

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

Number **SA4728NM**

This certificate, issued to:

P. Ponk Aviation

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 Air Regulations, effective 5/15/56, as Amended by 3-1 through 3-8. Dual wheel amphibious float criteria Special Conditions dated 1/14/69 and Amendment No. 1 dated 2/20/69. FAR 36 effective 11/22/88.

Original Product—Type Certificate Number: A4CE
Make: Cessna
Model: TU206G

Description of the Type Design Change: Removal of the Continental TSI0-520-M engine and installation of a Continental IO-520-F engine and McCauley D3A32C90/82NC-2 propeller in accordance with P. Ponk Aviation Photographs 1 through 11 and Conversion Report No. ANM-100S-0657, dated March 2, 1989, or later FAA approved revision.

Limitations and Conditions: Data pertaining to this modification are considered inadequate for duplication in other aircraft. This approval is limited to the installation in Cessna Model TU206G aircraft, Serial Number U20603623 only. A copy of this Certificate and Continuation Sheet must be maintained as part of the permanent records for the modified aircraft.

FAR 36 compliance was shown using the No Acoustic Change determination of FAR 21.93(b).

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: January 21, 1989
Date of issuance: April 28, 1989

Date reissued:
Date amended:



By direction of the Administrator

(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.

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Supplemental Type Certificate

(Continuation Sheet)

Number **SA4728NM**

LIMITATIONS AND CONDITIONS: (continued)

Engine: Continental I0-520-F

Engine Limits: Takeoff (5 min.) - 300 Hp @ 2850 RPM
Maximum Except Takeoff (METO) - 285 Hp @ 2600 RPM

Fuel: 100/130 Minimum Grade Aviation Gasoline

Propeller and
Propeller Limits: McCauley constant speed propeller installation
(a) D3A32C90 hub with 82NC02 blades
Diameter: not over 80"; not under 78"
Pitch settings @ 30" Sta.: Low 11.5 0; High 28.1 0
(b) Cessna spinner 1250909
(c) Woodward hydraulic governor 210462 or McCauley
hydraulic governor C290D2/T4 or C290D4/T4

Powerplant Instrument
Markings: 2850 (Red radial)

C .G. Range: No change.

Cylinder Head Temp.
Probe Location: Number 3 cylinder

Required Placards: Install in plain view of the pilot, replacing the TU206G
fuel flow placard:

MAXIMUM POWER SETTINGS AND FUEL FLOW TAKEOFF (5 MIN. ONLY): 2850 RPM; MAXIMUM CONTINUOUS POWER: 2700 RPM		
FUEL FLOW AT FULL THROTTLE		
	2700 RPM	2850 RPM
S.L.	23 gph	24 gph
4000 ft.	21 gph	22 gph
8000 ft.	19 gph	20 gph
12000 ft.	17 gph	18 gph

- END -

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