

**SUPPLEMENTAL TYPE CERTIFICATE**

INSTRUCTIONS - SUBMIT IN TRIPLICATE TO LOCAL  
FAA FLIGHT STANDARDS INSPECTOR.

COPY WILL BE RETURNED TO APPLICANT UPON  
ISSUANCE.

1. NAME AND ADDRESS OF APPLICANT

Eugens Bridges  
Aircraft Service Co.  
7134 Booth Drive  
Prairie Village, Kansas

2. SUPPLEMENTAL TYPE CERTIFICATE APPLIED FOR:

AIRCRAFT     ENGINE     PROPELLER

ORIGINAL MODEL DESIGNATION

Piper J5C

NEW MODEL DESIGNATION (If desired)

3. DESCRIPTION OF CHANGE

Installation of Lycoming Model O-290-D2 Engine and Sensenich M76A  
M2 7452 Propeller.

Data Required:

1. Aircraft Service Co. Installation Instructions  
and drawings dated October 5, 1964 (6 pages).

2. A copy of this STC.

Note 1. If airplane is to be used for unusual operations such as towing, a  
cylinder head temperature instrument should be installed on No. 3  
cylinder, red lined at 525° F. (Washor Thermocouple) or 500° F.

(CONTINUED ON REVERSE SIDE)

4a. WILL DATA BE AVAILABLE FOR SALE OR RELEASE TO OTHER PERSONS?  YES     NO

4b. WILL PARTS BE MANUFACTURED FOR SALE (Ref. CAR 1.55)?  YES     NO

5. SIGNATURE AND TITLE OF APPLICANT

*Eugens D. Bridges*  
SIGNATURE

June 26, 1964

DATE OF APPLICATION

TITLE

6. To be Completed by FAA

NATURE AND LOCATION OF DATA

Substantiating data filed FAA, Flight Standards Division, Engineering &  
Manufacturing Branch, Kansas City, Missouri.

Certification Basis: CAR 141 except Fuel System. Fuel System-CAR 3.

ORIGINAL TYPE CERTIFICATE NO.

A-725

SUPPLEMENTAL TYPE CERTIFICATE NO.

S1A320CE

DATE OF APPROVAL

April 29, 1965

FAA APPROVAL

Original signed by  
WALTER J. O'TOOLE

SIGNATURE

John A. Carran, Chief

Engineering & Manufacturing Branch  
Flight Standards Division

TITLE

*file in*  
A A 320 CE

Item No. 3 (Continued)

Note 1. (Cont.) (Bayonet Thermocouple).

Note 2. A fuel filler cap with a forward facing vent required.

LIMITATION OF APPLICABILITY. This approval should not be extended to other specific airplanes of this model on which other previously approved modifications are incorporated unless it is determined that the inter-relationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of the airplanes.

APPROVED FOR EXPORT  
FEB 10 1950