



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

SERVICE NO. 1320 LETTER

Date: December 1, 2022

(S) (M)

MAINTENANCE ALERT

SUBJECT:

WING AND FUSELAGE SKIN REPAIR LIMITATIONS

MODELS AFFECTED:

SERIAL NUMBERS AFFECTED:

PA-28-140/150/160 Cherokee	All
PA-28-180 Cherokee	All
PA-28-235 Cherokee Pathfinder	All
PA-28-236 Dakota	All
PA-28-151 Warrior	All
PA-28-161 Cadet	All
PA-28-161 Warrior II/III	All
PA-28-180 Archer	All
PA-28-181 Archer II/III	All
PA-28-201T Turbo Dakota	All
PA-28R-180 Arrow	All
PA-28R-200 Arrow/II	All
PA-28R-201 Arrow/III	All
PA-28R-201T Turbo Arrow III	All
PA-28RT-201 Arrow IV	All
PA-28RT-201T Turbo Arrow IV	All
PA-32-260/-300 Cherokee Six	All
PA-32R-300 Lance	All
PA-32RT-300/-300T Lance II/Turbo Lance II	All
PA-32R-301 Saratoga SP/II HP	All
PA-32R-301T Turbo Saratoga SP	All
PA-32-301 Saratoga	All
PA-32-301T Turbo Saratoga	All
PA-32R-301T Saratoga II TC	All
PA-32-301FT Piper 6X	All
PA-32-301XTC Piper 6XT	All
PA-34-200 Seneca	All
PA-34-200T Seneca II	All
PA-34-220T Seneca III	All

ATA/JASC: 5100

(OVER)

MODELS AFFECTED (continued):

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

SERIAL NUMBERS AFFECTED (continued):

All
All
All
All

COMPLIANCE TIME:

On condition, whenever a crack is discovered in a wing skin or a fuselage skin.

APPROVAL:

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

PURPOSE:

The wing and fuselage of the affected aircraft are designed as semi-monocoque structure, which means that the skins support stress from flight and landing loads. It is therefore critical that fuselage and wing skins are maintained in an airworthy condition.

This Service Letter reiterates existing Instructions for Continued Airworthiness (ICA) established by Piper and the FAA for disposition of cracks in certain airframe components.

INSTRUCTIONS:

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

The Piper Aircraft Maintenance Manuals (AMM) / Service Manuals (SM) for some of the affected aircraft include instructions for a temporary repair of cracks in the bend radius common to stiffening beads in aluminum control surface and stabilizer skins. This repair is applicable only to aileron, rudder, and stabilator control surfaces and the vertical fin. This repair includes instructions to stop drill cracks, subject to specific limitations. Stop drill repair instructions in Piper AMMs/SMs **do not** apply to cracks in the wing skin or fuselage skin.

FAA Advisory Circular AC 43.13-1B authorizes stop drilling as a temporary repair to arrest the growth of cracks, but this is limited to cracks in plastics, including plastic windows in non-pressurized airplanes. AC 43.13-1B also provides instructions to stop drill cracks in aluminum structure, but only as part of a permanent repair. AC 43.13-1B **does not** authorize stop drilling, with no further action, as a repair for cracks in a wing skin or fuselage skin.

Stop drilling, by itself, is not an acceptable permanent repair for cracks in wing and fuselage skins. If a crack is discovered in a wing or fuselage skin, unless specifically authorized for ferry flight purposes en-route to a repair facility, an FAA-approved repair must be accomplished prior to next flight.

MATERIAL REQUIRED: N/A

AVAILABILITY OF PARTS: Your Piper Approved Service Center –
Find your local service center at <https://www.piper.com/>

EFFECTIVITY DATE: This service letter is effective upon receipt.

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"