Piper Pilot 100i Model Guide

The Piper Pilot 100i is a four-seat, single-engine piston airplane, listed in the library as in production since 2020. Piper service bulletins identify it as the PA-28-181 Piper Pilot 100i, serial numbers 28020001 and up. Training notes describe a G3X primary display with a G5 standby. The supplied documents give no verified weights, speeds or performance figures.

KEY TAKEAWAYS

- Four seats, one piston engine, built since 2020. No verified weight or performance figures appear in the supplied documents.
- Piper calls compliance mandatory for bulletins covering landing gear hardware, wing spar bolts, the tee bar and a wing rib.
- Early serials (up to 28020110) fall under wing rib bulletin 1399. Check the logbook for compliance.
- Training notes describe a G3X display, G5 standby and an autopilot with a PTRIM annunciation.

RECURRING BULLETINS TO VERIFY

SB 1375B (Feb 2023): main landing gear attachment hardware is replaced at 2,000 hours or 7 calendar years, whichever comes first, with a bolt hole inspection. SB 1423A (May 2025): aft wing spar-to-fuselage bolt inspection every 100 hours; it covers serials 2881041 and 28020001 and up.

EARLY-SERIAL ITEMS

SB 1355 (tee bar) covers serials 28020001 through 28020024. For aircraft with 3,500 or more hours, it requires a recurring inspection every 100 hours until the tee bar is modified or replaced. SB 1399 is a one-time right wing nose rib check, due within 25 hours, with a logbook entry. It covers serials 28020001 through 28020110.

AVIONICS AND SYSTEMS NOTES

Training questions for the Piper Pilot 100i refer to a G3X primary flight display and a G5 standby. They also cover a red X on both heading indicators and a red PTRIM annunciation with a pitch-down while on autopilot. Ask a seller how the avionics and autopilot have been maintained.

SAFETY NOTES

- Several handbook files labelled Piper Pilot 100i are for the Cherokee Warrior II and Archer III. Do not use them for limits.
- SB 1375A listed incorrect upper flange screws. If oversize fasteners were fitted, the aircraft may not be airworthy; contact Piper.
- Piper considers these bulletins mandatory. Have a pre-buy inspection confirm compliance entries in the logbooks.

AI-aggregated guide for the Piper Pilot 100i · sources: SERVICE BULLETIN NO. 1375B (#9673) · SERVICE BULLETIN NO. 1355 (#11589) · SERVICE BULLETIN NO. 1423A (#14077) · SERVICE BULLETIN NO. 1399 (#14172) · Piper Pilot 100i Weight & Balance (#14043) · Pilot's Operating Handbook for the Piper Pilot 100i (#9806) · Weight & Balance for Piper Pilot 100i (#10067) · generated 2026-10-16 · Reference only, not for flight. Check the original documents before relying on this guide.