

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

Number SA02508LA

This Certificate issued to Edward R. Warnock
6841 Funnel Way
Garden Valley, CA 95633-9449

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 23 of the Federal Aviation Regulations and Part 4a of the Civil Air Regulations as amended on November 1, 1947. *Certification basis set forth on continuation sheet 3.*

Original Product Type Certificate Number: A-694

Make: Luscombe (landplane)

Model: 8E and 8F

Description of Type Design Change: Installation of a MTV-11-C/188-17f 2-blade, 74 inch diameter, constant speed propeller, with lightweight composite blade construction and associated hardware in accordance with Warnock's Installation Instructions, Document #004-000 Revision F issued October 3, 2014.

Limitations and Conditions: The installation should not be incorporated in any airplane unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the airplane. The approval of this modification applies to the above noted airplane model series only. 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. (Continued on page 2)

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: October 8, 2007

Date reissued:

Date of issuance: November 13, 2014

Date amended:



By direction of the Administrator

(Signature)

Manager, Propulsion Branch
Los Angeles 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.

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(Continuation Sheet)

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Description of Type Design Change continued:

This propeller change incorporates an MT Model P-237-4 spinner, an AVIA-MT P-860-3 hydraulically controlled propeller governor in a Luscombe Model 8E or 8F landplane, which has been previously modified with the installation of a Textron Lycoming O-320 engine with propeller governor pad and baffling per STC SA4-173 or STC SA344CE. This Luscombe STC modification also incorporates installation of a propeller governor control cable and knob, a manifold pressure gage, and relocation of the carburetor heat control knob and engine oil cooler. In addition, the brakes have been modified according to Renaissance Aircraft STC SA01094WI. In conjunction with this installation, attached is the FAA Approved the Supplemental Airplane Flight Manual, EW-SAFM-02 dated October 1, 2014, and Instructions for Continued Airworthiness, Document # EW-2014-011 dated March 24, 2014.

Limitations and Conditions continued:

This STC is limited to Luscombe Model 8E and 8F landplanes with serial numbers (S/Ns) 6674 and below. This STC is not applicable to airplane S/Ns S-1 and above.

Propeller diameter is limited to 188cm (74 inches) with low pitch at 8.5 degrees +/- 0.2 degrees, high pitch at 33.0 degrees +/- 1.0 degrees, measured at blade radius station 22.75 inches. Weight and balance limits are referenced in Section 6 of the FAA Approved Supplemental Airplane Flight Manual.

The operator should avoid continuous engine operation between 2050 and 2300 RPM when above 22 inches manifold pressure.

Certification Basis continued:

In addition to compliance to Part 4a of the Civil Air Regulations, compliance to §§ 23.307, 23.337, and 23.341 of Amendment 48, 23.613 of Amendment 45 were complied with. Compliance to 23.777, 23.779, and 23.781 of Amendment 51 of the Federal Aviation Regulations were demonstrated by Equivalent Level of Safety (ELOS) Memo No. ACE-10-11 dated November 2, 2011, and ELOS Memo No. ACE-10-10 dated November 17, 2011.

-END-

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