



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

SERVICE NO. 789B BULLETIN

PIPER CONSIDERS COMPLIANCE MANDATORY

Date: December 3, 2018

(S)

Service Bulletin (SB) 789B supersedes SB 789A in its entirety. Aircraft that were previously made compliant with SB 789A must also be made compliant with SB 789B.

SUBJECT:

**AFT INBOARD WING ACCESS PANEL RETROFIT
AND AFT WING SPAR MODIFICATION**

REASON FOR REVISION:

SB 789B adds provisions for aircraft that may have aft wing attach fitting bolts installed with an incorrect torque.

MODELS AFFECTED:

PA-28-140 Cherokee
PA-28-150/160 Cherokee
PA-28-180 Cherokee
PA-28-235 Cherokee
PA-28R-180 Arrow
PA-28R-200 Arrow II
PA-32-260 Cherokee Six 260
PA-32-300 Cherokee Six 300

SERIAL NUMBERS AFFECTED:

28-20000 through 28-7325459
28-01 through 28-4377
28-671 through 28-7305433
28-10001 through 28-7310155
28R-30004 through 28R-7130013
28R-35001 through 28R-7335264
32-1 through 32-7300041
32-4000 through 32-7340130

COMPLIANCE TIME:

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

APPROVAL:

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

PURPOSE:

Reports have been received from the field of inaccessibility of the aft wing spars at the attach fittings for corrosion inspection. This service bulletin announces the availability of a kit to provide access to this area, and, if required by inspection, an aft wing spar modification kit.

ATA/JASC: 5720

(OVER)

INSTRUCTIONS:

NOTE: The installation of an aft wing spar modification kit, Corrosion – Aft Spar Rework, Piper part number (P/N) 764-998, may be required for compliance with this service bulletin. Instructions for this kit are provided in engineering drawing number (DWG) 87584, a copy of which is supplied with the kit.

Revision C of DWG 87584 (DWG 87584 Rev. C), dated July 17, 2013, added Table 1, which defines the hole size and installation torque for the aft spar-fuselage attach hardware. **In DWG 87584 Rev. C and D**, the torque unit of measure was incorrect in Table 1. **DWG 87584 Rev. E, or later**, Table 1 provides the correct torque unit of measure.

The **correct unit of measure is inch-pounds (in-lb)**, not foot-pounds (ft-lb):

- For 5/16 inch diameter bolts, the correct torque is 160 to 200 in-lb.
- For 3/8 inch diameter bolts, the correct torque is 360 to 390 in-lb.

1. Examine the aircraft maintenance records and/or logbook entries to determine if Kit P/N 764-998 (instructions labeled DWG 87584) has been installed on either wing of the aircraft.

- If **Kit P/N 764-998 has not been installed**, then continue the inspection. Proceed to Step 2.
- If **Kit P/N 764-998 has been installed**, determine the revision level of the kit instructions used prior to continuing the inspection.
 - If one of the following are true, then proceed to Step 2:
 - The kit instructions used were **DWG 87584 Rev. E or later**.
 - The kit instructions used were **DWG 87584 Rev. New, A or B**.
 - The kit was **installed on or before July 16, 2013**.
 - If the kit instructions used were **DWG 87584 Rev. C or D, or the revision cannot be determined**, then:
 - a) Remove the aft spar attach bolt hardware. Discard the nut. Examine all of the hardware and the adjacent structure for any damage.
 - b) Replace the nut and any damaged hardware; repair or replace any damaged mating surfaces.
 - c) Reinstall the hardware (existing and/or replacements) using the correct torque values:
 - 5/16 inch diameter bolts – 160 to 200 in-lb
 - 3/8 inch diameter bolts – 360 to 390 in-lb
 - d) Proceed to Step 2.

2. Gain access to the aft main wing spar area to inspect the attach fitting for corrosion.

NOTE: Refer to Federal Aviation Administration (FAA) Advisory Circular AC 43-4A, "Corrosion Control for Aircraft," for additional information. This free document is available for download from the FAA at <http://www.airweb.faa.gov>.

- For all affected aircraft except PA-28R-180 and PA-28R-200 models, order and install Inspection Access Hole Kit, Piper P/N 765-106, in order to gain access to the inspection area.
- On PA-28R-180 and PA-28R-200 aircraft, remove the contoured inspection access plate on the inboard side of each main landing gear wheel well.

3. Inspect the aft wing spar area at the attach fitting for corrosion, utilizing a light and mirror.

4. Determine the extent of corrosion, if any is present.

5. If required by inspection, order and install the kit, Corrosion – Aft Spar Rework, Piper P/N 764-998. Confirm that the instructions for Kit P/N 764-998 are marked DWG 87584, revision F or later.

6. Make a logbook entry documenting compliance with this service bulletin.

MATERIAL REQUIRED:

Per aircraft:

- One (1) each, if applicable per Step 2, Inspection Access Hole Kit, Piper P/N 765-106
- If required by inspection, one (1) each, Corrosion – Aft Spar Rework, Piper P/N 764-998

NOTE: Verify that the instructions for Kit P/N 764-998 are marked DWG 87584, revision F or later.

AVAILABILITY OF PARTS:

Your Piper Approved Service Center

EFFECTIVITY DATE:

This service bulletin is effective upon receipt.

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.

Att'n: Customer Service

2926 Piper Drive

Vero Beach, FL 32960

or:

CustomerService@piper.com

Please include in subject line: "Aircraft ownership update"