

United States of America
Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA1585NM

This certificate, issued to Delbert Dean Huss Jr.

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 3 of the Civil Air Regulations.

Original Product—Type Certificate Number: 1A2
Make: Piper
Model: PA-18

Description of the Type Design Change:

Installation of replacement long-life lift strut in accordance with FAA sealed Jensen Aircraft Master Drawing List No. 006, dated May 15, 1984, FAA approved June 7, 1984, or subsequent FAA approved revision.

Limitations and Conditions:

1. This approval should not be extended to aircraft of these models 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, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft.
2. It has been determined that this modification has sufficiently reduced stresses such that AD 81-25-05 compliance is not required. The "no-step" placard as specified in 3(c) of AD 81-25-05 is required.

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: March 29, 1982

Date reissued: 2/29/88, 4/14/89, 7/14/97,
January 29, 1999

Date of issuance: June 7, 1984

Date amended:



By direction of the Administrator

Ronald F. May
Ronald F. May (Signature) Manager
Northwest Mountain Region
Denver 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.