

3710167

Petersen Aviation, Inc.
Route 1, Box 18
Minden, NE 68959

Supplement No. 1

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT

FOR

Piper Model PA-28-140, PA-28-150, PA-28-151 Cherokee

Registration Number N6834W

Serial Number 28-20975

This Supplement must be attached to the FAA Approved Airplane Flight Manual applicable to that particular airplane when the airplane has been modified in accordance with STC SA1963CE. The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures and performance information not contained in this supplement, consult the basic Airplane Flight Manual.

LIMITATIONS:

Fuel:

The use of unleaded automotive gasoline, 87 minimum antiknock index and leaded automotive gasoline, 88 minimum antiknock index (RON + MON)/2 per ASTM Specification D-439 is approved. Intermixing with aviation gasoline is also approved.

FAA APPROVED

For Manager, Wichita Aircraft Certification Office
Central Region
Wichita, Kansas

Date March 23, 1984

TC'S Air Care LLC
1710 East Main St.
Reedsburg, WI 53959

REVISED WEIGHT & BALANCE DATA & EQUIPMENT LIST

CUSTOMER: Tom Buchburger
ADDRESS: _____
CITY/STATE: _____
DATE: 8-3-07

AIRCRAFT MAKE: Piper
MODEL: PA28-140
SERIAL NO. 28-20975
N# 6834W

REMOVED	INSTALLED	ITEM	WEIGHT LBS	ARM INCHES	MOMENT INCH/LBS.
	X	Reiff Preaheater	.9	36,75	33.075
TOTAL CHANGE			.9		33,075
PREVIOUS EMPTY AIRCRAFT:			1275.1		109013.65
CURRENT EMPTY AIRCRAFT:			1276.0		109046.72
USEFUL LOAD: 872,45			EMPTY C.G.: 85.45		

It is the operator's responsibility to determine that the aircraft remains within the safe weight & balance limits. Refer to weight & balance data for loading instructions. The above installations constitute a Minor alteration according to AC43.13-2.

SIGNED: _____

A & P#: _____

(AI)

PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	
CHECKED		
APPROVED		PAGE _____

AIRPLANE FLIGHT MANUAL

MODEL PA-28-140

FAA APPROVED: _____

H. E. Waterman
Supervisor, EMDO 42
FAA Southern Region
Atlanta, Georgia

DATE: _____

February 14, 1964

PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	Airplane Flight Manual
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Log of Revisions

REVISION NO.	PAGE	DESCRIPTION	APPROVED	DATE
1	1	Deleted Propeller - And Static RPM - Information		4/64
2	1	Added Static R.P.M. Information		5/64
3	3	Placards Section: Added Placard No. 4		/64
4	2	Maneuvers Section: Deleted Stalls in Utility Category		1/64
5c	2,3	Increased Gross Weight to 2150 and Baggage Capacity to 200 Lbs.		1/65
6	1	Limitations Section: Revised Oil Temperature and Fuel Pressure Range		8/65

FAA APPROVED 2/14/64

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Piper Model PA 28-140
Normal and Utility Categories

FAA Identification No. N6834W

Serial No. 28-20975

AIRPLANE FLIGHT MANUAL

1. Limitations Section. The following limitations must be observed in the operation on this airplane.

Engine	Lycoming O-320-E2A
Engine Limits	For all operations 2700 rpm, 150 hp.
Fuel	80/87 Octane Aviation Fuel.
Propeller	Sensenich M74DM, Maximum diameter 74 inches, Minimum diameter 72 1/2 inches. Static RPM at maximum permissible Throttle setting: Not over 2350 rpm, not under 2150 rpm. No additional tolerance permitted.

Power Instruments Oil temperature: GREEN arc (normal operating range) 75° F. to 245° F.; RED line (maximum) 245° F.

Oil pressure: GREEN arc (normal operating range) 60 psi to 85 psi; YELLOW arc (caution range) 25 psi to 60 psi; RED line (minimum) 60 psi; RED line (maximum) 85 psi.

Fuel pressure: GREEN arc (normal operating range) .5 psi to 8 psi; RED line (minimum) .5 psi; RED line (maximum) 8 psi.

Tachometer: GREEN arc (normal operating range) 500 to 2700 rpm; RED line (maximum continuous power) 2700 rpm.

Airspeed Limits	Never Exceed	171
(Calibrated Airspeed)	Maximum structural cruise	140
(Miles per Hour)	Maneuvering	129
	Flaps extended	115
	Maximum positive load factor	3.8 Normal Category
	Maximum positive load factor	4.4 Utility Category
	Maximum negative load factor	No inverted maneuvers approved.

FAA APPROVED 2/14/64
Revised 6/23/65 Rev. No. 6

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Maximum Weight 2150 Lbs.

Baggage Capacity 200 Lbs.

C. G. Range The datum used is 78.4 inches ahead of the wing leading edge at the intersection of the straight and tapered section.

1. Normal Category

Weight (Pounds)	Forward Limit (In. aft of datum)	Rearward Limit (In. aft of datum)
2150	90.1	94.0
1950	86.5	94.0
1850	85.1	94.0
1650	84.0	94.0

2. Utility Category

Weight (Pounds)	Forward Limit (In. aft of datum)	Rearward Limit (In. aft of datum)
1950	86.5	86.5
1850	85.1	86.5
1650	84.0	86.5

Straight line variation between given points.

Note: It is the responsibility of the airplane owner and/or the pilot to insure that the airplane is properly loaded. See weight and balance section for loading information.

Maneuvers

1. Normal Category - All acrobatic maneuvers including spins prohibited.
2. Utility Category - Approved maneuvers for Utility Category only.

	Entry Speed
Spins (Flaps Up)	Stall
Steep Turns	129
Lazy Eights	129
Chandelles	129

Placards

1. On the instrument panel in full view of the pilot: "THIS AIRPLANE MUST BE OPERATED AS A NORMAL OR UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS.

ALL MARKINGS AND PLACARDS ON THIS AIRPLANE APPLY TO ITS OPERATION AS A UTILITY CATEGORY AIRPLANE. REFER TO THE AIRPLANE FLIGHT MANUAL.

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Placards (Cont'd.)

FOR SPIN RECOVERY, USE FULL RUDDER AGAINST SPIN, FOLLOWED IMMEDIATELY BY FORWARD WHEEL.

NO ACROBATIC MANEUVERS (INCLUDING SPINS) ARE APPROVED FOR NORMAL CATEGORY OPERATIONS."

2. Adjacent to upper door latch: "ENGAGE LATCH BEFORE FLIGHT".
3. On aft side of baggage compartment: "UTILITY CATEGORY OPERATION - NO BAGGAGE OR AFT PASSENGERS ALLOWED.

NORMAL CATEGORY OPERATION - SEE AIRPLANE FLIGHT MANUAL WEIGHT AND BALANCE SECTION FOR BAGGAGE AND AFT PASSENGER LIMITATIONS."

4. On the instrument panel in full view of the pilot: "OIL COOLER WINTERIZATION PLATE TO BE REMOVED WHEN AMBIENT TEMPERATURE EXCEEDS 50° F."

Airspeed Instrument Markings	RED radial line	Never Exceed	171 mph (148 knots)
	YELLOW arc	Caution Range (Smooth Air Only)	140 to 171 mph (121 to 148 knots)
	GREEN arc	Normal Operating Range	64 to 140 mph (56 to 121 knots)
	WHITE arc	Flaps down range	55 to 115 mph (48 to 100 knots)

2. Procedures Section

1. The stall warning system is inoperative with the master switch off.
2. The electric fuel pump must be on for both take-off and landing.
3. Except as noted above, all operating procedures for this airplane are normal.

3. Performance Section

All performance is given for a weight of 2150 pounds.

Loss of altitude during stalls can be as great as 200 feet, depending on configuration and power.

Stalling speeds, in MPH, power off, versus angle of bank (Calibrated Airspeed):

Angle of Bank	0	20	40	50	60
Flaps Up	64	66	73	80	91
Flaps Down	55	--	--	--	--

PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	Weight and Balance Data
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WEIGHT AND BALANCE

STANDARD EQUIPMENT LIST

MODEL PA 28-140

	ITEM	WEIGHT (LBS.)	ARM AFT DATUM	MOMENT
Check if Installed	<u>Engine Accessories</u>			
<u>X</u>	Engine - Lycoming Model 0-320-E2A	272.0	26.1	7099
<u>X</u>	Fuel Pump, Electric Auxiliary, Bendix Model 478360	1.8	41.8	75
<u>X</u>	Fuel Pump, Engine Driven, Lycoming Dwg. No. 73297 or 74082	1.6	41.3	66
<u>X</u>	Oil Cooler, Piper Dwg. 18622	2.6	18.1	47
<u>X</u>	Filter, Fram Model CA-161PL or AC No. A48C or Purolator AFP-2	.9	20.1	18
<u>X</u>	Alternator, 35 Amp., Chrysler No. 2098615	12.5	19.0	238
	<u>Propeller and Propeller Accessories</u>			
<u>X</u>	Propeller, Sensenich M74DM60 58	30.0	10.1	303
<u>X</u>	Spinner and Attachment Plates	2.0	8.0	16
	<u>Landing Gear and Brakes</u>			
<u>X</u>	Two Main Wheel Assemblies 6.00-6 (a) Cleveland Aircraft Products Wheel Assembly No. 40-28 Brake Assembly No. 30-18 (b) Two Main 4-Ply Rating Tires 6.00-6 with Regular Tubes	32.0	109.6	3507
<u>X</u>	One Nose Wheel 6.00-6 (a) Cleveland Aircraft Products Wheel Assembly No. 38501 (less brake drum) (b) One Nose Wheel 4-Ply Rating Tire 6.00-6 with Regular Tubes	14.0	34.3	480

PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	Weight and Balance Data
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Check if Installed	ITEM	WEIGHT (LBS.)	ARM AFT DATUM	MOMENT
	<u>Electrical Equipment</u>			
<u>X</u>	Stall Warning Device, Safe Flight Inst. Corp. No. C52207-4	.2	80.2	16
<u>X</u>	Voltage Regulator, Chrysler No. 2098613	.5	57.8	29
<u>X</u>	Battery 12V., 25 A.H., Rebat Model S-25	21.5	114.9	2470
	<u>Instruments</u>			
<u>X</u>	Compass - Airpath No. C2350-L41	.9	66.6	60
	Airspeed Indicator, PAC 63205	.6	67.7	41
	Tachometer, AC 1548302	.8	67.7	54
<u>X</u>	Tachometer, Stewart Warner PAC 62177	.7	67.7	47
	Altimeter, Aero Marine No. 552	1.4	66.8	94
	Engine Cluster - Piper Dwg. 63922	.8	68.8	55
<u>X</u>	Engine Cluster - Piper Dwg. 63426	.8	68.8	55
	<u>Miscellaneous</u>			
<u>X</u>	Fwd. Seat Belts	1.0	86.9	87
<u>X</u>	Flight Manual	-----		-----

TOTAL

AIRCRAFT AVERAGE EMPTY WEIGHT
 AS CALCULATED
 (INCLUDES ITEMS CHECK ON STANDARD
 EQUIPMENT LIST)

1188

84.4

100249

PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	Weight and Balance Data
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OPTIONAL EQUIPMENT LIST

MODEL PA 28-140

Check if Installed	ITEM	WEIGHT (LBS.)	ARM AFT DATUM	MOMENT
	<u>Engine Accessories</u>			
<u>X</u>	Vacuum Pump, Airborne Mechanisms Model No. 10-113A1 or 113A5 or 200 cc	3.6	36.3	131
	<u>Electrical Equipment</u>			
	Rotating Beacon, Grimes Model D7080	2.0	263.4	527
<u>X</u>	Landing Light, G. E. Model 4509	.5	18.1	9
<u>X</u>	Navigation Lights (2) Grimes Model A1285 Red and Green	.4	106.6	43
<u>X</u>	Navigation Light (Rear) (1) Grimes Model 2064 (White)	.1	280.9	28
	Battery 12V., 33 A.H. Reading R-33	27.0	114.9	3102
	Roll Servo Mitchell 1X221E-CH-1	2.8	60.6	170
	Console Amplifier and Cables Mitchell 1X214E	1.8	66.6	120
<u>X</u>	Cabin Light and Speaker	1.1	99.4	105
<u>X</u>	Rotating Beacon, Whelan Model WRM L-12	1.6	263.4	421
	<u>Instruments</u>			
<u>X</u>	Turn and Bank, Pioneer A-5	1.5	66.4	100
	Suction Gauge, AN5771-11	.4	68.1	27
<u>X</u>	Suction Gauge, U. S. Gauge AW1821AFO3	.4	68.1	27
<u>X</u>	Altimeter, AN5760-2 (C-12 or C-13)	Same as Standard Equipment Weight		
<u>X</u>	Rate of Climb, Pioneer C-7	1.4	66.8	94
<u>X</u>	Directional Gyro, Vacuum	2.5	66.6	167

PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	Weight and Balance Data Model PA 28-140
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Check if Installed	ITEM	WEIGHT (LBS.)	ARM AFT DATUM	MOMENT
	<u>Instruments (Cont'd.)</u>			
	Piper Course Selector PAC 31058	3.0	66.6	200
<u>X</u>	Artificial Horizon, Vacuum	2.7	66.1	179
<u>X</u>	Air Temperature Gauge, Rochester Manufacturing Co., No. 1592-C2	.2	82.6	17
<u>X</u>	Clock, 8 Day	.4	68.3	27
	Directional Gyro, Vacuum (Auto Pilot)	4.3	66.6	286
	Artificial Horizon, Vacuum (Auto Pilot)	4.5	66.1	298
<u>X</u>	Tru-Speed Indicator, PAC 62143	Same as Standard Equipment Weight		
	<u>Radio</u>			
	Piper Radio Compass PRC-3	4.5	64.4	290
<u>X</u>	Piper VHF Transceiver PTR-1	5.0	64.8	324
<u>X</u>	Piper Omni Convertor O-1	2.5	65.3	163
	King KX150A	9.1	62.8	572
<u>X</u>	Omni Antenna	1.2	203.0	243
<u>X</u>	Whip Antenna	.7	131.0	92
	Low Frequency Antenna	.5	167.0	84
	Loop Antenna (PRC-3)	.3	54.5	16
	Narco Mark 12 VHF Transceiver	9.0	59.4	535
	Narco VOA-6 Omni Convertor	1.8	65.3	118
	Narco VOA-5 Omni Convertor	2.9	65.3	189
	Narco VOA-4 Omni Convertor	2.9	65.3	189

PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	Weight and Balance Data
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Check if Installed	ITEM	WEIGHT (LBS.)	ARM AFT DATUM	MOMENT
	<u>Radio</u> (Cont'd.)			
	Narco Omnigator VTR-2A Installation (Less Ant.)	14.0	58.0	812
	Marker Antenna	1.2	64.8	78
	Piper Radio Compass PRC-4	4.9	64.4	316
	Loop Antenna (PRC-4)	.4	112.6	45
	Piper Omni Convertor OL-1	2.8	65.3	183
X	<u>VARCO AR-850 ALTITUDE REPORTER</u>	1.0	54.0	54
	<u>Miscellaneous</u>			
X	Nose Wheel Fairing	3.3	34.3	113
X	Main Wheel Fairing	7.4	109.6	811
X	Assist Step	1.8	156.0	281
X	Jump Seat (2)	16.5	118.0	1947
	TOTAL	38.3		3375
	AIRCRAFT EMPTY WEIGHT	1188		100249
	OPTIONAL EQUIPMENT WEIGHT	38		3375
	LICENSED EMPTY WEIGHT TOTAL	1226		103624
	EMPTY C. G. AFT DATUM IS	84.5		

PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	Weight and Balance Data
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IT IS THE RESPONSIBILITY OF THE PILOT AND AIRCRAFT OWNER TO INSURE THAT THE AIRPLANE IS LOADED PROPERLY. THE EMPTY WEIGHT C. G. IS FOR THE AIRPLANE AS DELIVERED FROM THE FACTORY. REFER TO FORM FAA-337 WHEN ALTERATIONS HAVE BEEN MADE.

C. G. RANGE AND WEIGHT INSTRUCTIONS

1. Add the weight of all items to be loaded to the licensed empty weight.
2. Use the loading graph to determine the moment of all items to be carried in the airplane.
3. Add the moment of all items to be loaded to the licensed empty weight moment.
4. Divide the total empty weight moment by the total empty weight to determine the C. G. arm aft datum.
5. By using the figures of item 1 and item 4, locate a point on the C. G. range and weight graph. If the point falls within the C. G. envelope, the loading meets all weight and balance requirements.

Note: With Optional Jump Seats installed, aft passenger weight is restricted only by Airplane Weight and Balance limitations (See page 9 of this Section).
Baggage capacity is limited to 200 pounds by tiedown requirements.

SAMPLE LOADING PROBLEM (NORMAL CATEGORY)

	WEIGHT (LBS.)	ARM AFT DATUM (INCHES)	MOMENT (POUND - INCHES)
LICENSED EMPTY WEIGHT	1226	84.5	103624
OIL (2 GAL.)	15	31.7	476
PILOT & PASSENGER	340	85.5	29070
PASSENGERS (AFT)	340	85.5	29070
FUEL 50 gal	300	95.0	28500
BAGGAGE	200	117.0	23400
TOTAL LOADED AIRPLANE	2081		185070

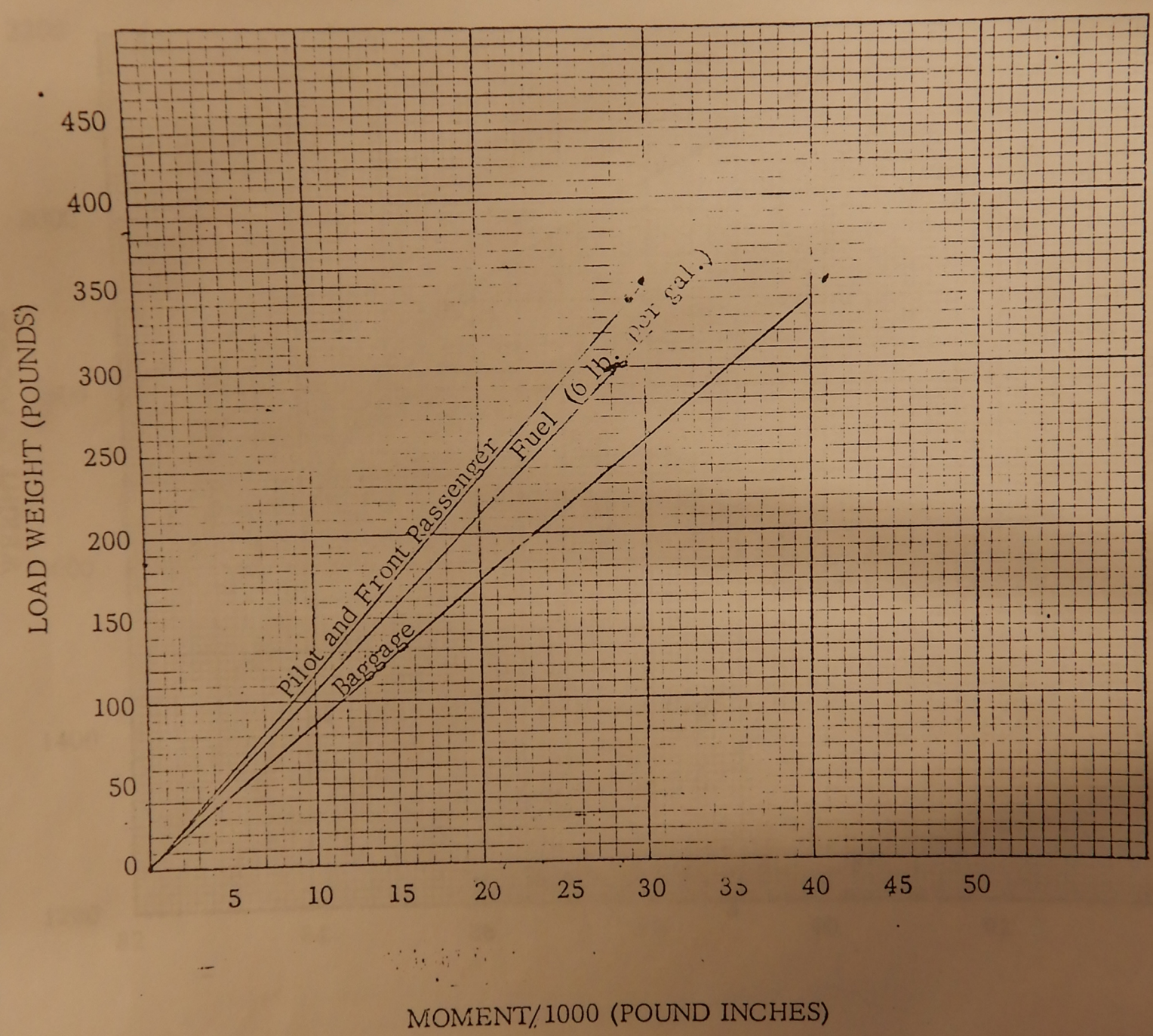
185070
2081

= 88.9 INCHES (ARM AFT DATUM)

LOCATE THIS POINT (88.9) ON THE C. G. RANGE AND WEIGHT GRAPH.
SINCE THIS POINT FALLS WITHIN THE C. G. ENVELOPE THE LOADING MEETS ALL
WEIGHT AND BALANCE REQUIREMENTS.

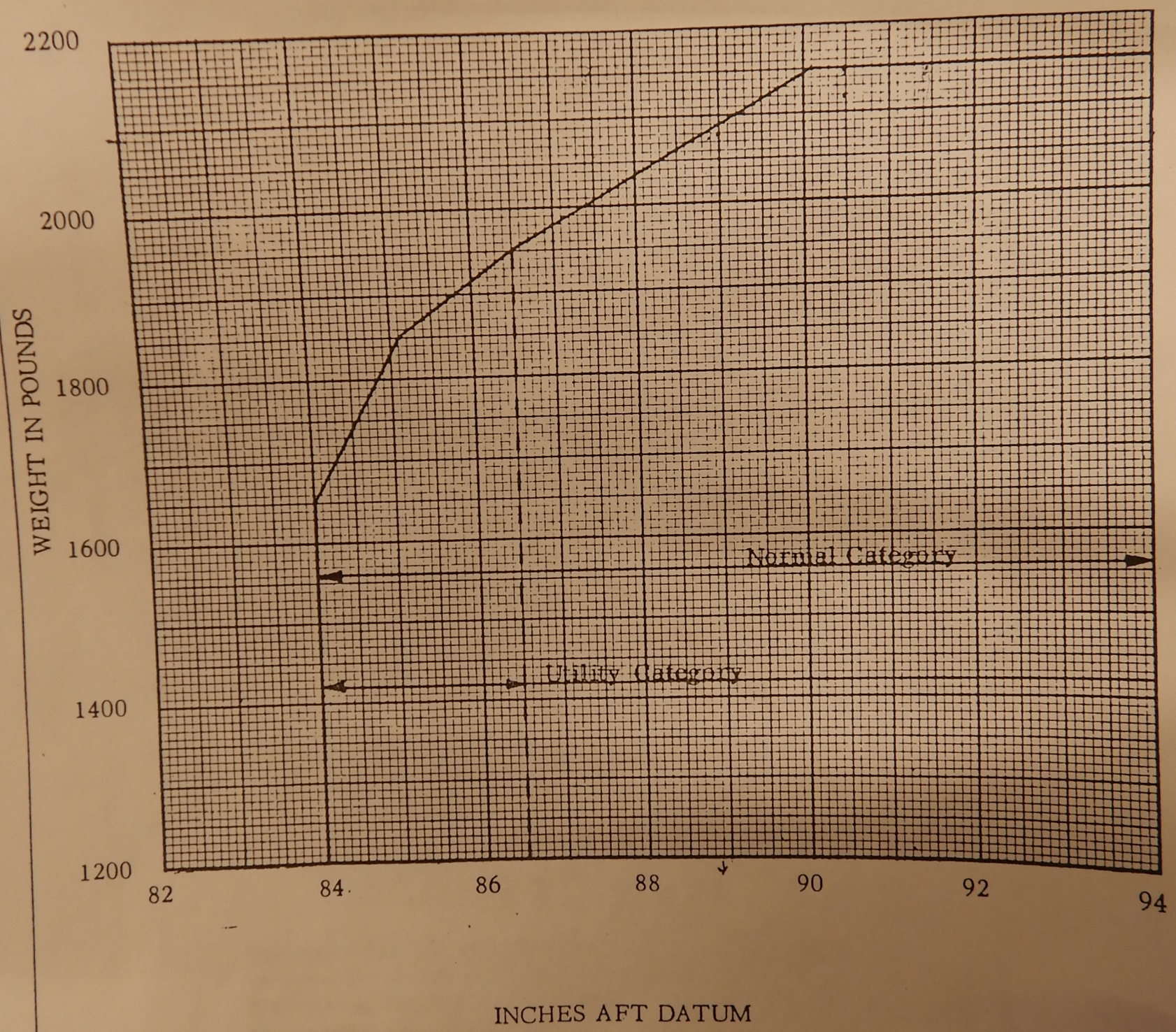
PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	Weight and Balance Data
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LOADING GRAPH

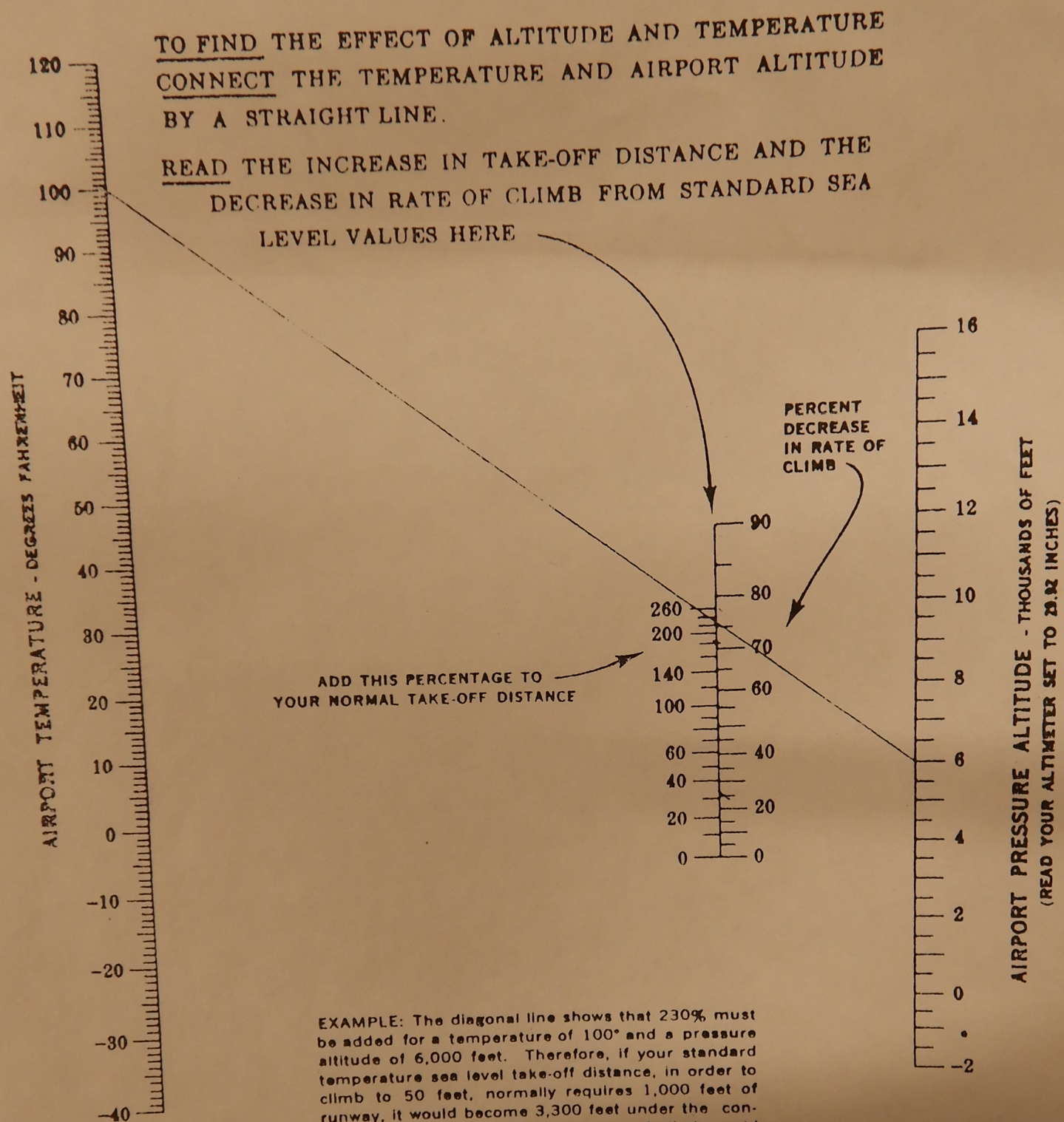


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C. G. RANGE AND WEIGHT



THE KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



EXAMPLE: The diagonal line shows that 230% must be added for a temperature of 100° and a pressure altitude of 6,000 feet. Therefore, if your standard temperature sea level take-off distance, in order to climb to 50 feet, normally requires 1,000 feet of runway, it would become 3,300 feet under the conditions shown. In addition, the rate of climb would be decreased 76%. Also, if your normal sea level rate of climb is 500 feet per minute, it would become 120 feet per minute.

This chart indicates typical representative values for "personal" airplanes. For exact values consult your airplane flight manual. The chart may be conservative for airplanes with supercharged engines. Also remember that long grass, sand, mud or deep snow can easily double your take-off distance.

OFFICE: PLACE IN CHEROKEE FILE.

TRAVIS: Here are some notes I made from flying the Cherokee and reading the manuals that will perhaps be of interest to you. Midge.

CHEROKEE 140: Special points on checkout:

1. Stall indicator has lite only -- no horn.
2. Don't use carb. heat on landings.
3. Flaps help on takeoff (see manual).
4. Always use aux. fuel pump on takeoffs & landings.
5. For best results leave master & fuel pump on when using quick drains. Switch gas valve to each tank when draining.
6. OK to taxi with door locked open when taxiing.
7. Don't forget upper door latch before takeoff.
8. Manual says "Use mixture control to save fuel at all altitudes". Seems risky without HT gauge. No RPM increase.
9. Be careful not to touch park brake button until parked.
10. Right flap NO STEP unless in full up position.
11. CAL is whistle-stop on PTR-1 radio.
12. Note there are 3 quick drains.
13. Order manual for TAS IND & OMNI IND. None in log file.
14. For level cruise, hold nose & wings level, trim ball to middle with nose or rudder trim.



Sensenich 74D (M74D) Series

Airworthiness Directive
Compliance Report

Date 04/09/2018

Tail # N6834W

Serial # K6380 (Prop)

Hours TACH: 3193.74

Misc

AD #	Category	Subject	Amend #	Eff Date	Recurring
60-11-08	Propeller	Hub Cracks	166	05/28/60	Yes
Date/Hours Compliance		Name Christopher Gardner	N/A. Propeller serial number has prefix "K"		
Next Due		Cert #			
		Signature			
66-23-02	Propeller	Corrosion Resistant Water Soluble Mid Blade	39-289	10/01/66	
Date/Hours Compliance		Name	N/A. No water soluble decals installed on this propeller. Propeller has later style epoxy adhesive decals.		
Next Due		Cert #			
		Signature			
03-13-17	Propeller	T and W Propellers	39-13219	07/18/03	
Date/Hours Compliance		Name	N/A. Propeller is not serviced by T&W Propellers, Inc.		
Next Due		Cert #			
		Signature			
05-14-11	Propeller	Southern California Propeller Service	39-14188	08/17/05	
Date/Hours Compliance		Name	N/A. Propeller is not serviced by Southern California Propeller Service.		
Next Due		Cert #			
		Signature			
Date/Hours Compliance		Name			
Next Due		Cert #			
		Signature			
Date/Hours Compliance		Name			
Next Due		Cert #			
		Signature			
Date/Hours Compliance		Name			
Next Due		Cert #			
		Signature			
Date/Hours Compliance		Name			
Next Due		Cert #			
		Signature			

Report By: Christopher Gardner 3045762

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The AD Toolbox - Assembled By Zook Aviation, Inc.

SKYWORLD AVIONICS LLC

5083 Airport Rd
Midland VA 22728
(540) 788-9300

Weight and Balance/Equipment list

16-Jul-16 N6834W S/N: 28-20975 Tach: 3175.8

Items Removed Description:	Weight: (lbs)	Arm: (inches)	Moment: (in/lbs)
King KT76	-3.2	66.1	-211.52
Items Installed Description:	Weight:	Arm:	Moment:
Stratus ESG Transponder	3.3	66.1	218.13
AV-74 Transponder antenna	0.2	135	27
GPS Antenna	0.4	88	35.2

TOTALS:	1264.6		108,705.41
----------------	---------------	--	-------------------

Old Empty Weight:	1263.9
Old Moment:	108636.6
Old CG:	86
Max A/C Gross Weight:	2150

New Empty Weight:	1,264.60
New Moment:	108,705.41
New CG:	85.96
New Useful load:	885.40

New weight and balance computed these computations supersede the computations dated 3/10/16

[REDACTED]
Tachary Gatewood

CRS: 9MIR

SKYWORLD AVIONICS LLC

5083 Airport Rd
Midland VA 22728
(540) 788-9300

Weight and Balance/Equipment list

26-Jul-16

N6834W S/N: 28-20975 Tach: 3175.8

Items Removed Description:

King KT76

Weight: (lbs)	Arm: (inches)	Moment: (in/lbs)
-3.2	66.1	-211.52

Items Installed Description:

Stratus ESG Transponder

Weight:	Arm:	Moment:
3.3	66.1	218.13

AV-74 Transponder antenna

0.2	135	27
-----	-----	----

GPS Antenna

0.4	88	35.2
-----	----	------

TOTALS:

1264.6	108,705.41
--------	------------

Old Empty Weight:

1263.9

Old Moment:

108636.6

Old CG:

86

Max A/C Gross Weight:

2150

New Empty Weight:

1,264.60

New Moment:

108,705.41

New CG:

85.96

New Useful load:

885.40

New weight and balance computed these computations supersede the computations dated 3/10/16

CRS: 9MIR

achary Gatewood

FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Manufacturer: Piper Aircraft, Inc.

Model: PA-28-140

Position:

P/N:

S/N: 28-20975

Aircraft Registration No: n6834w

ATP Revision: 04/23/2020

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2018-07-03 04/20/2018	To allow the pilot to do a preflight check of the fuel selector placards	-- Hrs: -- C: --	N/A TO SELECTOR TYPE. SELECTOR READS CORRECTLY AND IS LEGIBLE	No	D: -- Hrs: -- C: --	ADVANCED AVIATION IN [REDACTED] A&P,IA HOWARD CHOUANARD [REDACTED]
2018-02-05 02/07/2018	Superseded by 2018-07-03	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	ADVANCED AVIATION IN [REDACTED] A&P,IA HOWARD CHOUANARD [REDACTED]
2017-14-04 08/15/2017	[Recurring] To prevent rupture or failure of the oil cooler hose assemblies, which could result in engine stoppage with,contd.	-- Hrs: -- C: --	TYPE (C) HOSES INSTALLED ON 04/18/2017 TACH 3190.81. VISUAL INSPECTION DUE EVERY 100 HR. REPLACEMENT WITH TYPE (D) HOSES DUE AT TACH 4190.81 OR 04/2025	Yes	D: -- Hrs: -- C: --	ADVANCED AVIATION IN [REDACTED] A&P,IA HOWARD CHOUANARD [REDACTED]
2013-02-13 03/11/2013	[Recurring] To prevent failures that may lead to failure of the horizontal stabilator control system and cold result,contd.	-- Hrs: -- C: --	P/C/W AT TACH 3157.51 02/10/2014. NEXT DUE AT TACH 5157.51 OR 02/2021	Yes	D: -- Hrs: -- C: --	ADVANCED AVIATION IN [REDACTED] A&P,IA HOWARD CHOUANARD [REDACTED]

FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Manufacturer: Piper Aircraft, Inc.

Model: PA-28-140

Position:

P/N:

S/N: 28-20975

Aircraft Registration No: n6834w

ATP Revision: 04/23/2020

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2018-02-05 02/07/2018	Superseded by 2018-07-03	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	ADVANCED AVIATION IN [REDACTED] A&P,IA HOWARD CHOUANARD [REDACTED]
2017-14-04 08/15/2017	[Recurring] To prevent rupture or failure of the oil cooler hose assemblies, which could result in engine stoppage with,contd.	-- Hrs: -- C: --	TYPE (C) HOSES INSTALLED ON 04/18/2017 TACH 3190.81. VISUAL INSPECTION DUE EVERY 100 HR. REPLACEMENT WITH TYPE (D) HOSES DUE AT TACH 4190.81 OR 04/2025	Yes	D: -- Hrs: -- C: --	ADVANCED AVIATION IN [REDACTED] A&P,IA HOWARD CHOUANARD [REDACTED]
2013-02-13 03/11/2013	[Recurring] To prevent failures that may lead to failure of the horizontal stabilator control system and cold result,contd.	-- Hrs: -- C: --	P/C/W AT TACH 3157.51 02/10/2014. NEXT DUE AT TACH 5157.51 OR 02/2021	Yes	D: -- Hrs: -- C: --	ADVANCED AVIATION IN [REDACTED] A&P,IA HOWARD CHOUANARD [REDACTED]