

Piper Pilot 100 Model Guide

The Piper Pilot 100 is a four-seat, single-engine piston airplane, in production since 2020. The supplied documents give no verified performance, speed, range or weight figures for it, so this guide covers what to check before buying: the wing spar inspection program, a fuselage rivet inspection, available manuals, and fuel approval.

KEY TAKEAWAYS

- Four-seat piston single, first built 2020. No performance or weight data was supplied, so get those figures from the POH.
- Piper Service Bulletin 1372 sets recurring main wing spar inspections, and Piper considers compliance mandatory.
- Service Bulletin 1405A calls for a check for missing rivets at fuselage station 156.00.
- Use only fuels approved in the POH and maintenance manual. Piper has not approved STC fuels such as GAMI G100UL.

MAIN WING SPAR INSPECTION (SB 1372)

SB 1372 (April 3, 2024) lists the PA-28-181 Piper Pilot, serials 2881041 and 28020001 thru 28020148. Unmodified spars get an initial inspection at 5,000 total calculated service hours (CSH), within the next 100 hours time in service. After that: every 1,750 CSH up to 9,999 CSH, every 900 CSH from 10,000 to 14,999, and every 600 CSH from 15,000 to 17,499. Replace unmodified spars before 17,500 CSH, or fit the Reinforcement Kit. Modified spars must be replaced before 25,000 CSH.

FUSELAGE RIVET CHECK (SB 1405A)

SB 1405A (October 24, 2023) covers the PA-28-181 Piper Pilot 100i, serials 2881041 and 28020001 thru 28020111. Inspect the right-side skin near F.S. 156.00 for 6 rivets. Missing rivets must be installed. The check is due at the next scheduled maintenance, and no later than 100 hours time in service. Ask for the logbook entry showing compliance.

MANUALS AND FUEL

Piper's catalog lists a parts catalog (P/N 766-589) for the PA-28-181 Piper Pilot. It also lists a maintenance manual (761-883) shared with the Archer III, and a Piper Pilot supplement (767-111). Piper's February 2025 letter says unapproved fuel limits technical support and voids the warranty on the fuel system, airframe fuel structures and engine.

SAFETY NOTES

- SB 1372 intervals assume personal or flight-instruction use. Other use or severe environments may reduce spar life and need more frequent inspections.
- Missing spar maintenance records, or a factory spar replaced with a used serviceable one, trigger a spar inspection within the next 50 hours time in service.
- Do not fuel with any fuel not listed in the POH or maintenance manual. Piper has not evaluated STC fuels for any Piper airplane.