



United States of America  
Department of Transportation  
Federal Aviation Administration

# Supplemental Type Certificate

Number: SA1228CE

This certificate issued to: Isham Aircraft  
4300 Palos Verdes Drive  
Valley Center, KS 67147

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 3\* of the Civil Air Regulations (\*continued on page 3)

Original Product – Type Certificate Number:

Make: Piper

Model:

2A13

PA-28-140, PA-28-150, PA-28-160, PA-28-180

Description of Type Design Change:

Installation of wing tip extension, stabilator tip extension, and dorsal fin in accordance with Drawing List No. 28000, dated July 11, 1975, stamped "FAA Approved" with a date of June 13, 1976, or later FAA approved revision.

Limitations and Conditions:

FAA Approved Airplane Flight Manual Supplement, dated June 7, 1976, or later FAA approved revision, is required.

Continued on page 3.

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

Date of Application: June 6, 1975

Date Reissued: May 11, 2016

Date of Issuance: June 17, 1976

Date Amended:

*By Direction of the Administrator*

Signature \_\_\_\_\_

Title Hieu Nguyen  
Program Manager  
Wichita Aircraft Certification Office

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 or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



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INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

*Transfer Endorsement*

*Transfer the ownership of Supplemental Type Certificate Number: SA1228CE*

**To** (Name and address of transferee)

**From** (Name and address of grantor)

Extent of Authority (if licensing agreement):

*Date of transfer:*

*Signature of grantor:* \_\_\_\_\_

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# *Supplemental Type Certificate*

*(Continuation Sheet)*

*Number:* SA1228CE

Date of application: June 6, 1975

Date Issued: June 17, 1976

Date Reissued: May 11, 2016

Airworthiness requirements:

Effective May 15, 1956, as amended through 3-2 and paragraphs 3.304 and 3.705 of 3-7 effective May 3, 1962.

Limitations and Conditions:

Eligibility: A) all PA-28-150 and PA-28-160 airplanes; B) for PA-28-140, the dorsal fin modification is eligible only on those airplanes manufactured with Piper fin fairing P/N 63517-00; C) for PA-28-180, eligibility includes Serial Numbers 28-03, 28-1 thru 28-7205318, except for the Dorsal fin modification which is eligible on Serial Numbers 28-1 thru 28-7105244.

This approval should not be extended to other specific airplanes of this model on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane. Parts manufactured under this STC may have been produced without an FAA approved quality control procedure. Prior to installation, such parts must be inspected for conformity and airworthiness in accordance with FAR's 21 and 43.

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