

United States of America
Department of Transportation Federal Aviation Administration
Supplemental Type Certificate

Number SA02092SE

This certificate, issued to:

**Steven and Norma Knopp
dba P. PONK AVIATION
1212 Moore Road #2
Camano Island, WA 98282**

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 Aviation Regulations.
(See TCDS Sheet No. 3A13 for complete certification basis.)

Original Product—Type Certificate Number: 3A13
Make: Cessna
Model: 182, A, B, C, D, E, F, and G

Description of the Type Design Change: Installation of Continental/P. Ponk O-470-50 engine and a McCauley D2A34C58/90AT-8, or 2A34C66/90AT-8, or D3A32C90/82NC-2, or D3A34C401/90DFA-8, or D2A37C230/90REB-8 propeller in accordance with P. Ponk Report Number PPA-10182, Revision IR, dated August 30, 2010, or later FAA-approved revision.

Limitations and Conditions: Approval of this change in design applied to the above model aircraft only. A Continental engine modified under STC SE4985NM or SE4988NM to a P. Ponk O-470-50 engine is required. This approval should not be extended to other aircraft of this model on which other previously approved modifications have been incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design will introduce no adverse effect upon the airworthiness of that aircraft.
(See Continuation Sheet on Page 3)

A copy of this certificate and its continuation sheet must be maintained as part of the permanent records for the modified aircraft. The modified aircraft must be maintained with Instructions for Continued Airworthiness Report NAS2010-3, Revision IR, dated September 9, 2010, or later FAA accepted revision.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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 01, 2010
Date of issuance: November 09, 2010

Date reissued:
Date amended: December 08, 2010



By direction of the Administrator

Original Signed by Scott A. Fung

(Signature)
Acting Manager, Seattle Aircraft Certification Office

(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.

Supplemental Type Certificate

(Continuation Sheet)

Number SA02092SE

**Steven and Norma Knopp
dba P. PONK AVIATION**

Issued: November 09, 2010

Reissued:

Amended: December 08, 2010

Limitations and Conditions continued:

Engine: Continental/P. Ponk O-470-50 per STC SE4985NM or SE4988NM

Fuel: 100/100LL minimum grade aviation gasoline

Engine Limits: Takeoff (5 min.); 2700 RPM for 2 or 3 blade propeller
Maximum Continuous Power:
With 2 blade propeller – 2600 RPM
With 3 blade propeller – 2700 RPM

Propeller and Propeller Limits

1. McCauley D2A34C58/90AT-8
Diameter Limits: Max-82"; Min-80.5"
Pitch Stop Settings @ 36" Station
High – 25.8 deg; Low – 9.5 deg
2. McCauley 2A34C66/90AT-8
Diameter Limits: Max-82"; Min-80.5"
Pitch Stop Settings @ 36" Station
High – 25.8 deg; Low – 9.5 deg
3. McCauley D3A32C90/82NC-2
Diameter Limits: Max - 80"; Min –74"
Pitch Stop Settings @ 30" Station
High – 28 deg; Low – 10.4 deg
4. McCauley D3A34C401/90DFA-8
Diameter Limits: Max – 82"; Min – 76"
Pitch Stop Settings @ 30" Station
High – 28.5 deg; Low – 10.4 deg
5. McCauley D2A37C230/90REB-8
Diameter Limits: Max – 82", Min – 80".
Pitch Stop Settings @ 30" Station
High – 28.3 deg; Low – 12.0 deg

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

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