

**Finding the Elusive Dorsal Fin STC's for the 120/140/140A Cessnas**  
August 2004 Neal F. Wright

There were three STC's concerning the dorsal fins for use on the 120/140/140A planes, two for the 120/140 and one for the 140A (but only the A model with floats). Listed here are the two which are still on the active list according to the FAA records. Both are owned by Wiley's Seaplanes in Oregon. The addresses as noted are supposedly current, but the phone numbers have probably changed (the current Wiley phone is listed on the last page).

The first:

TC. A-768  
SA3500NM  
Installation of a dorsal fin.  
Issued 5/30/86.NM  
Wiley's Seaplanes  
13060 S.W. Fielding Rd.                   503-636-4930, now son Dave's business Sept '04  
Lake Oswego, OR 97034;

The most likely office of issuance of that STC is this one.

DOT/FAA, ANM-100  
Aircraft Certification Office  
1601 Lind Avenue, SW  
Renton, WA 98055-4056  
Telephone: (425) 227-2180  
FAX: (425) 227-1181

This is the actual listing of the STC from the current FAA site:

STC Number: SA3500NM
This certificate issued to: Wiley's Seaplanes
STC Holder's Address: 13060 SW. Fielding Rd. Lake Oswego OR 97034 United States
Description of the Type Design Change: Installation of a dorsal fin.
Application Date:
Status: Issued, 05/30/1986
Responsible Office: ANM-100S Seattle Aircraft Certification Office Tel: (425) 917-6400
TC Number -- Make -- Model: A-768 -- Cessna Aircraft Company, The -- 140 A-768 -- Cessna Aircraft Company, The -- 120

Full Text of STC:

And this zero "full text" information is typical of every STC record I have chased to the FAA listing.

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The other STC for the 120/140's dorsal fin has been found only as a listing in the airplane Technical Certification (cert for short or TC). Note the date of 1958 for this listing.

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION A-768 (the number of the TC or cert)  
Revision 33 CESSNA 120 140  
September 24, 1958

The listing on the plane cert includes the asterisk which means that it is not a Cessna-offered option nor a requirement. I have been unable to find it on any active list, and the responsible office of issuance is no longer on the list of such offices by the FAA and no cross reference as to which other office took over their STC territory. Because of the way it is listed on the cert, without an identifying STC number, tracking it has proved impossible to date. Do note the moment arm and the weight, since both pieces of data might be useful if you ever find a fin.

\* 608.  
Installation of dorsal fin in accordance with Consolidated Aircraft Repair, Inc., Ft. Wayne, Indiana, drawing entitled "Dorsal Fin, Increased Effective Area of Fin is 0.61 Sq. Ft., Aircraft Modification to Improve Directional Stability." 2 lbs. (+149)  
  
This is the most likely office of issuance for this STC (which no longer exists but which might have been moved to the Chicago cert office noted below)  
  
CE-C DOT/FAA, ACE-115C  
NM-D  
or Aircraft Certification Office  
GL 2350 East Devon Avenue, Room 232  
Des Plaines, IL 60018  
Telephone: (708) 294-7357  
FAX: (708) 294-7834

And this is the STC for the 140A dorsal fin, though only for the planes with floats:

STC Number:  
SA3501NM  
  
This certificate issued to:  
Wiley's Seaplanes  
  
STC Holder's Address:  
13060 SW. Fielding Rd.  
Lake Oswego OR 97034  
United States

<p>Description of the Type Design Change: Installation of a dorsal fin. (140A NOT INCLUDING LANDPLANES)</p> <p>Application Date:</p> <p>Status: Issued, 05/30/1986</p> <p>Responsible Office: ANM-100S Seattle Aircraft Certification Office Tel: (425) 917-6400</p> <p>TC Number -- Make -- Model: 5A2 -- Cessna Aircraft Company, The -- 140A</p> <p>Full Text of STC:</p> <p>Comments Comments:</p>
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Note, again, that there are no “comments” or “full text,” or any truly useful information about the features of the fin or what it did or any tests run to ensure it worked

**The bollix the FAA made for themselves:**

For 50 or 60 years, an STC was issued by the FAA office which had the responsibility for the area in which the requester lived. The FAA did not keep a master list at Oklahoma City or anywhere. The FAA did not keep track of which were still active and which had been “retired” nor did they keep track of the address of the STC owner. It was and is the responsibility of the STC owner to input any address changes to the FAA.

With a lot of hoopla in the recent past, it was stated that if one needed the STC information and it was no longer active, one could make a Freedom of Information Act (FOIA) request and get the data. Nonsense. What the expounders failed to state was: there is no data.

A real shocker was to find out that the FAA never kept any physical record of what the STC covered; all they had was the title, name, address and minimal pertinent information as to which plane, by model and cert, was covered. If there was ever any testing done by the STC owner to prove that the modification actually worked, and was safe, those records were not retained either, and there is no proof that the FAA ever looked at any such documents. Consequently, according to the FAA cert offices I have contacted, they have no blueprints or instructions of any STC on file. If you can’t find the original or present owner, then you cannot find the STC unless you stumbled across an old, very old, FBO records file which included the original prints and howto information.

This is the URL I used to get the blue-colored listing following and is the start of the STC listing categories and the Search function.

[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgSTC.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgSTC.nsf/MainFrame?OpenFrameSet)

2004 listing of the STC offices gained from the URL

This is what it states on the FAA site:

<b>STC #</b>	<b>STC Description</b>
▶ <b>ACE-112</b>	<b>Kansas City Small Airplane Directorate Tel: (816) 329-4139</b>
▶ <b>ACE-115A</b>	<b>Atlanta Aircraft Certification Office Tel: (770) 703-6035</b>
▶ <b>ACE-115C</b>	<b>Chicago Aircraft Certification Office Tel: (847) 294-7358</b>
▶ <b>ACE-115N</b>	<b>Anchorage Aircraft Certification Office Tel: (907) 271-2668</b>
▶ <b>ACE-115W</b>	<b>Wichita Aircraft Certification Office Tel: (316) 946-4100</b>
▶ <b>ANE-140</b>	<b>Engine Aircraft Certification Office - Boston Tel: (781) 238-7140</b>
▶ <b>ANE-150</b>	<b>Boston Aircraft Certification Office Tel: (781) 238-7151</b>
▶ <b>ANE-170</b>	<b>New York Aircraft Certification Office Tel: (516) 256-7533</b>
▶ <b>ANM-100D</b>	<b>Denver Aircraft Certification Office Tel: (303) 342-1080</b>
▶ <b>ANM-100L</b>	<b>Los Angeles Aircraft Certification Office Tel: (562) 627-5200</b>
▶ <b>ANM-100S</b>	<b>Seattle Aircraft Certification Office Tel: (425) 917-6400</b>
▶ <b>ASW-150</b>	<b>Ft. Worth Airplane Certification Office Tel: (817) 222-5150</b>
▶ <b>ASW-170</b>	<b>Ft. Worth Rotorcraft Certification Office Tel: (817) 222-5170</b>
▶ <b>ASW-190</b>	<b>Ft. Worth Special Certification Office Tel: (817) 222-5190</b>

**“FAA AIRCRAFT CERTIFICATION OFFICES”**

“If you are not able to find the STC holder, please contact the FAA office located in the geographical area of the holder's last known address. Please contact our office if you need assistance identifying the proper FAA office.”

I have repeated the Renton Washington office address and such to illustrate the territory their office was responsible for. Note that the “ANM-100” corresponds closely to the ANM100S in the newer listing above.

NM-S DOT/FAA, ANM-100  
Aircraft Certification Office  
1601 Lind Avenue, SW  
Renton, WA 98055-4056 Telephone: (425) 227-2180  
FAX: (425) 227-1181  
Specific geographic area served: Idaho, Oregon, Montana, Wyoming, Washington

For the second 120/140 STC noted earlier, the office of record then is noted next but it is no longer on the list as being in the same location. But, look at the newer list above and note the ACE-115C identifier for the Chicago office. It is possible that the Des Plaines office was folded into or shifted to the Chicago office. I am trying to find out.

CE-C DOT/FAA, ACE-115C  
Aircraft Certification Office  
2350 East Devon Avenue, Room 232  
Des Plaines, IL 60018 Telephone: (847) 294-7357  
FAX: (847) 294-7834  
Specific geographic area served: Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota,  
North Dakota, South Dakota

More of the offices and their locations are noted here.  
CE-W DOT/FAA, ACE-115W  
Aircraft Certification Office  
1801 Airport Road, Room 100  
Mid-Continent Airport  
Wichita, KS 67209 Telephone: (316) 946-4106  
FAX: (316) 946-4407  
Specific geographic area served: Kansas, Iowa, Nebraska, Missouri

SW DOT/FAA, ASW-100  
Aircraft Certification Division  
2601 Meacham Blvd  
Fort Worth, TX 76137-4298 Telephone: (817) 222-5100  
FAX: (817) 222-5959  
Specific geographic area served: Arkansas, Louisiana, New Mexico, Oklahoma, Texas

NE-NY DOT/FAA, ANE-100  
Aircraft Certification Office  
181 S. Franklin Avenue, Rm 202  
Valley Stream, NY 11581 Telephone: (516) 256-7503  
FAX: (516) 568-2716  
Specific geographic area served: New York, New Jersey, Delaware, Pennsylvania, Maryland,  
Virginia, West Virginia, District of Columbia, all of Canada.

**Small airplane modifications would be out of our Kansas City office.**

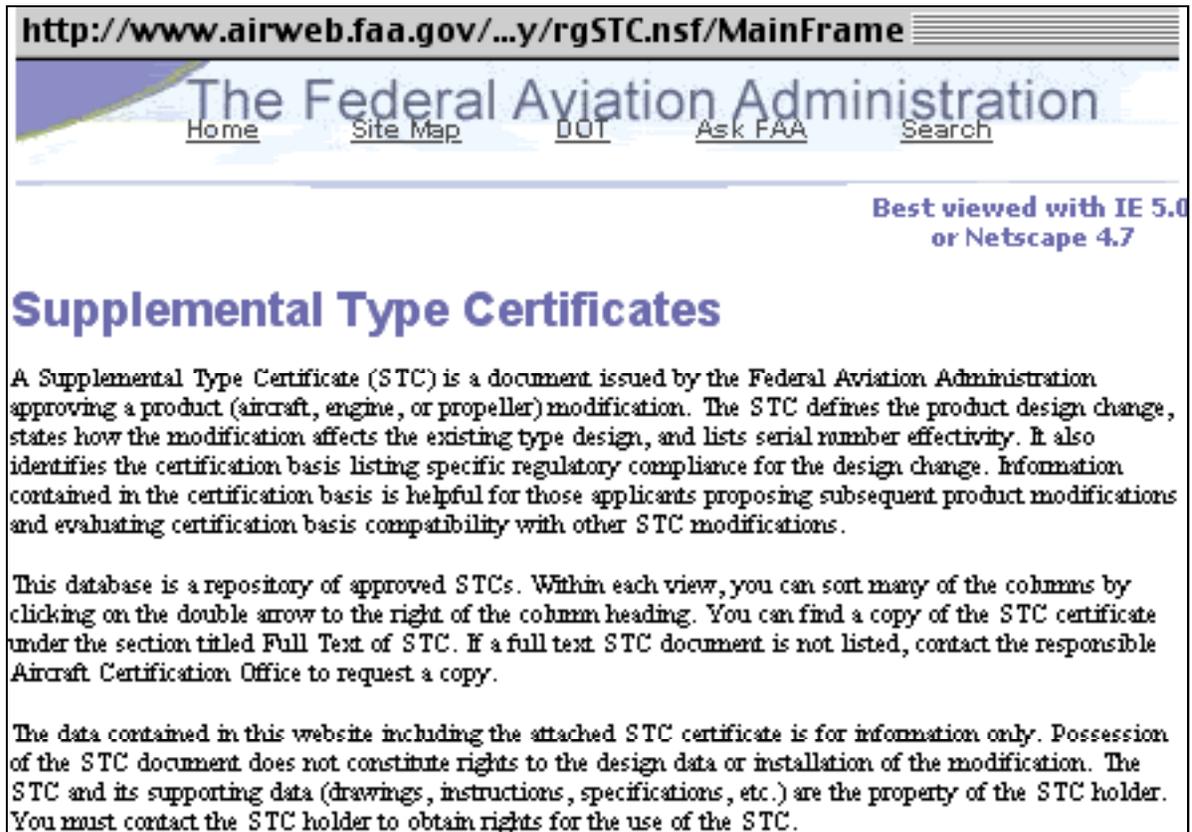
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Trust no phone number, no address as listed by the FAA. The owners of the STC's, in theory, have to maintain a current address with the FAA but that is like every theory.

The FAA did not keep a master list of STC's for 50 or 60 years, so there is no one place to go to find out where the STC might be. Prior to this new listing, if you wanted to find out whether an STC was still active, you had to make the correlation between the STC information (usually the address of the STC owner) and the most likely issuing office. Recently, the FAA claims to have started a master list in Oklahoma City??, but finding it is awkward and it seems to be incomplete.

## Finding STC's:

If you want to search some more for the dorsal fin STC, follow this path. Using the URL noted you will see this on the right side of the page (the pages are wider than Word-capable so the left side will follow).

[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgSTC.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgSTC.nsf/MainFrame?OpenFrameSet)



The screenshot shows a web browser window with the address bar containing the URL <http://www.airweb.faa.gov/...y/rgSTC.nsf/MainFrame>. The page header features the FAA logo and navigation links: Home, Site Map, DOT, Ask FAA, and Search. A note indicates the page is best viewed with IE 5.0 or Netscape 4.7. The main heading is "Supplemental Type Certificates". The text explains that an STC is a document issued by the FAA for product modifications, defining the change and its regulatory compliance. It also describes a database of approved STCs that can be sorted by clicking on double arrows next to column headings. A disclaimer states that possession of an STC document does not grant rights to the design data or installation, and that users must contact the STC holder for rights of use.

On the left side of the figure on the next page, you will see these offerings.

Be aware, if you use the advance search options after you get to the page of, for example, the "By TC number", and fill in the TC for the 140A, 5A2, you will also get every combination of the 5, A, and 2, which will include hundreds of STC's for other airplanes as well.

Search:

[Search Help](#)

▼ Supplemental Type Certificates

-  [By STC Number](#)
-  [By Make](#)
-  [By Responsible Office](#)
-  [By STC Holder](#)
-  [By TC Number](#)
-  [By Product Type](#)

[Aircraft Certification Homepage](#)

[Related Links](#)

[FAA Section 508 Helpdesk](#)

[Help](#)

[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgSTC.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgSTC.nsf/MainFrame?OpenFrameSet)

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In the FAA listing by STC holder, about six of the oldest STC's are answered by ERROR 500 or Invalid URL exception. I have queried the FAA as to why but no reply after two weeks, so not much hope.

STC's which are denied

SA 87 CE  
 SA4-681  
 SA824 SE  
 SA1315 SW  
 SA8688 SW

And, when you make any of the selections on the list on the left above, you get one page worth and then you are done....you can't skip to the next page of the site.

### STCs by STC Holder

 [Search](#)
 [Previous](#)
 [Next](#)
 [Expand All](#)
 [Collapse All](#)
 [Print View](#)

[A](#) [B](#) [C](#) [D](#) [E](#) [F](#) [G](#) [H](#) [I](#) [J](#) [K](#) [L](#) [M](#) [N](#) [O](#) [P](#) [Q](#) [R](#) [S](#) [T](#) [U](#) [V](#) [W](#) [X](#) [Y](#) [Z](#)

But, see that "Print View" option on the right? Click on it and you will get the whole list and be able to scroll through pages and pages. Do not look for logic in how they do it.

Another weirdie is that, if you click on a particular STC selection and it comes up and then you want to see another? You have to delete the first one before the site will let you view another. You can sit there all day and not get a hint about that and of course they don't tell you any of these things....because they already know it and it is not their job to help the citizens!!!

I will let you find out what the Previous and Next and Expand and Collapse mean.

And, I looked up the "STC holder" of the missing STC for the dorsal fin and could not find the company name so I suspect that STC is dead and gone.

The last part of the bad news. In the last three? years, the FAA has been drastically changed, and some of that change had to do with reassignments of responsibility. I have yet to find which offices still have the responsibility for issuing STC's for little planes and where they sent the records of the issuing offices which were closed.

From the entire list of "dorsal fin" entries from the FAA site, 40 of them, the two pertinent items are in red and green.

[SA3501NM](#)

Installation of a dorsal fin. (140A NOT INCLUDING LANDPLANES)

[SA3500NM](#)

Installation of a dorsal fin.

Before halting this article's inputs, I made calls to the "supposed" phone numbers for Wiley Seaplanes listed in such places as the Airnav. The call to the Wiley's airplane service got the response that son Dave was handling the business now, so I called and left a message and asked for a return call. No return call, so I tried again with the "Dave" number and got Dave.

**503-636-4930, now son Dave's business Sept '04**

Are you still selling the STC for the dorsal fin? "Yes." Do you have any fins? "No, haven't had for a long time. I had picked up all the 150 fins from a nearby reclamation service but they are all long gone. You can make your own quite easily."

Do you still sell the STC? "Yes". How much? "\$50." Are there two STC's, one for the 140 and the other for the float A? "Yes." Order the right one.

He mentioned there is a "tricky" thing to fabricate at the tip of the installation.

He said that some STC buyers made their own fins.

Neal

September '04 filed as dorsal fin STC