

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

*Number* SA547EA

*This Certificate issued to* **THOMPSON'S AIR  
4375 SIX B ROAD  
ANDERSON, CA 96007**

*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 & 4a of the Civil Air Regulations. (See Aircraft Specification Nos. 5A2 and A-768 for the complete certification basis).*

*Original Product Type Certificate Number:* 5A2, A-768

*Make:* Cessna

*Model:* 140A, 140 and 120

*Description of Type Design Change:* Installation of Continental O-200-A engine and McCauley 1A100/MCM6952 or 1A101/DCM6952 or Sensenich 69CK propeller per John T. Lucas and M. David Emmett Installation Instructions dated December 1, 1967, revised March 12, 1980, July 2, 1980, or May 11, 1981, or Thompson's Air Installation Instructions dated July 8, 2005, or later FAA approved revisions.

*Limitations and Conditions:*

Compatibility of this design change with previously approved modifications must be determined by the installer.

If the 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. (See continuation sheet 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:* August 1, 1967

*Date of issuance:* December 5, 1967

*Date reissued:* October 13, 1999, April 2, 2001,  
July 15, 2002, October 28, 2002

*Date amended:* March 12, 1980, July 2, 1980,  
May 11, 1981, July 20, 2005

*By direction of the Administrator*



(Signature)

Manager, Propulsion Branch  
Los Angeles 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.

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**Supplemental Type Certificate**  
(Continuation Sheet)

NOTE:

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**Supplemental Type Certificate**  
(Continuation Sheet)  
*Number SA547EA*

*Limitations and Conditions:* (continued)

For Cessna Model 140A:

1. John T. Lucas and M. David Emmett FAA approved Airplane Flight Manual Supplement No. 1 dated November 2, 1967, revised March 12, 1980, July 2, 1980, or May 11, 1981, or Thompson's Air FAA approved Airplane Flight Manual Supplement No. 2 dated July 7, 2005, or later FAA approved revisions are required with this installation.
2. John T. Lucas and M. David Emmett Installation Instructions revised March 12, 1980, July 2, 1980, or May 11, 1981, or Thompson's Air Installation Instructions dated July 8, 2005, or later FAA approved revisions apply.
3. Original issue of John T. Lucas and M. David Emmett AFMS No. 1 and Installation Instructions only eligible for 1A100/MCM6952 propeller.

For Cessna Model 140:

1. John T. Lucas and M. David Emmett FAA approved Airplane Flight Manual Supplement No. 1, revised, July 2, 1980, or May 11, 1981, or Thompson's Air FAA approved Airplane Flight Manual Supplement No. 1 dated July 7, 2005, required with this installation.
2. John T. Lucas and M. David Emmett Installation Instructions, revised, July 2, 1980, or May 11, 1981, or Thompson's Air Installation Instructions dated July 8, 2005, or later FAA approved revisions apply.

For Cessna Model 120:

1. John T. Lucas and M. David Emmett FAA approved Airplane Flight Manual Supplement No. 1 revised May 11, 1981, or Thompson's Air FAA approved Airplane Flight Manual Supplement No. 1 dated July 7, 2005, or later FAA approved revisions required with this installation.
2. John T. Lucas and M. David Emmett Installation Instructions revised May 11, 1981, or Thompson's Air Installation Instructions dated July 8, 2005, or later FAA approved revisions apply.

The installation of a Sensenich 69 CK propeller with a diameter of 69 to 67.5 inches has been determined to be a non-acoustic change.

**-END-**

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