

Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA3195WE

This certificate, issued to John K. McGuyer

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations of Amend. 3-7 effective May 3, 1962.*

Original Product — Type Certificate Number: 2A13
Make: PIPER
Model: PA-28-235, N9127W, Serial No. 28-10744

Description of Type Design Change:

Installation of Lycoming O-540-A4B5 engine, Hartzell HC-C2YK-1BF/F8477-4 propeller and associated powerplant components in accordance with John McGuyer Installation Instructions No. JM-II4576 dated April 5, 1976.

John McGuyer FAA Approved Airplane Flight Manual Supplement dated May 12, 1976 is required with this installation.

Limitations and Conditions Data not suitable for reproduction of installation in other aircraft; therefore, they are satisfactory for Piper PA-28-235, N9127W, Serial No. 28-10744 only. No additional modifications of this type are to be approved solely by reference to this Supplemental Type Certificate or to the data submitted therefor.

A copy of this certificate, STC Addendum No. SA3195WE and John McGuyer Installation Instructions No. JM-II4576 are required to be maintained as part of the modified aircraft permanent records.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: April 5, 1976

Date issued:

Date of issuance: May 12, 1976

Date amended:



By direction of the Administrator

(Signature)

Acting Chief, Aircraft Engineering Division
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA3195WE

Date: May 12, 1976

PIPER PA-28-235, N9127W

Serial No. 28-10744

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA3195WE

The conditions and limitations of Type Certificate Data Sheet No. 2A13 apply except as follows:

This Addendum, which is part of Supplemental Type Certificate No. SA3195WE, prescribes conditions and limitations under which the product for which the STC was issued meets the airworthiness requirements of the Civil Air Regulations. A copy of this Addendum shall be maintained as part of the modified aircraft permanent records.

I - Model PA-28-235 (Normal Category, Landplane only) as modified by STC SA3195WE.

Engine: Lycoming O-540-A4B5

Engine Limits: For all operations - 235 HP (2575 RPM)

Fuel: 100/130 Minimum Octane Aviation Gasoline

Propeller: Hartzell HC-C2YK-1BF/F8477-4
Diameter: Maximum - 80"
Minimum - 79"
Pitch Settings: Low - 14.0°
High - 32.0°

Powerplant Instruments: Manifold Pressure Gage:
Red Line: 27.3" Hg.

Serial Numbers Eligible: No. 28-10744 only

Certification Basis: See Page 1.

Required Equipment: In addition to the equipment applicable and required by Type Certificate Data Sheet 2A13, the equipment specified by John McGuyer Installation Instructions No. JM-II4576 dated April 5, 1976 must be installed as a result of the incorporation of this STC.

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United States of America
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Supplemental Type Certificate
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Number SA3195WE

Date: May 12, 1976

PIPER PA-28-235, N9127W

Serial No. 28-10744

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA3195WE (Continued)

Required Equipment John McGuyer FAA Approved Airplane Flight Manual
(Continued): Supplement dated May 12, 1976.

NOTE 1. Current Weight and Balance Report including list of equipment included in certificated empty weight and Approved Loading Schedule must be in the aircraft.

NOTE 2. The following placards must be displayed in clear view of the pilot:

1. In full view of the pilot:

"THIS AIRPLANE MUST BE OPERATED IN COMPLIANCE WITH THE PROVISIONS OF JOHN MCGUYER FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT DATED MAY 12, 1976."

2. At the Master Switch:

"DO NOT TURN ALTERNATOR OFF IN FLIGHT, EXCEPT IN EMERGENCY."

3. Adjacent to each Wing Fuel Filler Cap:

"FUEL - 100/130 MINIMUM OCTANE. MAXIMUM CAPACITY - 25 GAL. CAPACITY TO BOTTOM OF FILLER NECK INDICATOR - 18 GAL."

4. Adjacent to each Tip Fuel Filler Cap:

"FUEL - 100/130 MINIMUM OCTANE. MAXIMUM CAPACITY - 17 GAL."

- END -

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

