United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA2038WE

This certificate, issued to HAROLD G. NELSON

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: A-780

Make: Piper

Model: PA-12 (landplane only, normal and utility category)

Description of Type Design Change:
Installation of Lycoming 0-320 series engine, McCauley 1A170/1C172 and Sensenich M74DM propellers, and associated alternator systems in accordance with Harold G. Nelson Installation Instructions dated January 5, 1974. Harold G. Nelson FAA-Approved Flight Manual Supplement dated March 6, 1974 is required.

Limitations and Conditions: The approval of this change in type design applies basically to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that approved modifications will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate, Addendum No. SA2038WE, FAA-Approved Airplane Flight Manual Supplement, and Harold G. Nelson Installation Instructions are required to be maintained as part of the permanent records for the modified aircraft.

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: June 16, 1969

Date reissued:

Date of issuance: October 23, 1969

Date amended: March 7, 1974

By direction of the Administrator

Charles E. Schneider
(Signature)

Chief, Engineering and Manufacturing Branch
(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
Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet) March 7, 1974

Number SA2038WE

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA2038WE

The conditions and limitations of Type Certificate Data Sheet Number A-780 apply except where superseded by the following:

This Supplemental Type Certificate Data Sheet, which is part of STC SA2038WE, prescribes the conditions and limitations under which the product for which the STC was issued meets the airworthiness requirements of the Federal Aviation Regulations:

Supplemental Type Certificate Holder: Harold G. Nelson

I. MODEL PA-12 2PCLM (NORMAL AND UTILITY CATEGORY) AS REQUIRED BY STC SA2038WE

Engine: Lycoming 0-320-E2A or 0-320-E2D

Fuel: 80/87 minimum grade aviation gasoline

Engine Limits: For all operations 2700 rpm (150 h.p.)

Propeller:

MANUFACTURER	MODEL	STATIC LIMITS (RPM) MAXIMUM	MINIMUM
McCauley	1C172-TM7653	2500	2400
McCauley	1A170-GM7454	2350	2250
Sensenich	M74DM-49	2500	2400

(Diameter Limits: Maximum: 76 inches
Minimum: 70 inches)

Electrical System: Alternators

MANUFACTURER	MODEL/P.N.	VOLTAGE	OUTPUT
Cessna (Ford)	C611501-0101	14V	60 AMP.
Lycoming (Prestolite)	ALY8403	14V	60 AMP.

Required Equipment: In addition to the equipment applicable and required by Aircraft Specification No. A-780, the equipment specified by Harold G. Nelson Installation Instructions dated January 5, 1974 must be installed as a result of the incorporation of this STC.

Required Placards: The following placard must be placed on the instrument panel in full view of the pilot: "DO NOT TURN ALTERNATOR OFF IN FLIGHT EXCEPT FOR EMERGENCY. (SEE AFM SUPPLEMENT)."

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

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

This certificate may be transferred in accordance with FAR 21.47.

FAA AC 72-4435