

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

Number SA1970CE

This certificate issued to:

Petersen Aviation, Inc.
984 K. Road
Minden, NE 68959

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 CAR 4A & 8 of the Civil Air Regulations and Part 23 of the Federal Aviation Regulations.

Original Product Type Certificate Number: A-759

Make: Bellanca (Champion) (Aeronca)

Model: 7GCAA, 7GCBC, 7AC, S7AC, 7BCM, 7CCM, 7DC, S7DC, S7CCM, 7EC, S7EC, 7FC, 7GC, 7HC, 7GCA, 7JC, 7GCB, 7KC, 7GCBA and 7ECA

Description of Type Design Change:

Operation of airplanes on unleaded automotive gasoline, 87 minimum antiknock index and leaded automotive gasoline, 88 minimum antiknock index (RON + MON)/2 per ASTM Specification D-439 or D-4814 for 150 hp or less installations. Operation of airplanes on unleaded and leaded automotive gasoline, 91 minimum antiknock index (RON+MON/2) per ASTM Specification D-439 or D-4814. Intermixing with aviation gasoline also approved. Data required:

1. Petersen Drawing List Champion-Citabria (150) dated December 12, 1983, for (150 hp or less) low compression 87/88 automotive gasoline engines only or Petersen Drawing Number 7-91 Revision (A) dated February 10, 2011 for (160 hp) high compression 91 automotive gasoline engines or later FAA Approved revisions, and
2. Airplane Flight Manual Supplement, Supplement No. 1 dated March 23, 1984 for 150 hp or less installation only or Airplane Flight Manual Supplement, Supplement No. 2 dated March 2, 2012 for 160 hp installation, or later FAA Approved revisions, for Models 7GCAA, S/N 378-79 and subsequent; 7GCBC, S/N 1108-79, 1110-79 and subsequent; 7ECA, S/N 1295-79 and subsequent only.

Limitations and Conditions:

** Continued on Page 3 **

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: November 6, 1983

Date reissued:

Date of issuance: March 23, 1984

Date amended: January 14, 1985; November 27, 1985; June 23, 1992; August 22, 2011, March 5, 2012



By direction of the Administrator

Original signed by Steve Litke

(Signature)

Steven C. Litke
Program Manager
Wichita Aircraft Certification Office

(Title)

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Regional Office of the transfer of this Supplemental type certificate.

The FAA will reissue the certificate in the name of the transferee and forward it to him.

TRANSFER ENDORSEMENT

Transfer the ownership of the Supplemental Type Certificate Number _____

to *(Name of transferee)* _____

(Address of transfer) _____
(Number and street)

(City, State, and Zip code)

from *(Name of grantor) (Print or type)* _____

(Address of grantor) _____
(Number and street)

(City, State, and Zip code)

Extent of Authority (if licensing agreement): _____

Date of Transfer: _____

Signature of grantor *(In ink)*: _____

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA1970CE

Date of Issuance: March 23, 1984
Date Amended: January 14, 1985; November 27, 1985;
June 23, 1992; August 22, 2011; March 5, 2012

Limitations and Conditions (continued):

1. Additional Instructions for Continued Airworthiness are not required.
2. Limited to those airplanes equipped with gravity fuel feed to the carburetor and certificated (original STC) or FAA Field Approved engine installations.
3. All engines must have a separate approval for operation on automotive gasoline in the form of Supplemental or Type Certificate approval.
4. Limited to Lycoming O-235-(), O-290-() or O-320-() series or Continental A-65-(), C-85-(), C-90-() or O-200-() series engines modified in accordance with STC SE1931CE, SE2035CE, SE2036CE, SE2029CE, SE2030CE, or SE2031CE for low compression 7.0:1, 150hp, 87 automotive gasoline only.
5. Limited to Lycoming O-320-A, B, C, D and E series engines modified in accordance with STC SE2587CE as applicable for high compression 8.5:1, 160hp, 91 automotive gasoline only.
6. O-320-H series Lycoming engines or any O-320 series engine exceeding 160hp, 8.5:1 compression ratio are not approved under any configuration listed on this STC.
7. Compatibility of this design change with previously approved modifications must be determined by the installer.
8. This approval should not be extended to other specific airplanes of these models on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane.
9. If the STC holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.
10. If this STC was previously installed, with a low compression engine 87 unleaded minimum anti knock index/88 leaded minimum antiknock index FAA Approved engine STC, installation of any engine requiring greater than 87/88 octane fuel or having a compression ratio greater than 7.0:1 voids FAA approval for installation of this STC. All associated placards and flight manual supplements are also invalid and must be removed. Installation of any engine requiring higher octane or having a compression ratio greater than 7.0:1 must have a new FAA approval applicable to both the aircraft and to the installed engine per the data listed in this STC, to include any models covered under this STC.

-- END --

