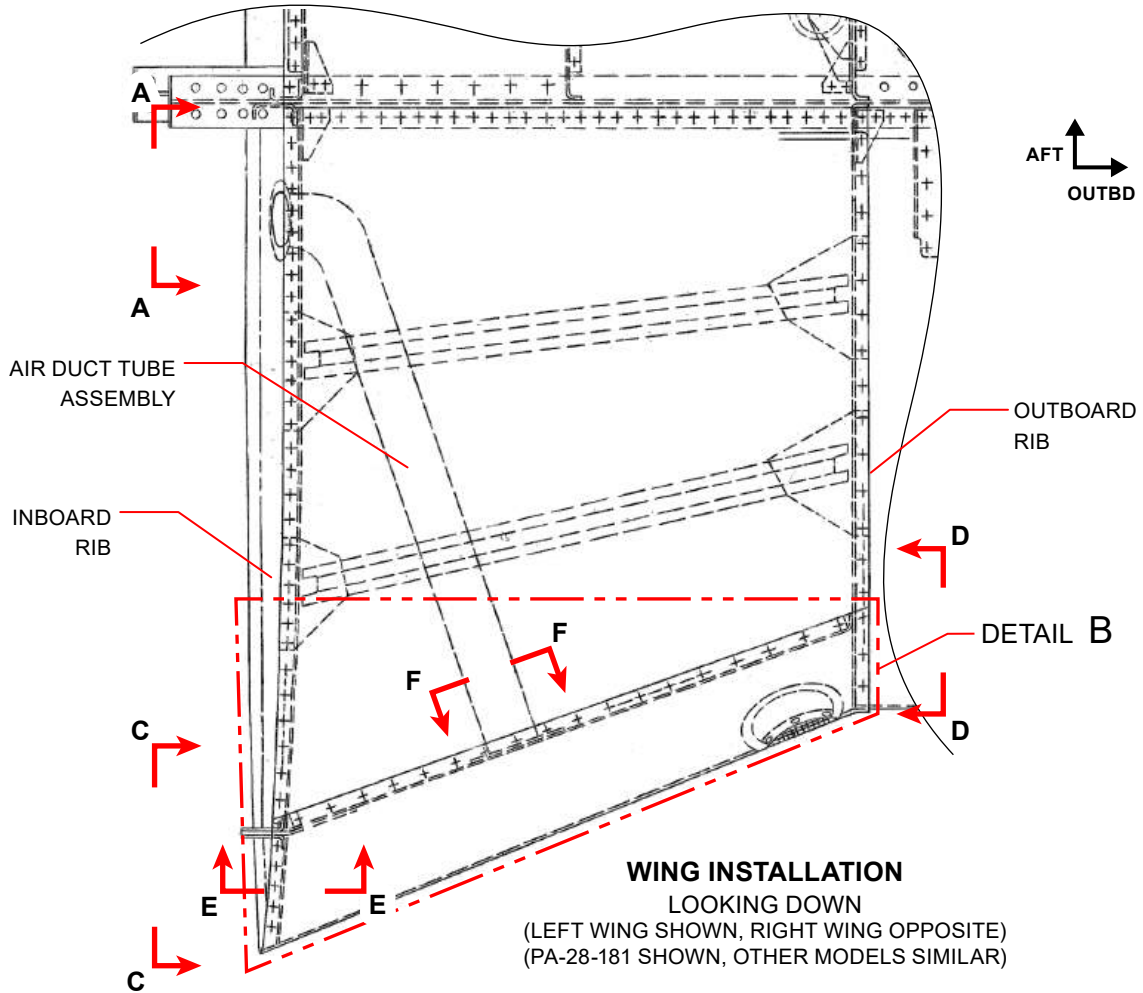


Figure 2 (Sheet 1 of 3)  
Fwd Wing Spar & Attach Fitting Installation - PA-28 / PA-32 Series Aircraft

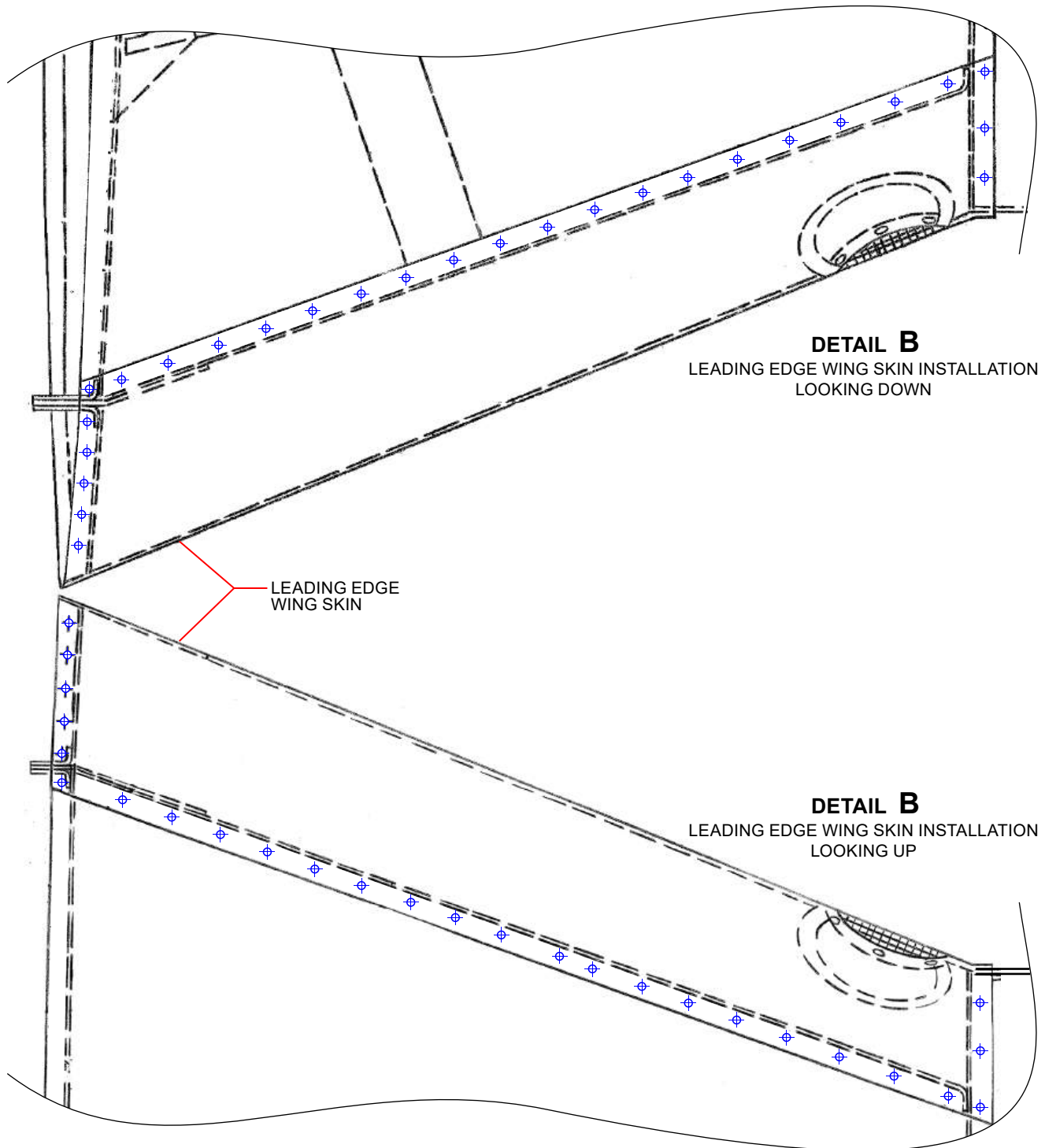
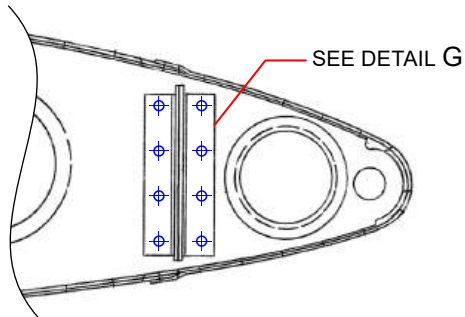
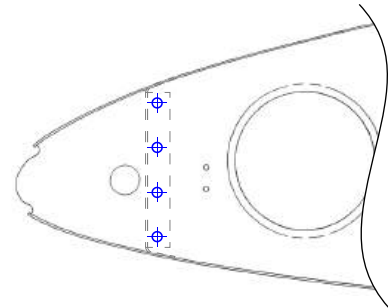


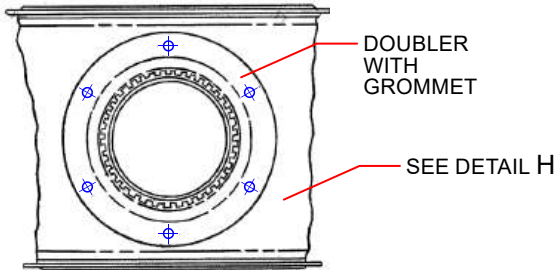
Figure 2 (Sheet 2 of 3)  
Fwd Wing Spar & Attach Installation - PA-28 / PA-32 Series Aircraft



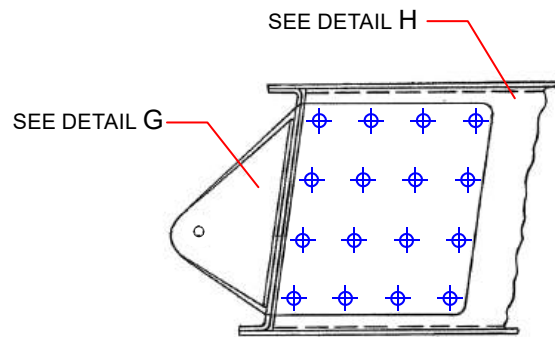
**VIEW C-C**  
INBOARD RIB LOOKING OUTBOARD



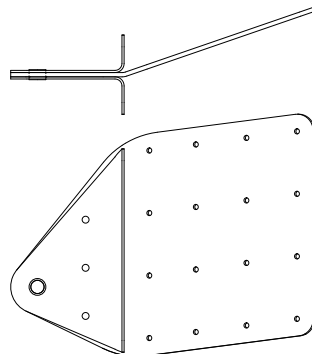
**VIEW D-D**  
OUTBOARD RIB LOOKING INBOARD



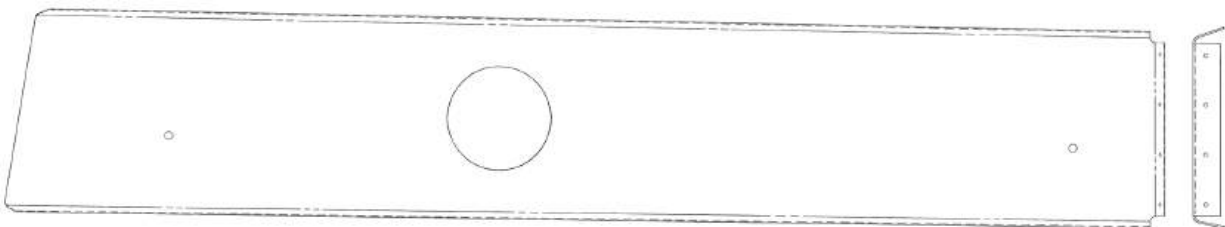
**VIEW F-F**  
AIR DUCT TUBE INSTALLATION  
THROUGH WING SPAR



**VIEW E-E**  
ATTACH FITTING SECURED TO WING SPAR

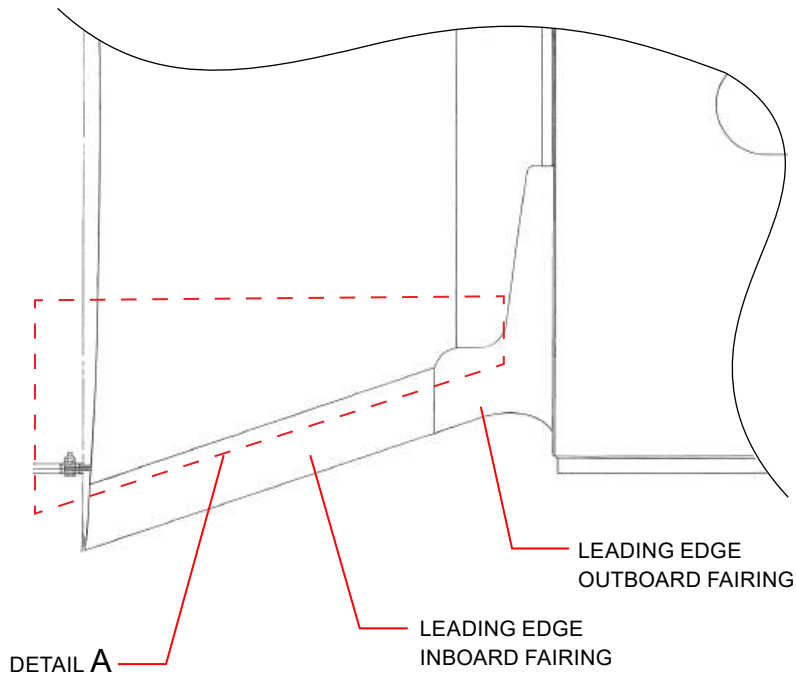


**DETAIL G**  
FWD ATTACH FITTING



**DETAIL H**  
FWD WING SPAR

Figure 2 (Sheet 3 of 3)  
Fwd Wing Spar & Attach Installation - PA-28 / PA-32 Series Aircraft



**WING INSTALLATION**  
LOOKING DOWN  
(LEFT WING SHOWN, RIGHT WING OPPOSITE)  
(PA-44-180 SHOWN, OTHER MODELS SIMILAR)

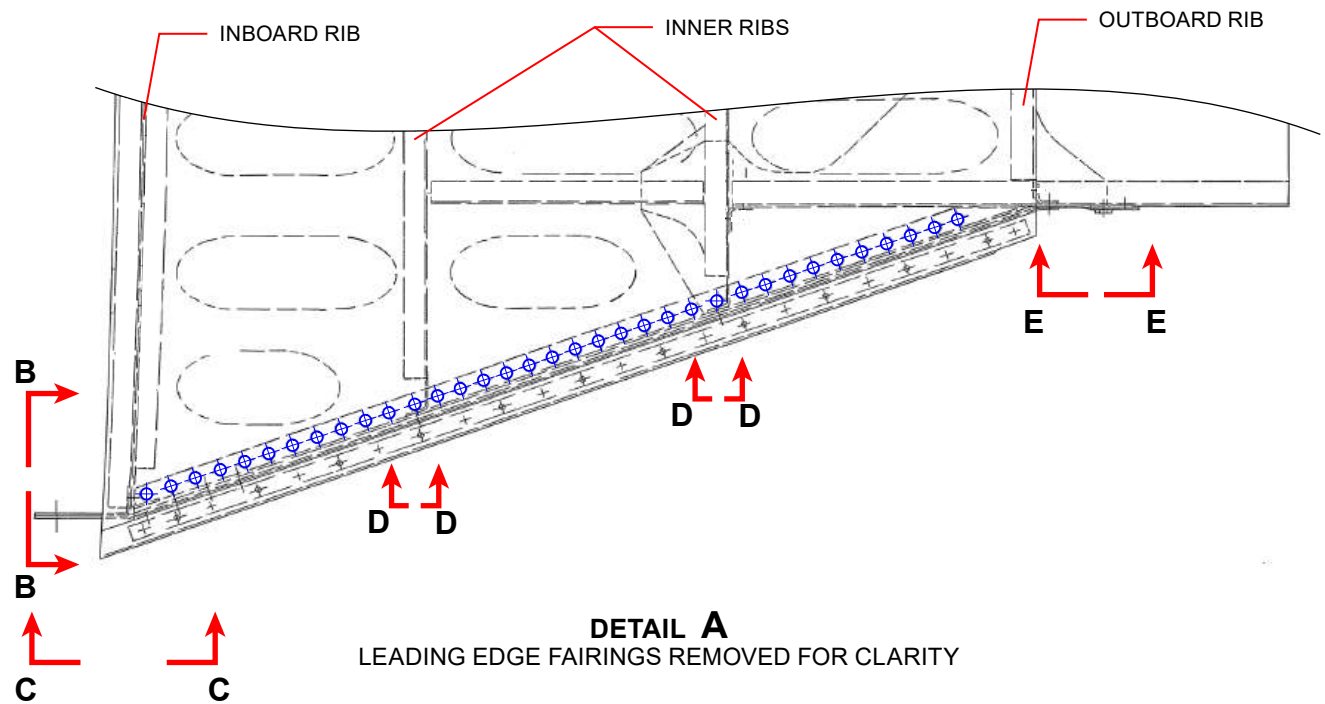
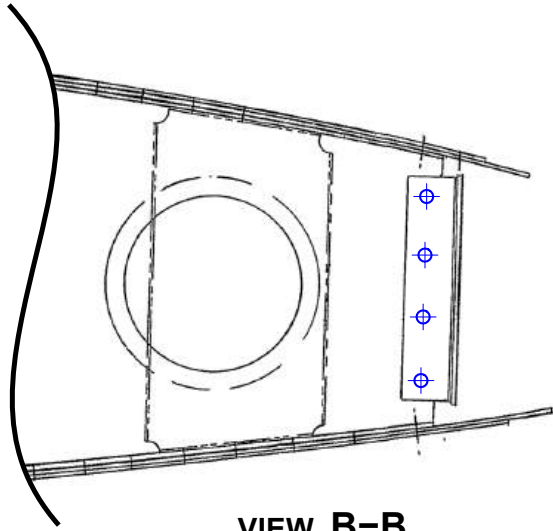
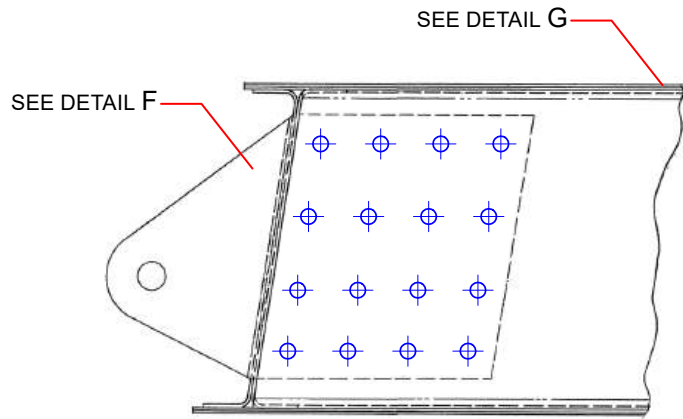


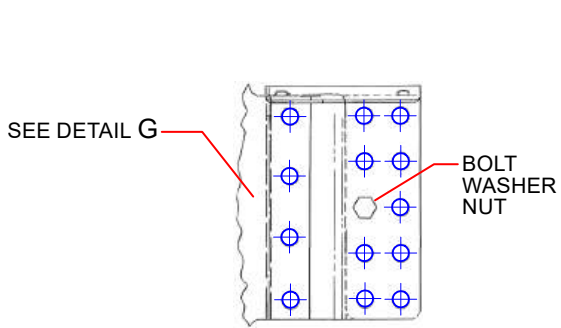
Figure 3 (Sheet 1 of 3)  
Fwd Wing Spar & Attach Installation - PA-34 / PA-44 Series Aircraft



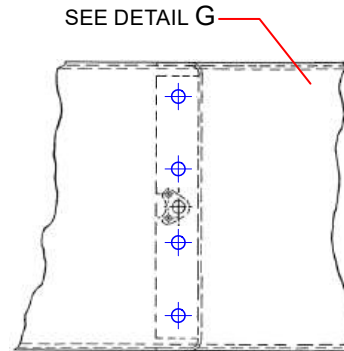
**VIEW B-B**  
INBOARD RIB LOOKING OUTBOARD



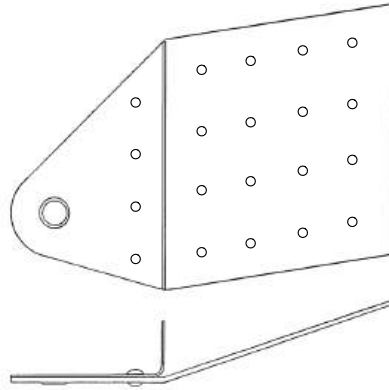
**VIEW C-C**  
ATTACH FITTING SECURED TO WING SPAR



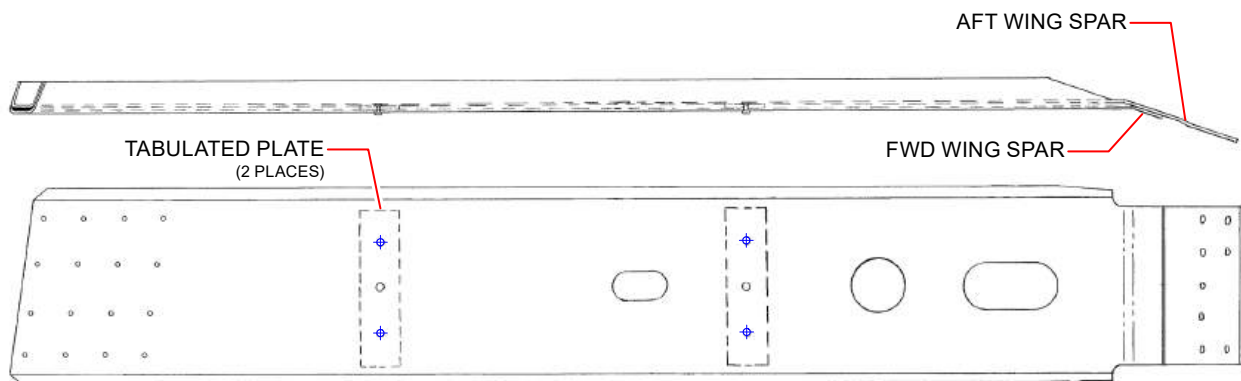
**VIEW E-E**  
OUTBOARD RIB LOOKING AFT



**VIEW D-D**  
RIVETS SECURING WING SPAR TO INNER WING RIBS



**DETAIL F**  
FWD ATTACH FITTING



**DETAIL G**  
FWD WING SPAR ASSEMBLY

Figure 3 (Sheet 3 of 3)  
Fwd Wing Spar & Attach Installation - PA-34 / PA-44 Series Aircraft

**MATERIAL REQUIRED:**

Per aircraft, as required:

**Procure from your General Aviation Supplier:**

- As Required, Faying Surface Sealant, refer to Chart 2
- As Required, Epoxy Primer for Aluminum Components, refer to Chart 3 for P/Ns
- As Required, Epoxy Primer for Steel Components, refer to Chart 4 for P/Ns
- As Required, Rivets
  - MS20426-AD4 and/or MS20426-AD5 Series Rivets
  - MS20470-AD4 and/or MS20470-AD5 Series Rivets
  - MS20426-AD3 Series Rivets (PA-34 / PA-44 Series Aircraft Only)
  - NAS1739B-5 Series Blind Rivets
  - NAS1241 and/or NAS1242 Series Rivets (for Oversized Rivet Holes Only)

**Procure From Piper Aircraft, Inc.:**

- If Required, one (1) each, Attach Fitting (LH), refer to the appropriate IPC for P/N
- If Required, one (1) each, Attach Fitting (RH), refer to the appropriate IPC for P/N
- If Required, one (1) each, Forward Wing Spar (LH), refer to the appropriate IPC for P/N
- If Required, one (1) each, Forward Wing Spar (RH), refer to the appropriate IPC for P/N

**AVAILABILITY OF PARTS:**

As identified in Material Required, above, procure from your General Aviation Supplier and your Piper Approved Service Center. Find your local service center at <https://www.piper.com/>

**EFFECTIVITY DATE:**

This service bulletin is effective on February 2, 2026.

**SUMMARY:**

Please contact your Piper Approved Service Center to make arrangements for compliance with this service bulletin 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"