United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA1255NW

This certificate, issued to Melvin C. Holten

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: 1A4

Make: Piper

Model: PA-20 "135"

Description of Type Design Change: Installation of a Lycoming IO-360-B1B engine, Hartzell HC-C2YK-1BF/F7666A-2 propeller, and associated systems in accordance with Melvin C. Holten photographs 1 through 4.

Limitations and Conditions: Data pertaining to this modification are considered inadequate for duplication in other aircraft. This approval is limited to the installation in Piper PA-20 "135", Serial Number 20-1121 only. A copy of this Certificate and Addendum No. SA1255NW shall 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: February 27, 1979

Date of issuance: June 11, 1981

Date reissued:

Date amended:

By direction of the Administrator

Darrell M Pederson

(Signature)

Acting Chief, Seattle Area Aircraft Certification Office

(Title)

FEDERAL AVIATION ADMINISTRATION

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)

Supplemental Type Certificate

(Continuation Sheet)

June 11, 1981 *Number* SA1255NW

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA1255NW

The conditions and limitations of Type Certificate Data Sheet Number 1A4 apply except where superseded by the following:

This Supplemental Type Certificate Data Sheet, which is part of STC SA1255NW, prescribes the conditions and limitations under which the STC was issued meets the airworthiness requirements of the Civil Air Regulations.

SUPPLEMENTAL TYPE CERTIFICATE HOLDER: Melvin C. Holten

PIPER PA-20 "135", 4PCLM (NORMAL CATEGORY) AS MODIFIED BY STC SA1255NW

Engine:	Lycoming IO-360-B1B
Fuel:	100/130 minimum grade aviation gasoline (unuseable fuel capacity unchanged)
Engine Limits:	For all operations 2700 rpm (180 Hp)
Propeller and Propeller Limits:	Hartzell HC-C2YK-1BF/F7666A-2 Diameter: Not over 76"; Not under 74" Placard: "AVOID CONTINUOUS OPERATION BETWEEN 2000 AND 2250 RPM" Pitch Settings: 11° Low; 29° High
Powerplant Instrument Markings:	Tachometer: 2700 rpm (red line) 2000 to 2250 rpm (red arc) Oil Temperature: 245°F (red line) Oil Pressure: 25 psi minimum (red line) 100 psi maximum (red line) 60 to 90 psi normal (green arc) Fuel Pressure: 5 psi minimum (red line) 8 psi maximum (red line) 3 to 5 psi normal (green arc)

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.*

C. G. Range:	See Type Certificate Data Sheet No. 1A4
Maximum Weight:	1950 pounds
Serial Number Eligible:	20-1121

NOTE 1. Current weight and balance report, together with list of equipment included in the certificated empty weight and loading instructions, when necessary, must be in the aircraft at all times.

NOTE 2. The following placards must be displayed as indicated:

1. Adjacent to or in close proximity to the aircraft identification plate:

LYCOMING IO-360-B1B ENGINE INSTALLATION STC SA1255NW, DATE INSTALLED_____

2. In close proximity to the tachometer:

AVOID CONTINUOUS OPERATION BETWEEN 2000 AND 2250 RPM

NOTE 3. With the described engine and propeller installation, performance will be at least equal to or better than that given in the original FAA Approved Flight Manual for the Piper PA-20 "135" airplane.

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