United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA1384CE

This certificate, issued to Robert L. & Barbara V. Williams
117 E. First
Udall, KS 67146

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: 3A19
Make: Cessna
Model: A152

Description of Type Design Change: Installation of a Lycoming O-320-E2D engine and McCauley 1C172TM7458 propeller per Avcon Industries Drawing List 15260 dated October 14, 1977.

Limitations and Conditions: This approval is limited to the installation made in Cessna Model A152 landplane, S/N A1520757 only. See continuation sheets 2 and 3, and Supplemental Flight Manual dated November 11, 1977.

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 17, 1977

Date reissued: August 5, 1981

Date of issuance: November 11, 1977

Date amended:

By direction of the Administrator
Original Signed By:
Barry D. Clements

(Signature)

BARRY D. CLEMENTS
Chief, Aircraft Certification Program

(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.

FAA Form 8110-2 (10-68)

United States of America

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Supplemental Type Certificate

(Continuation Sheet)

Number SA1384CE

The conditions and limitations of Aircraft Type Certificate Data Sheet No. 3A19 apply except as follows:

A copy of this addendum and the STC are required to be maintained as part of the modified aircraft permanent records.

Engine: 0-320-E2D Lycoming

Fuel: 80/87 min. grade aviation gasoline (unusable fuel capacity unchanged)

Engine Limits: 2700 r.p.m. and 28" h.g. (146 h.p.)

Propeller and Propeller Limits: McCauley 1C172TM7458

Diameter: Not over 74 in.
Not under 72 in.

Powerplant Instrument Markings:

Tachometer	- 2700 r.p.m. (red line) 2325 r.p.m. (end of green arc)
Manifold Pressure Gage	- 28" h.g. (red line) 25" h.g. (end of green arc)
Oil Temperature Gage	- 245°F (red line)
Oil Pressure Gage	- Minimum - 25 p.s.i. (red line) Maximum - 100 p.s.i. (red line) Normal - 60 to 90 p.s.i. (green arc)
Fuel Pressure Gage	- Minimum - .5 p.s.i. (red line) Maximum - 6 p.s.i. (red line) Normal - 3 to 5 p.s.i. (green arc)

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Oil Capacity: 8 quarts at -14.7 (unusable 2 quarts)

Maximum Weight: Utility Category - 1670 lbs.
Acrobatic Category - not approved

Note 1. The following information must be displayed in the form of composite or individual placards:

A. Above the Fuel Pump Switch: "Fuel Pump - Pull on"
B. On the Nav Light Fuse Placard: "Fuel Pump"

Note: With the described engine and propeller installation, performance will be at least equal to or better than that demonstrated during original certification of the A152 Cessna airplane.

- END -

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FAA FORM 8110-2-1 (10-69)

This certificate may be transferred in accordance with FAR 21.47.

 Reissued August 5, 1981

C FAA AC 73-2651