

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

Number SA937NW

This certificate, issued to Jack E. Lanning

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, and Aeronautics Bulletin No. 7A of the Bureau of Air Commerce.

Original Product — Type Certificate Number: 32

Make: Curtiss-Wright Travel Air

Model: 4000

Description of Type Design Change: Installation of a Lycoming R-680-13 (E3B) engine and Hamilton Standard 5404 Hub/11C1 Blade propeller, with a Stinson V77 oil tank. in accordance with photographs 1 through 5.

Limitations and Conditions: Data pertaining to this modification are considered inadequate for duplication in other aircraft. This approval is limited to the installation in Curtiss-Wright Travel Air 4000, Serial Number 972 only. A copy of this Certificate and Addendum No. SA937NW 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 29, 1980

Date reissued:

Date of issuance: May 7, 1980

Date amended:



By direction of the Administrator
Charles Schroeder
(Signature)

Chief, Engineering and Manufacturing Branch
(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.

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

May 7, 1980 *Number* SA937NW

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA937NW

The conditions and limitations of the original specification apply except as follows:

This Addendum, which is part of Supplemental Type Certificate No. SA937NW, prescribes the conditions and limitations under which the product for which the STC was issued and meets the airworthiness requirements of Aeronautics Bulletin No. 7A and Civil Air Regulation Part 3. A copy of this Addendum shall be maintained as part of the permanent records for the modified aircraft.

SUPPLEMENTAL TYPE CERTIFICATE HOLDER: Jack E. Lanning

I. CURTISS-WRIGHT TRAVEL AIR 4000 3POLB (NORMAL CATEGORY) AS MODIFIED BY STC SA937NW

Engine:	Lycoming R-680-13 (E3B)
Fuel:	80/87 minimum grade aviation gasoline
Engine Limits:	Maximum continuous 285 Hp @ 2200 rpm @ S.L. Takeoff (5 min.) 300 Hp @ 2300 rpm full throttle
Propeller and Propeller Limits:	Hamilton Standard 5404 Hub/11C1 Blade Diameter: 99 inches
C. G. Range:	12 to 15.5 @ 2140 pounds 14 to 15.5 @ 2850 pounds
Oil Capacity:	5 gallons
Powerplant Instrument Markings:	Tachometer: 2300 rpm (red line) Oil Temperature Gauge: 200 F (red line) Oil Pressure Gauge: 15 psi (red line) minimum 85 psi (red line) maximum 50 to 85 psi (green arc) normal 15 to 50 psi (yellow arc)
Serial Number Eligible:	972 only
Required Equipment:	In addition to the equipment and applicable by original type certificate the items as specified below apply to this STC.

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

May 7, 1980

STC ADDENDUM NO. SA937NW

NOTE 1. Current weight and balance report including list of equipment included in the certificate empty weight, must be in the aircraft. Eleven gallons of fuel are unusable and must be included in the empty weight.

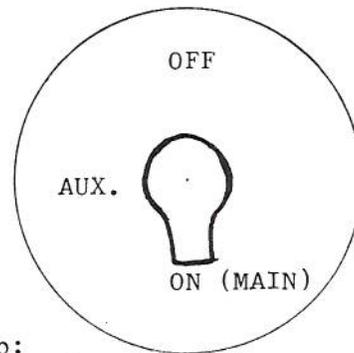
NOTE 2. The following placards must be installed:

(A) in the rear cockpit and in clear view of the pilot:

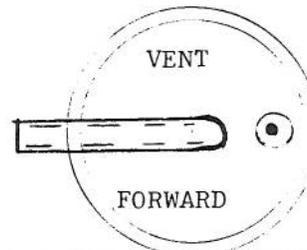
1.

<u>FUSELAGE TANK</u>
CAPACITY 42 GALLONS
USEABLE 31 GALLONS

(B) on the fuel selection valve:



(C) on the fuselage tank filler cap:



NOTE 3. Install RAM inlet tube (3/16 ID) facing forward to fuselage filler cap.

NOTE 4. Mark fuel quantity indicator to show reaching 11 gallons unuseable fuel.

- END -