

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

Number SA02164LA

This Certificate issued to **CERTIFIED AERONAUTICAL PRODUCTS** **MAILING ADDRESS**
9864 GLENOAKS BLVD **2457 TEXAS HIGHWAY 236**
SUN VALLEY, CA 91352 **MOODY, TX 76557**

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 4a of the Civil Air Regulations

Original Product Type Certificate Number : A-746

Make : Arizona Aerospace (Taylorcraft)

Model : DC-65 (Army L-2) and DCO-65 (Army L-2A, -2B, -2M)

Description of Type Design Change: Removal of the Teledyne Continental Motors A-65-8 engine and installing one of the following Teledyne Continental Model engines: C85-8, C85-8F, C85-12, C85-12F, C85 (Modified per STC # SE00979AT), C90-8F, C90-12F or O-200A, in accordance with Certified Aeronautical Products Master Drawing List 1026, Revision B, dated October 1, 1987 or later FAA-approved revision. See continuation sheet.

Limitations and Conditions: The installation should not be incorporated in any airplane unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the airplane. The installer must determine whether this design change is compatible with previously approved modifications. The approval of this modification applies to the above-noted airplane model only. 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.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, superseded, revoked or termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Issuance: November 15, 2008

Date of Issuance: November 28, 2008

Date reissued :

Date amended :

By direction of the Administrator

ORIGINAL SIGNED BY

STEPHEN KOLB

for (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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(Continuation Sheet)

NOTE:

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DO NOT ADD ANY DATA TO THIS PAGE

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Revision Control:

Page No.	1	2	3	4	5
Rev. No.	-	-	-	-	-

Description of Design Changes – continued:

The following Certified Aeronautical Products continued airworthiness supplement is applicable to the DC-65 and DCO-65 airplanes modified in accordance with this STC:

Certified Aeronautical Products, Instructions for Continued Airworthiness, Document No. 1026-3

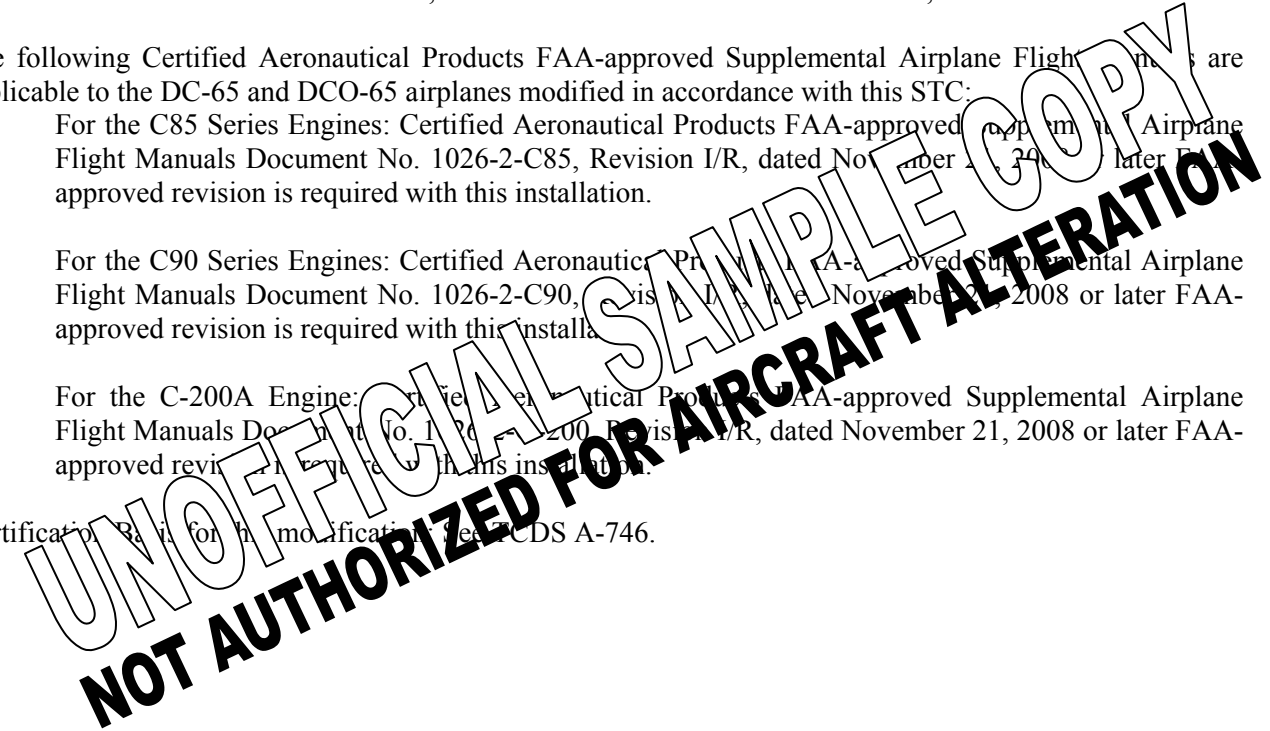
The following Certified Aeronautical Products FAA-approved Supplemental Airplane Flight Manuals are applicable to the DC-65 and DCO-65 airplanes modified in accordance with this STC:

For the C85 Series Engines: Certified Aeronautical Products FAA-approved Supplemental Airplane Flight Manuals Document No. 1026-2-C85, Revision I/R, dated November 29, 2008 or later FAA-approved revision is required with this installation.

For the C90 Series Engines: Certified Aeronautical Products FAA-approved Supplemental Airplane Flight Manuals Document No. 1026-2-C90, Revision I/R, dated November 21, 2008 or later FAA-approved revision is required with this installation.

For the C-200A Engine: Certified Aeronautical Products FAA-approved Supplemental Airplane Flight Manuals Document No. 1026-2-C200, Revision I/R, dated November 21, 2008 or later FAA-approved revision is required with this installation.

Certification Basis for this modification is FAR 25.1301 and CS A-746.



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Limitations and Conditions – continued:

A copy of this certificate must be maintained as part of the permanent records of the modified airplane.

The following limitations and conditions are applicable to the DC-65 and DCO-65 airplanes modified in accordance with this STC:

For the C85 Series Engines: C85-8, -8F, -12, -12F, C85* (* Modified per STC # SE00979AT)

Installed Engine Limits:

Rated Brake Horsepower (S.L.)	85 hp at 2575 rpm (Takeoff 5 min and Max Continuous)
Takeoff RPM (max)	2575 rpm
Maximum Cylinder Head Temp (CHT)	540 °F
Maximum Oil Temperature	225 °F
Oil Pressure	30 to 40 psi

Propeller Limitations:

<u>Engine:</u> C85-8, -8F, -12, -12F, C85*	Diameter Not Under	Diameter Not Over	Static RPM Not Over	Static RPM Not Over
Any TC Approved Wood Propeller	70.5	72	2350	2350
McCaughey Model 1A90/CM or 1B90/CM	69.5	72	2350	2350
Sensenich Model M74CK-2	70	72	2350	2350
All Models	DO NOT EXCEED 2575 RPM (85HP) IN FLIGHT			

For the C85 Series Engines: C85-8, -8F, -12, -12F

Installed Engine Limits:

Rated Brake Horsepower (S.L.)	95 hp at 2625 rpm (Takeoff 5 min) 90 hp at 2475 rpm (Max Continuous)
Takeoff RPM (max)	2675 rpm
Maximum Cylinder Head Temp (CHT)	525 °F
Maximum Oil Temperature	225 °F
Oil Pressure	30 to 40 psi

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Propeller Limitations:

Engine: C90-8F, -12F	Diameter Not Under	Diameter Not Over	Static RPM Not Over	Static RPM Not Over
Any TC Approved Wood Propeller	70	74		
McCaughey Model 1A90/CM or 1B90/CM	69.5			2300
Sensenich Model M76AK-2	72	74		2425
All Models DO NOT EXCEED 2625 RPM (95 HP) IN FLIGHT				

Installed Engine Limits:

Rated Brake Horsepower (S.L.)	100 hp at 2750 rpm (Takeoff 5 min) 93 hp at 2530 rpm (Max Continuous)
Takeoff RPM (max)	2750 rpm
Maximum Cylinder Head Temp (CHT)	525 °F
Maximum Oil Temperature	225 °F
Oil Pressure	30 to 60 psi

Propeller Limitations:

Engine: O-200A	Diameter Not Under	Diameter Not Over	Static RPM Not Over	Static RPM Not Over
McCaughey Model 1A105/SCM6950	68	69		2530
McCaughey Model 1A90/CM7443				2400
McCaughey Model A-101/SCM6950			2500	2600
DO NOT EXCEED 2750 RPM (100 HP) IN FLIGHT				

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Specification applicable to DC-65 and DCO-65 airplane models:

Structural Design Limits:

Maximum Installed Power Plant* Weight 271 lb
Maximum Horsepower 100 hp
(* Power Plant includes the engine, propeller, starter and alternator)

Engine Mounted Accessory Configurations:

If future alterations are made to change or install any starter, propeller, or alternator that is not approved under this STC, specific weight limits are required to ensure that the structure is maintained within regulatory compliance. Based on the FAA approved structure, the combined total weight of propeller, starter, and alternator must not exceed the following for each configuration.

Model / Engine / Cowl Configuration

Model / Engine / Cowl Configuration	Maximum Propeller, Starter, and Alternator Weight
L2, L2A, L2B / C85 / open cowl	36 lb
L2, L2A, L2B / C90 / open cowl	35 lb
L2, L2A, L2B / O-200A / open cowl	35 lb
L2M / C85 / closed cowl	38.1 lb
L2M / C90 / closed cowl	39 lb
L2M / O-200-A / closed cowl	40 lb

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