



US Department
of Transportation
Federal Aviation
Administration

**MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)**

OMB No. 2120-0020
Exp: 5/31/2018

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N8792N	Serial No. 28-25633		
	Make Piper	Model PA-28	Series 140	
2. Owner	Name (As shown on registration certificate) Marshall Aviation LLC		Address (As shown on registration certificate)	
			Address 13 Inwood Heights DR N	
			City San Antonio	State Texas
			Zip 78248	Country USA

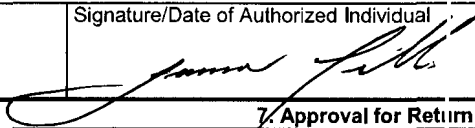
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>Piper</u>	<i>(As described in Item 1 above)</i>	<u>28-25633</u>
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	Bison Aviation	<input checked="" type="checkbox"/>	U. S. Certificated Mechanic	<input type="checkbox"/>	Manufacturer
Address	400 Boerne Stage Airfield	<input type="checkbox"/>	Foreign Certificated Mechanic	<input type="checkbox"/>	3584134
City	Boerne State Texas	<input type="checkbox"/>	Certificate I Repair Station		
Zip	78006 Country USA	<input type="checkbox"/>	Certificate I Maintenance Organization		

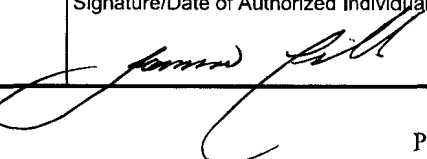
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  12-12-2017
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station <input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)

Certificate or Designation No. 3584134	Signature/Date of Authorized Individual  12-12-2017
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N8792N

12-12-2017

Nationality and Registration Mark

Date

Removed the following items: Narco AR850 SN 121500 .7 lbs @station 68, Narco AT150 SN42209 2.3 lbs @station 68, Narco MK12D SN 53676 4.4 lbs @station 68, Narco ID825 SN 16823 1 lb @station 68.

Installed following items to replace removed parts: GNC255A.PN.011-02806-00 SN 2A8018323 - 3.96 lbs @station 68, GTX345 PN 011-03302-00 SN 3EG010110 3.11 lbs @station 68, GI106A PN 013-00049-01 SN K08-10293 1.41 lbs @station 68, GAE12 PN 011-03080-01 SN 3T6003705 .1lb @station 68, AV570 SN 0617 3.5oz @station 68. -----END-----

Additional Sheets Are Attached

UNITED STATES OF AMERICA
 DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS N8792N	2 MANUFACTURER AND MODEL PIPER PA-28-140	3 AIRCRAFT SERIAL NUMBER 28-25633	4 CATEGORY NORMAL OR UTILITY
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5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

★ **NONE** ★

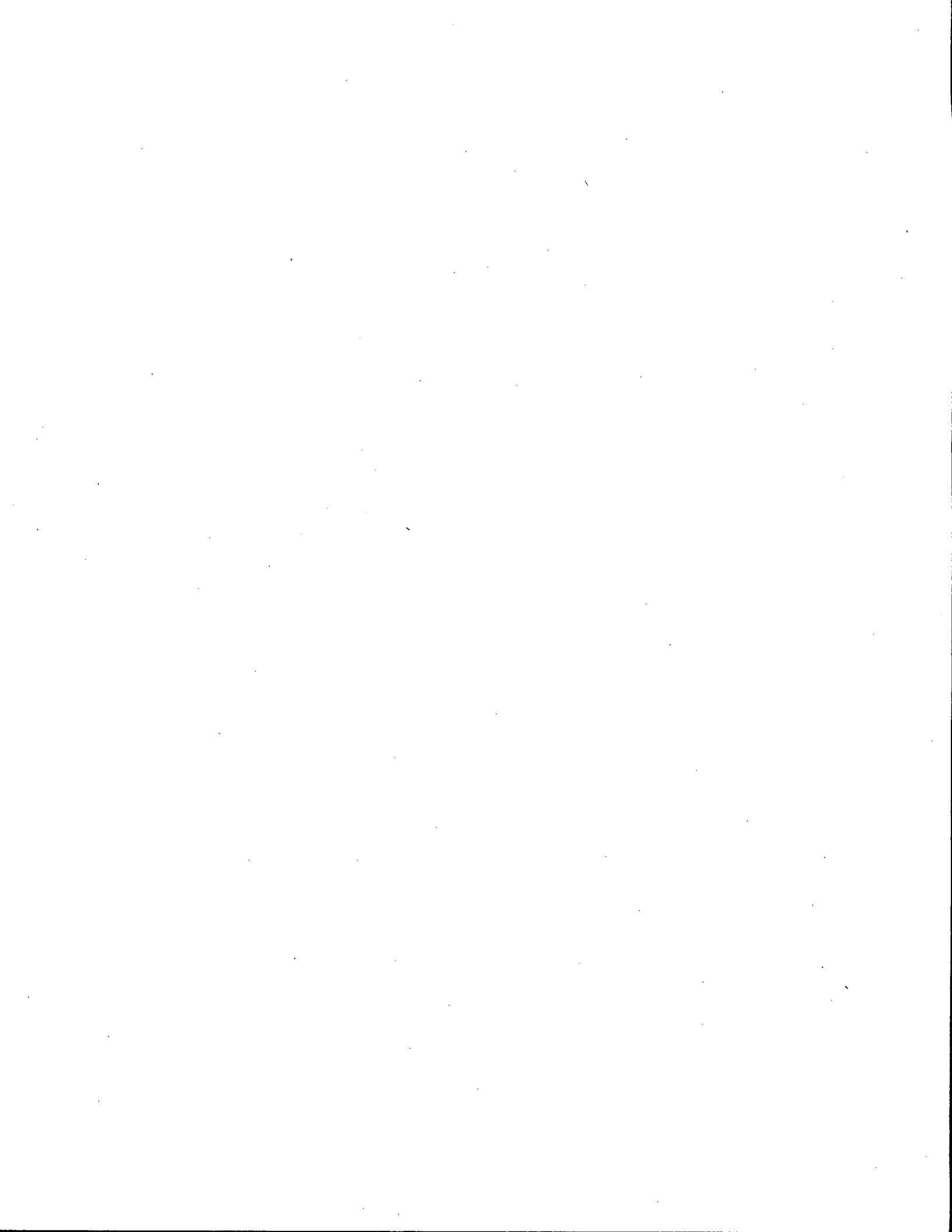
6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE R-03 MAR 1969	FAA REPRESENTATIVE ARNOLD TERRY TURNER	DESIGNATION NUMBER SAT-FSDO, SW17
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years or both.

THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.



My name is Roger W. Marshall and I am the owner of Piper PA-28 140, tail number N8792N. Marshall Aviation is my LLC name and we are in need of a new Airworthiness Certificate. The current Certificate is almost illegible do to age and being weathered and we need a new one for display in the airplane. My son Justin Clay Marshall is going to take care of this for me and will be picking it up on my/Marshall Aviation's behalf. Thank you for your help.

A handwritten signature in black ink, appearing to read "R W Marshall". The signature is fluid and cursive, with the first letter of each name being a large, prominent capital letter.

Roger W. Marshall





US Department of Transportation
Federal Aviation Administration

**MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)**

OMB No. 2120-0020
Exp: 5/31/2018

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N8792N	Serial No. 28-25633	
	Make Piper	Model PA28-140	Series
2. Owner	Name (As shown on registration certificate) Marshall Aviation LLC	Address (As shown on registration certificate) Address 13 Inwood Heights Dr N	
		City San Antonio	State Texas
		Zip 78248-2314	Country

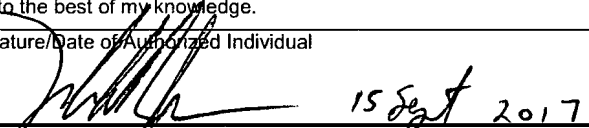
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	Piper	(As described in Item 1 above)	28-25633
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

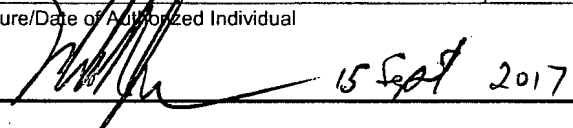
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. 2204250
Name Julicher Aviation LLC		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer	
Address 5649 Tamerity Way		<input type="checkbox"/> Foreign Certificated Mechanic		
City Bulverde	State Texas	<input type="checkbox"/> Certificated Repair Station		
Zip 78163	Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  15 Sept 2017
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F. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport. Other (Specify)
	FAA Designee	Repair Station	Inspection Authorization	
Certificate or Designation No. 2204250		Signature/Date of Authorized Individual  15 Sept 2017		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N8792N

14 Sept 2017

Nationality and Registration Mark

Date

Installed J.P. Instruments FS-450 Fuel Flow Indicator IAW STC SA00861SE. Work performed IAW J.P.I. Installation Manual FS-450 Report No. 400 Revision dtd August 16, 2000.

Installed J.P Instruments fuel flow transducer IAW STC SA00432SE.

These two STCs comprise the JPI fuel flow indicating system. Calibration and ops check completed.

----- end -----

Additional Sheets Are Attached





U.S. Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
For FAA Use Only	

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U. S. C. §46301(a))

1. Aircraft	Nationality and Registration Mark USA N8792N	Serial No. 28-25633	
	Make PIPER	Model PA-28-140	Series
2. Owner	Name (As shown on registration certificate) Marshall Aviation LLC		Address (As shown on registration certificate) 13 Inwood Heights San Antonio, TX 78248 USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address On The Beam Aviation, Inc. 552 Speedway Blvd, STE A Hampton, GA 30228 USA	B. Kind of Agency <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><input type="checkbox"/> U. S. Certified Mechanic</td> <td style="width: 33%;"><input type="checkbox"/> Manufacturer</td> <td style="width: 34%;"></td> </tr> <tr> <td><input type="checkbox"/> Foreign Certified Mechanic</td> <td colspan="2">C. Certificate No.</td> </tr> <tr> <td><input checked="" type="checkbox"/> Certified Repair Station</td> <td colspan="2">CRS# 70TR713C</td> </tr> <tr> <td><input type="checkbox"/> Certified Maintenance Organization</td> <td colspan="2">On The Beam Aviation Inc.</td> </tr> </table>	<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer		<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.		<input checked="" type="checkbox"/> Certified Repair Station	CRS# 70TR713C		<input type="checkbox"/> Certified Maintenance Organization	On The Beam Aviation Inc.	
<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer												
<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.												
<input checked="" type="checkbox"/> Certified Repair Station	CRS# 70TR713C												
<input type="checkbox"/> Certified Maintenance Organization	On The Beam Aviation Inc.												

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Samuel M. Nipper</i>	SAMUEL M NIPPER 31-July-2017
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
BY	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. CRS# 70TR713C	Signature/Date of Authorized Individual <i>Samuel M. Nipper</i>	SAMUEL M NIPPER 31-July-2017
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N8792N

Nationality and Registration Mark

Jul-31-2017

Date

INSTALLED THE FOLLOWING EQUIPMENT

GARMIN G5 ADI ELECTRONIC FLIGHT INSTRUMENT P/N 011-03809-00
GARMIN G5 HSI ELECTRONIC FLIGHT INSTRUMENT P/N 011-03809-00
GARMIN GAD 29 ARINC 429 INTERFACE UNIT P/N 011-03236-01
GARMIN GMU11 MAGNETOMETER P/N 011-04349-01

REMOVED TURN COORDINATOR P/N 2800, DG P/N RCallA-8, GI106A NAV IND P/N 013-00049-01. INSTALLED AND TESTED GARMIN G5 ADI, G5 HSI, GAD29, AND GMU11 ELECTRONIC FLIGHT INSTRUMENT SYSTEM IAW GARMIN STC SA01818WI ISSUED 07/22/2016 AND G5 INSTALL MANUAL P/N 190-01112-10 REV 7.

WEIGHT AND BALANCE DATA, EQUIPMENT LIST, AND AIRFRAME LOG ENTRIES UPDATED TO REFLECT THIS CHANGE THIS DATE. ELECTRICAL LOAD REDUCED.

INSERTED GARMIN G5 FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT P/N 190-01112-13 REV 2 IN THE PILOTS OPERATION HANDBOOK.

REFERENCE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS GARMIN G5 ICA P/N 190-01112-11, REV 2 OR LATER APPROVED REV.

END _____

ADDITIONAL SHEETS ARE ATTACHED



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SA01818WI

This certificate issued to: Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

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 23* of the Federal Aviation Regulations.

Original Product – Type Certificate Number:
Multiple - AML STC

Make:
Model: See Approved Model List (AML) SA01818WI for approved aircraft models and applicable airworthiness regulations

Description of Type Design Change:

Installation of Garmin G5 Electronic Flight Instrument

Data Required:

- (1) Garmin Master Drawing List (MDL) 005-01112-01, Revision 1, dated July 22, 2016
 - (2) Garmin G5 STC Maintenance Manual including ICA 190-01112-11, Revision 1, dated July 22, 2016
 - (3) Garmin G5 Airplane Flight Manual Supplement 190-01112-13, Revision 1, dated July 22, 2016
- Later FAA-approved revisions to the data listed above are incorporated without amendment to this certificate

Limitations and Conditions:

- (1) Compatibility of this design change with previously approved modifications must be determined by the installer.
 - (2) The installation of the G5 requires the retention of the mechanical airspeed indicator, altimeter, and vertical speed indicator. If the G5 is installed as the primary attitude, it requires retention of the existing rate of turn indicator. If installed in place of the rate of turn indicator, it requires retention of the existing primary attitude indicator.
- (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: May 5, 2016

Date Reissued:

Date of Issuance: July 22, 2016

Date Amended: April 28, 2017

By Direction of the Administrator

Signature

Title Robert G. Murray
ODA STC Unit Administrator
ODA-240087-CE

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).



Garmin International, Inc.
1200 East 151st Street
Olathe, Kansas 66062
P: 913-397-8200 F: 913-397-8282

July 31, 2017

**Subject: Permission to Use FAA STC SA01818WI or EASA STC 10060846 for
Installation of Garmin G5 Electronic Flight Instrument
See Approved Model List (AML) for Approved Aircraft Models**

Pursuant to 49 U.S.C. 44704, 14 CFR § 21.120, 14 CFR § 91.403(d), FAA Order 8110.48 and FAA Advisory Circular 21-40; Garmin International, Inc. hereby grants permission to Marshall Aviation LLC owner/operator of Piper PA-28-140 bearing manufacturer's serial number 28-25633 to use FAA Supplemental Type Certificate SA01818WI and deliverable data associated with it, for the sole and express purpose of installation and approval of the installation of a Garmin G5 Electronic Flight Instrument into the above referenced aircraft. Installer must still verify airframe eligibility per STC SA01818WI and the associated Approved Model List (AML). Following modification per STC SA01818WI, a copy of this permission letter should be placed in the aircraft's permanent records. Alteration or reproduction of this letter is strictly prohibited.

For Aircraft registered in an EASA state, EASA STC **10060846** (EASA Validation of US FAA STC SA01818WI) may be used in the same manner as STC SA01818WI, provided the aircraft is listed on the AML for STC SA01818WI and the aircraft also has a EASA Type Certificate.

Robert G. Murray
Director, Aircraft Certification
Garmin International, Inc.



Garmin International, Inc.
 1200 East 151st Street
 Olathe, Kansas 66062
 P: 913-397-8200 F: 913-397-8282

July 31, 2017


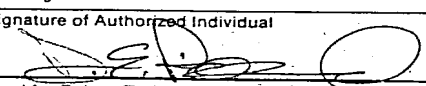
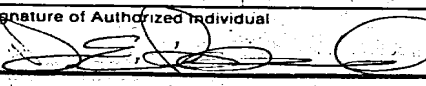
**Subject: Permission to Use FAA STC SA01818WI or EASA STC 10060846 for
 Installation of Garmin G5 Electronic Flight Instrument
 See Approved Model List (AML) for Approved Aircraft Models**

Pursuant to 49 U.S.C. 44704, 14 CFR § 21.120, 14 CFR § 91.403(d), FAA Order 8110.48 and FAA Advisory Circular 21-40; Garmin International, Inc. hereby grants permission to Marshall Aviation LLC owner/operator of Piper PA-28-140 bearing manufacturer's serial number 28-25633 to use FAA Supplemental Type Certificate SA01818WI and deliverable data associated with it, for the sole and express purpose of installation and approval of the installation of a Garmin G5 Electronic Flight Instrument into the above referenced aircraft. Installer must still verify airframe eligibility per STC SA01818WI and the associated Approved Model List (AML). Following modification per STC SA01818WI, a copy of this permission letter should be placed in the aircraft's permanent records. Alteration or reproduction of this letter is strictly prohibited.

For Aircraft registered in an EASA state, EASA STC **10060846** (EASA Validation of US FAA STC SA01818WI) may be used in the same manner as STC SA01818WI, provided the aircraft is listed on the AML for STC SA01818WI and the aircraft also has a EASA Type Certificate.

Robert G. Murray
 Director, Aircraft Certification
 Garmin International, Inc.

REVISION ATT: DON COOK

 US Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only	
				Office Identification ASW 159604672	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	PIPER		Model	PA-28-140
	Serial No.	28 25633		Nationality and Registration Mark	N8792N
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	Ken Schell			2205 West Boston St. Broken Arrow OK 74012	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			XXX	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
5. Type					
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Douglas Richmond 10404 E 135 St No Collinsville OK 74021		<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		147484082	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date		Signature of Authorized Individual			
10-30-95					
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)	
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
10-30-95		147484082			

RECEIVED
DEC 04 1995
ASW-FSDO-OKC

Revision includes the words "Right hand"

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed slight corrosion from right hand spar cap at wing station 54 as per AC 43 13-1A, section 6, page 126, paragraph 250, b, c, d. Corrosion amount removed was .009" inch deep, .250" inch wide and 1.0" inch long.

Manufactured a stainless steel filler / shim to the dimensions of the removed material and installed as per AC 43 13-1A section 3, page 51, paragraph 99 [i], e, i, g, and section 5, page 122, paragraph j.


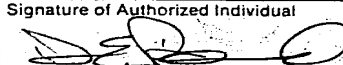

No significant change in weight and balance. Returned aircraft to normal configuration.

END

RECEIVED

RECEIVED

Additional Sheets Are Attached

 U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No: 2120-0020	
				For FAA Use Only Office Identification SW-OKC-FSDO	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	PIPER		Model	PA-28-140
	Serial No.	28 25633		Nationality and Registration Mark	N 8792N
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	KEN SCHELL			2205 WEST BOSTON ST. BROKEN ARROW, OK 74012	
3. For FAA Use Only					
NOV 06 1995 RECEIVED ASW-FSDO-OKC					
4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
D. E. Richmond 10404 E 135 ST N Collinsville OK 74021		<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		147-48-4082	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date 10-30-95		Signature of Authorized Individual			
					
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flight Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization <input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group		Other (Specify)
	FAA Designee	Repair Station			
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
10-30-95		IA 147-48-4082			

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed slight corrosion from spar cap at wing station 54 as per AC 43 13-1A, section 6, page 126, paragraph 250, b,c,d. Corrosion amount removed was .009" inch deep, .250" inch wide and 1.0" inch long.

Manufactured a stainless steel filler / shim to the dimensions of the removed material and installed as per AC 43 13-1A section 3, page 51, paragraph 99 [1] e,f,g, and section 5, page 122, paragraph j.

No significant change in weight and balance. Returned aircraft to normal configuration.

-----END-----

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION WLFSD065	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	PIPER		MODEL	PA-28-140
	SERIAL NO.	28-25633		NATIONALITY AND REGISTRATION MARK	USA N8792N
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	RICHARD COLTON			6703 Abbottswood DR. Rancho Palos Verdes, CA 90274	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
GERARDIN CORP. PENINSULA AVIATION COMPANY 2955 Airport Drive Torrance, CA 90505			U.S. CERTIFICATED MECHANIC		405-39
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 11-11-87			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL		
11-11-87	405-39		<i>[Signature]</i>		

RECEIVED
NOV 16 1987
LGB FSDO 5

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. Removed STS C110 Loran C copilots radio stack and installed Narco LRN 820 Loran C.
2. Installation fitted to existing radio rack.
3. Loran installation does not interfere with the normal operation of other equipment installed in the aircraft as per AC20-121 appendix 1 para 3-2.
4. Installation complies with AC20-121 appendix 1 para 3-3 and does not integrate with any other aircraft system.
5. Installation of Narco LRN 820 Loran is isolated from all I.F.R. systems as per AC20-121 appendix 1 para 3-5.
6. All work carried out in accordance with Narco installation instructions, Narco LRN 820 Loran C installation drawings, AC 43-13-1A and AC 43-13-2.
7. Narco LRN 820 Loran C placarded "Loran C not approved for I.F.R."

END

ADDITIONAL SHEETS ARE ATTACHED

PTB

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION
WP FSLA-05

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE PIPER	MODEL PA-28-140
	SERIAL NO. 28-25633	NATIONALITY AND REGISTRATION MARK USA N8792N
2. OWNER	NAME (As shown on registration certificate) Richard Colton	ADDRESS (As shown on registration certificate) 6703 Abbottwood Dr. Rancho Palos Verdes, CA 90214

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

RECEIVED
MAY 0 1 1987
LGB FSDO 5

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Gerardin Corp. Peninsula Aviation Company 2955 Airport Drive Torrance, CA 90505	B. KIND OF AGENCY		C. CERTIFICATE NO. 405-39
	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC		
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC		
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
		<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attached is hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 4-29-87	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>E. J. Alexander</i>
------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	<input checked="" type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 4-29-87	CERTIFICATE OR DESIGNATION NO. 405-39	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>E. J. Alexander</i>		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. Installed STS C110 Loran C to co-pilots radio stack.
2. Installation fitted to existing radio rack.
3. Loran installation does not interfere with the normal operation of other equipment installed in the aircraft as per AC20-121 appendix 1 para 3-2.
4. Installation complies with AC20-121 appendix 1 para 3-3 and does not integrate with any other aircraft system.
5. Installation of STS Loran C is isolated from all I.F.R. systems as per AC20-121 appendix 1 para 3-5.
6. STS Loran C placarded Loran C not approved for I.F.R.
7. Installed CP 136M Audio Panel, MK12D, in center radio stack.
8. Installed ID826 in pilots instrument panel.
9. Installed AR850 Blind Encoder on pilot's firewall.
10. Installed Loran antenna, marker antenna, 2nd com antenna.
11. Performed F.A.R. 91.171 and F.A.R. 91.172 transponder/encoder and altimeter/static leak test.
12. All work carried out in accordance with Narco installation instructions, STS C110 Loran C installation drawings, AC 43-13-1A and AC 43-13-2.

END

 ADDITIONAL SHEETS ARE ATTACHED

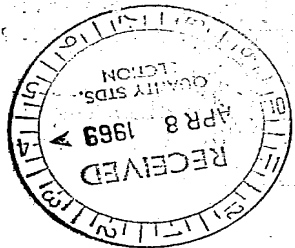
940



Form Approved
Budget Bureau No. 04-R058.2

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE (FAR 21)				INSTRUCTIONS: Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use reverse side.	
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK	2. AIRCRAFT MAKE	3. AIRCRAFT MODEL DESIGNATION	FAA CODING	
	N8792N	Piper	PA 28-140	7102802	
	4. AIRCRAFT SERIAL NO.	5. ENGINE MAKE	6. ENGINE MODEL DESIGNATION	41508	
	28-25633	Lycoming	0-320-E2A		
7. NO. OF ENGINES	8. PROPELLER MAKE	9. PROPELLER MODEL DESIGNATION	10. YR. AIRC. MANUFACTURED		
				One	Sensenich
II. CERTIFICATION REQUESTED	A. APPLICATION IS HEREBY MADE FOR:				
	<input checked="" type="checkbox"/> ORIGINAL CERTIFICATE—AIRCRAFT IS	<input checked="" type="checkbox"/> NEW	<input type="checkbox"/> USED	<input type="checkbox"/> IMPORT	
	<input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE				
	<input type="checkbox"/> OTHER (Specify)				
	B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items)				
	<input checked="" type="checkbox"/> STANDARD (Indicate category)	<input checked="" type="checkbox"/> NORMAL	<input checked="" type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC	<input type="checkbox"/> TRANSPORT
	<input type="checkbox"/> LIMITED				
	<input type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1 AGRICULTURE & PEST CONTROL	<input type="checkbox"/> 2 AERIAL SURVEYING	<input type="checkbox"/> 3 AERIAL ADVERTISING	
		<input type="checkbox"/> 4 FOREST (Wild life conservation)	<input type="checkbox"/> 5 PATROLLING	<input type="checkbox"/> 6 WEATHER CONTROL	
		<input type="checkbox"/> 0 OTHER (Specify)			
<input type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1 RESEARCH AND DEVELOPMENT	<input type="checkbox"/> 2 AMATEUR BUILT	<input type="checkbox"/> 3 EXHIBITION		
	<input type="checkbox"/> 4 RACING	<input type="checkbox"/> 0 TO SHOW COMPLIANCE WITH FAR			
<input type="checkbox"/> PROVISIONAL (Indicate class)	<input type="checkbox"/> 1 CLASS I	<input type="checkbox"/> 2 CLASS II	FAA CODING		
A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)					
NAME Piper Aircraft Corporation		ADDRESS (Number, street, city, State and ZIP code) P. O. Box 1328 Vero Beach, Florida 32960			
IF DEALER CHECK HERE → <input checked="" type="checkbox"/>					
III. OWNER'S CERTIFICATION	B. AIRCRAFT CERTIFICATION BASIS				
	<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) 2A13 REV 19	<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.) 1969-69-3			
	<input type="checkbox"/> AIRCRAFT LISTING (Give page No(s.))	<input type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))			
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS				
<input checked="" type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS HISTORY	TOTAL AIRFRAME HOURS RECORDED 70		FAA CODING		
RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.123					
I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Agency in accordance with section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the classification(s) requested.					
DATE OF APPLICATION 2-28-69	NAME AND TITLE (Print or type) V. J. Montuoro Agent	SIGNATURE <i>V. J. Montuoro</i>			
IV. INSPECTION AGENCY VERIFICATION	IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:				
	<input type="checkbox"/> 2 CERTIFICATED AIR CARRIER (Give Certificate No.)	<input type="checkbox"/> 3 CERTIFICATED MECHANIC (IA) (Give Certificate No.)	<input type="checkbox"/> 4 CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)		
	<input type="checkbox"/> 5 AIRCRAFT MANUFACTURER (Give name of firm)	FAA CODING 4			
	DATE	TITLE	SIGNATURE		
V. AIRWORTHINESS DOCUMENTATION	<input checked="" type="checkbox"/> A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT		<input checked="" type="checkbox"/> G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS		
	<input checked="" type="checkbox"/> B. CURRENT OPERATING LIMITATIONS ATTACHED		<input type="checkbox"/> H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)		
	<input checked="" type="checkbox"/> C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT		<input type="checkbox"/> I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ CAR _____ (Orig. attached)		
	<input checked="" type="checkbox"/> D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)		<input checked="" type="checkbox"/> J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR 21.183 (a) (Copy attached)		
	<input checked="" type="checkbox"/> E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT				
	<input checked="" type="checkbox"/> F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)				
VI. FAA REPRESENTATIVE CERTIFICATION	<input checked="" type="checkbox"/> A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.				
	<input type="checkbox"/> B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.				
	<input type="checkbox"/> C. Current Airworthiness Certificate amended.				
DATE MAR 3 1969	DESIGNATION NO. DOA SO-1	OFFICE NO. MIA-EMDO - 7-0-43	SIGNATURE <i>James E. Wood</i> JAMES E. WOOD		

Inspected by Operator



OKLAHOMA CITY, OKLA.
APR 9 3 49 PM '69

Verified by Operator
CONVEYANCE MADE WITH
FAA AIRCRAFT # 1017

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N8792N	2. MANUFACTURER AND MODEL Piper PA-28-140	3. AIRCRAFT SERIAL NUMBER 128-25633	4. CATEGORY Normal or Utility
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: None			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 23, 25, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE MAR 3 1969	FAA REPRESENTATIVE JAMES E. WOOD	DESIGNATION NUMBER DOA SO-1	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 1362 (7-65) * C10 - 1066 O - 708-353 0052-040-8000 (8100)			

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 8-5-82

