



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

SERVICE NO. 1449 BULLETIN

PIPER CONSIDERS COMPLIANCE MANDATORY

Date: September 29, 2026

(M)

SUBJECT:

**ALTERNATE AIR CABLE CHAFE INSPECTION
AND MODIFICATION**

MODELS AFFECTED:

PA-44-180 Seminole
equipped with Fuel Injected Engines

SERIAL NUMBERS AFFECTED:

4496404 thru 4496649

COMPLIANCE TIME:

To coincide with the next regularly scheduled maintenance event, but not to exceed the next 100 hours time in service (TIS).

APPROVAL:

The content of this service document has been reviewed and determined to be in accordance with applicable Federal Aviation Regulations.

PURPOSE:

In some affected aircraft equipped with fuel injected engines, the LH engine alternate air cable attach clamp may have rotated, allowing for the cable to chafe against the engine mount tube, leading to a certain loss of material from the engine mount tube over time. This service bulletin mandates a one-time inspection, and on condition, repair or replacement of the engine mount. In addition, this document mandates a one-time modification of the alternate air cable installation to reduce chafing damage, regardless of whether the engine mount was repaired or replaced.

INSTRUCTIONS:

1. Locate the LH engine alternate air cable, as shown in Figure 1.
2. Remove screw, clamps, washer, and nut securing alternate air cable to the engine mount.
3. Inspect area of engine mount near alternate air cable installation for signs of chafing damage.
 - If chafing damage is found, further inspection is required. Proceed to step 4.
 - If no chafing damage is found, no further inspection is required. Proceed to step 5.
4. If chafing damage is found, perform an Ultrasonic Thickness Inspection on the affected area of the engine mount to verify a minimum thickness of 0.0441 inches without primer:
 - a. Ultrasonic thickness inspection must meet the requirements of ASTM E797 and applicable portions of ASTM E114.
 - b. Any other detailed information or additional instructions needed for specific hardware must be documented in the Quality instructions and approved by an ASNT Ultrasonic Level III Engineer. Such information includes, but is not limited to, area requiring inspection, reference block (specific material type), transducer, specialized fixtures, and scan patterns.

ATA/JASC: 7160

(OVER)

c. Approved Instruments

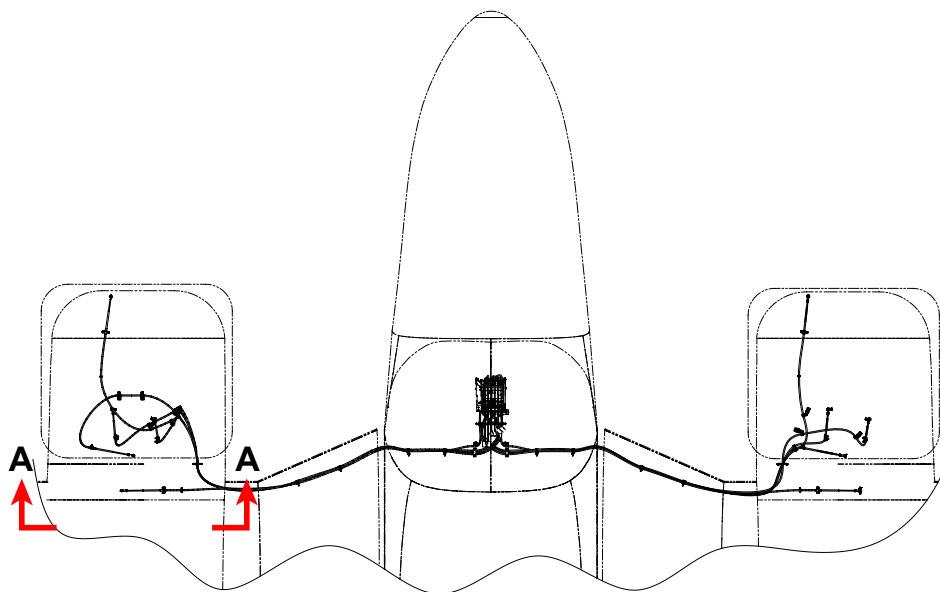
Equipment and instruments must meet the requirements of ASTM E797 for flaw detectors with an A-scan display readout. Digital readout of thicknesses is acceptable as long as it is accompanied with the A-scan presentation.

d. Reference Blocks

- 1) Reference blocks must be made of a material of the same nominal thickness and product form as the material being measured.
 - 2) The thickness must be within 0.50 to 1.50 times the thickness of the area to be measured.
 - 3) If several thicknesses are to be measured which differ by more than 0.50 to 1.50 times the reference block thickness, several blocks or a stepped block must be used to include the thickness range to be measured.
 - 4) All reference blocks used to perform equipment point of use verification must be traceable to National Institute of Standards and Technology (NIST).
- If minimum thickness is met, apply an approved fuel resistant high-solid epoxy primer listed in Chart 1 or a primer conforming to MIL-P-23377; apply per manufacturer's instructions.
 - If minimum thickness is not met, contact an FAA designated engineering representative (DER) (or the equivalent authorized by civil aviation regulations outside the U.S.) for an approved repair before returning the airplane to service. The FAA website provides a DER directory that lists designees by their location and lists their credentials. Visit <https://designee.faa.gov/#/designeeLocator> for more details.
5. Regardless of whether repair/replacement of the engine mount, or no action was required, perform the necessary modifications to the alternate air cable installation, as shown in Figure 2, to mitigate future chafing damage.
 6. Make a logbook entry documenting compliance with this service bulletin.

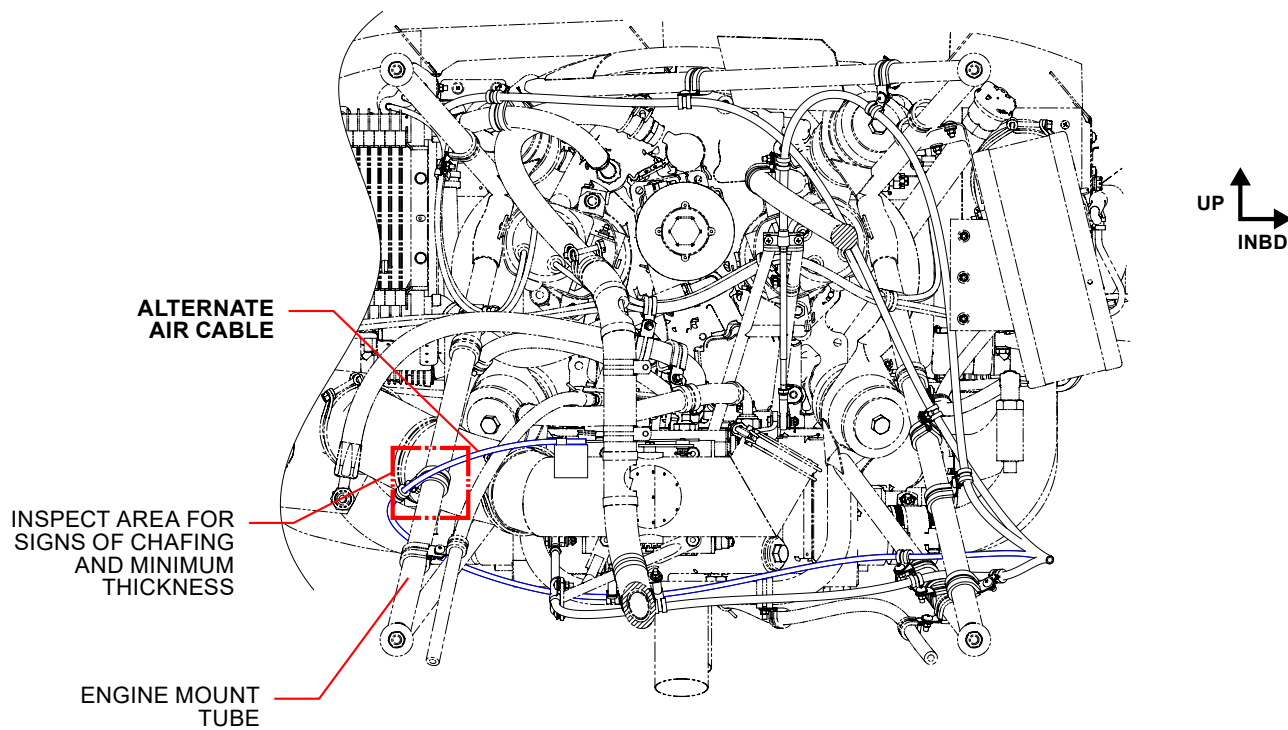
CHART 1
ACCEPTABLE EPOXY PRIMER - ENGINE MOUNT

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



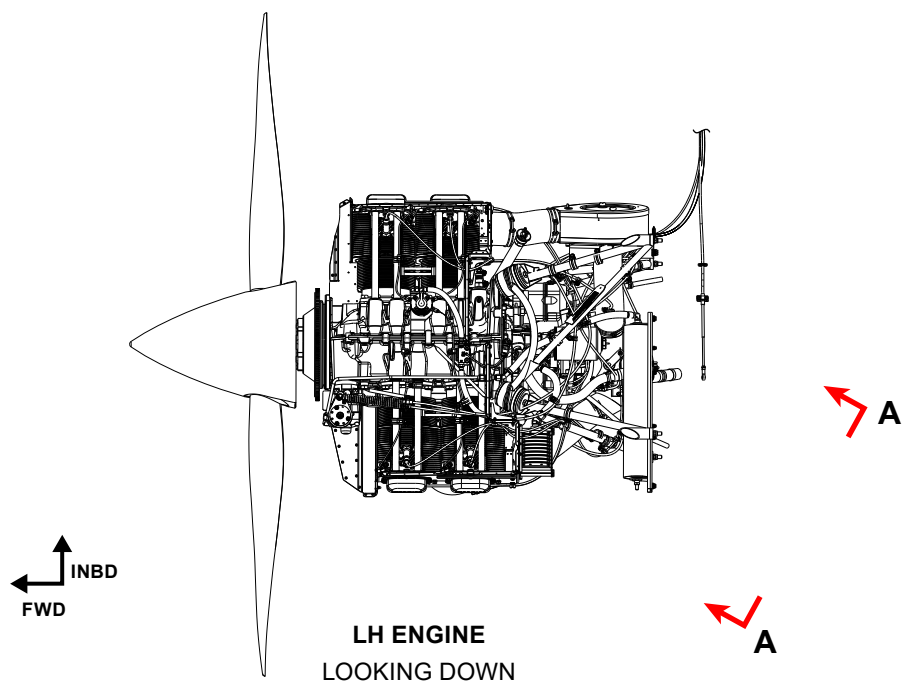
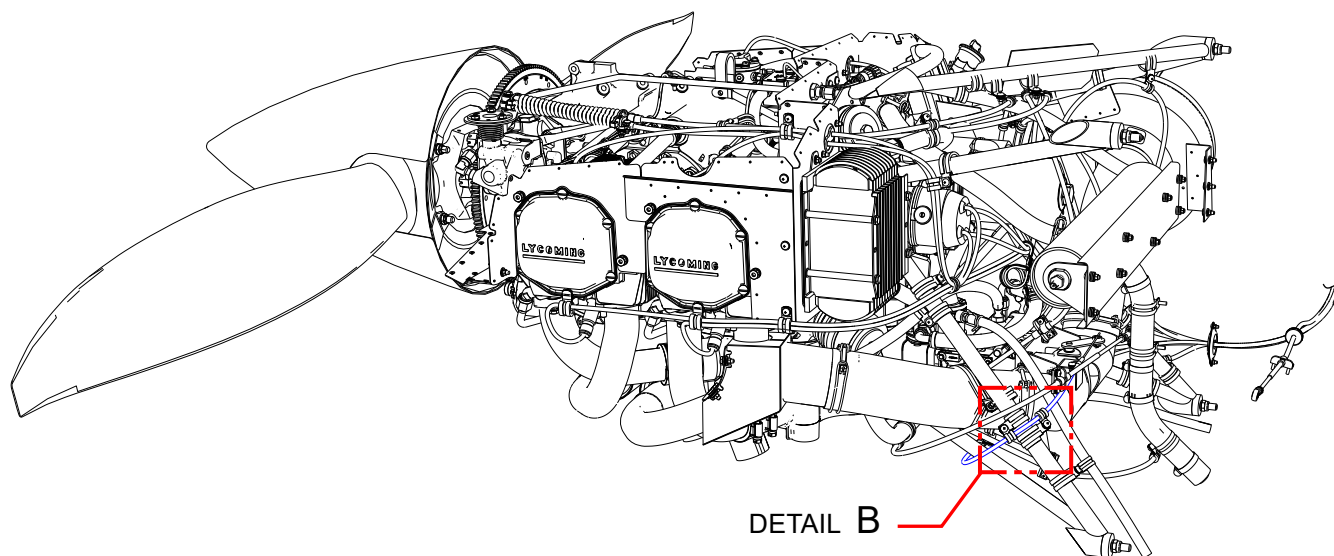
PA-44-180

LOOKING DOWN
PARTS REMOVED FOR CLARITY



VIEW A-A

Figure 1
Alternate Air Cable Inspection Location



VIEW A-A

Figure 2 (Sheet 1 of 2)
Alternate Air Cable Installation Modification

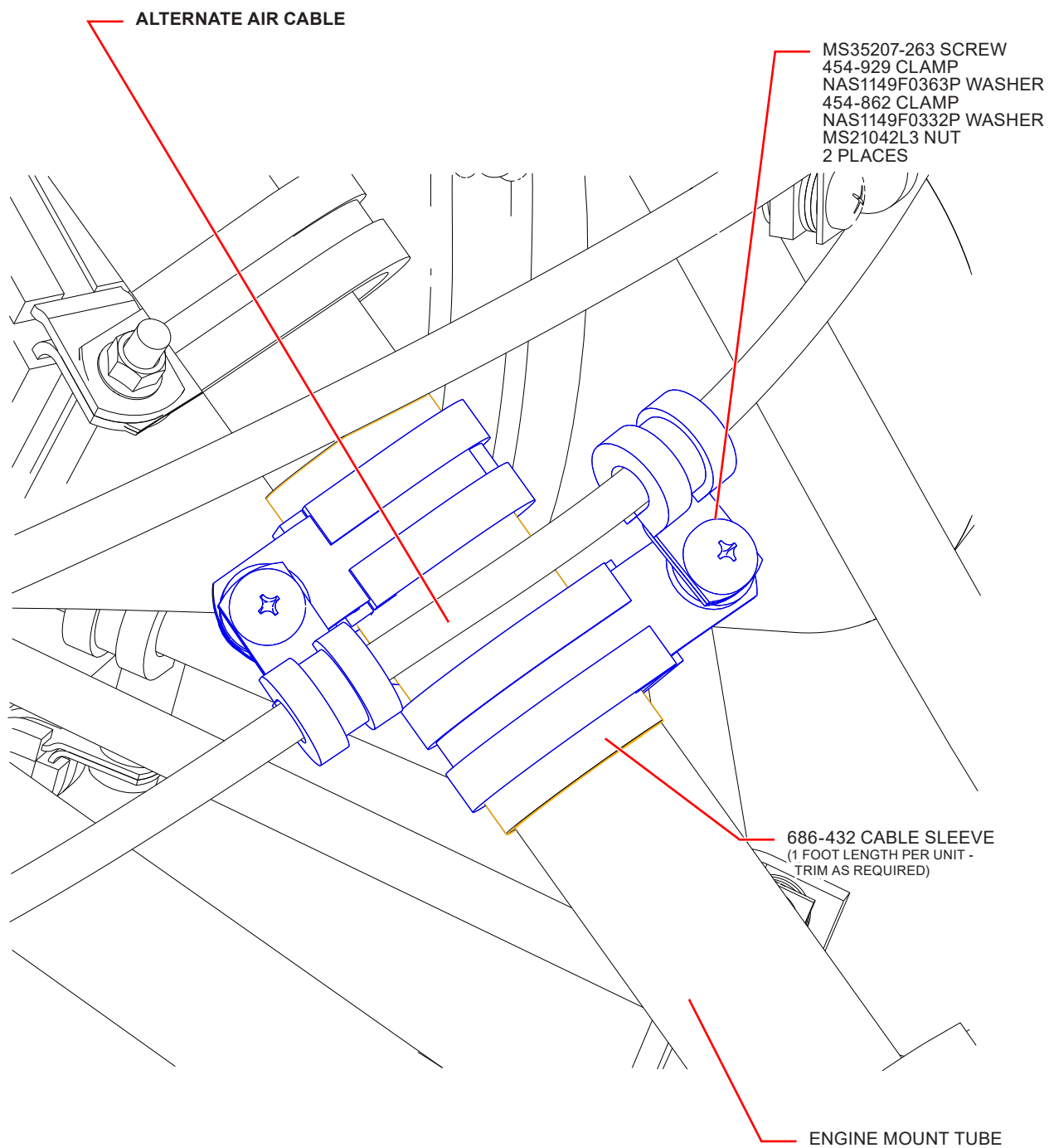


Figure 2 (Sheet 2 of 2)
Alternate Air Cable Installation Modification

MATERIAL REQUIRED:

Per aircraft:

Procure from your Piper Approved Service Center:

- Two (2) each, Clamps, Piper P/N 454-929
- Two (2) each, Clamps, Piper P/N 454-862
- One (1) each, Cable Sleeve (1 Foot), Piper P/N 686-432

Procure from your General Aviation Supplier:

- Two (2) each, MS35207-263 Screws
- Two (2) each, NAS1149F0363P Washers
- Two (2) each, NAS1149F0332P Washers
- Two (2) each, MS21042L3 Nuts

AVAILABILITY OF PARTS:

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

EFFECTIVITY DATE:

This service bulletin is effective on October 27, 2026.

SUMMARY:

Applicable factory participation is limited to new aircraft in warranty at the time of compliance. Factory participation will remain in effect for a period of time not to exceed 180 days from the effectivity date of this service bulletin.

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, current owner's name, mailing address, and e-mail address.

Corrections and/or changes should be directed to:

PIPER AIRCRAFT, INC.
Attn: Technical Publications
2926 Piper Drive
Vero Beach, FL 32960
or:

Publications@piper.com

Please include in subject line: "Aircraft Ownership Update"