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	SUBTITLE: Cessna 180, 180A-180F Series Floatplanes	REVISION: 1

FAA APPROVED

**SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
FOR**

Cessna 180, 180A – 180F Series Floatplanes

Equipped With AEROCET 3500 or 3500L Seaplane Floats

Registration No. _____

Serial No. _____

The information contained in this document is FAA approved material which must be applied together with the basic FAA approved airplane placards, markings and FAA approved Airplane Flight Manual. This supplemental manual must be carried in the airplane when it is modified by the installation of the Aerocet Model 3500 or 3500L seaplane floats in accordance with Supplemental Type Certificate (STC) No. SA00137SE.

The information contained in this document supersedes the basic airplane markings, placards and Flight Manual covered in the items contained herein. For Limitations, Procedures, and Performance information not contained in this supplement, consult the basic airplane markings and placards, and Flight Manual.

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for Manager, Seattle Aircraft Certification Office

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LOG OF REVISIONS PAGE

REV.	PAGES AFFECTED	DESCRIPTION	FAA APPROVED (DATE)
0	ALL	Initial Release 12/21/94	Oct 24, 1994
1	ALL	Revision to add 180 model, changed format, added contact info	<i>(Signature)</i> 5/27/08

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SECTION 1. GENERAL

This supplemental manual, applicable to those Cessna 180, 180A-180F Series airplanes equipped with Aerocet Model 3500 or 3500L Seaplane Floats, provides information and limitations not included in the Basic Flight Manual or approved markings and placards.

SECTION 2. NORMAL PROCEDURES: (NOTE: these items supplement the basic flight manual normal procedures- be sure to follow those procedures except as noted below)

BEFORE ENTERING FLOATPLANE

1. Inspect the floats and attachment for dents, cracks, punctures, etc.
2. Remove rubber plugs (which serve as stoppers on the standpipe in each float compartment) and pump out any accumulation of water. Reinstall rubber stoppers with enough pressure for a snug fit. (If there is an excess of water, investigate the leakage)
3. When checking the engine oil level, use the side of the dipstick with 2 "X" marks. The lower mark indicates 9 quarts, upper mark is 12 quarts.
4. Inspect locker door latches – DETENTS ENGAGED, LATCHES TURNED CLOCKWISE TO STOPS.

NOTE:

An un-latched locker bay door will cause a howl and may bang against the float struts during flight. Aircraft should be returned to field in normal fashion to avoid potential damage, and to assess any possible problems. However, as with any situation, "FLY THE AIRCRAFT!" rather than make a rash decision. It is likely that little or no damage will occur to locker door.

Before Starting Engine

1. Water Rudder Operation – "CHECK VISUALLY"
2. Water Rudders – "DOWN FOR TAXIING"
3. Water Rudders – "CHECK FREEDOM OF MOVEMENT & SECURITY"

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Takeoff

1. Water Rudders – “UP” (retraction handle aft)
2. Wing Flaps – “20 DEGREES” (second notch)
3. Control Wheel – “HOLD FAR AFT INITIALLY”
4. Power – “FULL THROTTLE & MAX RPM (advance slowly)
5. Control Wheel – “MOVE FORWARD TO ATTAIN PLANING ATTITUDE”
6. Control Wheel – “APPLY LIGHT BACK PRESSURE TO LIFT OFF”
7. Wing Flaps – “UP AFTER OBSTACLES ARE CLEARED”

Before Landing

1. Water Rudders – “UP”
2. Wing Flaps – “DOWN” (as req'd based on conditions)

Landing

1. Touchdown – “SLIGHTLY TAIL LOW”
2. Control Wheel – “HOLD FULL AFT THROUGH DECELERATION”

Balked Landing – “RETRACT FLAPS TO 20 DEG. IMMEDIATELY AFTER APPLYING FULL POWER FOR GO-AROUND”

After Landing - “WATER RUDDERS DOWN”

Securing Aircraft – “FUEL SELECTOR TO RIGHT OR LEFT TANK POSITION TO PREVENT CROSSFEEDING”

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SECTION 3. EMERGENCY PROCEDURES:

Emergency procedures in the FAA approved airplane placards and/or Flight Manual generally apply except for airspeeds which may be different.

EMERGENCY LANDINGS ON WATER should be done with water rudders up, aircraft slightly tail low on touchdown, and control wheel held full aft as the floatplane decelerates on the water.

EMERGENCY LANDINGS ON LAND should be done with water rudders up, aircraft in a level attitude on touchdown, and the control wheel full aft after contact.

If damage occurs to the floats causing compartments to flood, aggressively shift the weight (people & baggage) in the opposite direction of damage in order to balance the aircraft over the buoyant compartments.

SECTION 4. LIMITATIONS

MAXIMUM WEIGHT:

Maximum Ramp (Dock) Weight:	2820 lbs.
Maximum Takeoff Weight:	2820 lbs.
Maximum Landing Weight:	2820 lbs.

EMPTY WEIGHT: see actual WT. & balance form for aircraft

BAGGAGE:

IN EACH FLOAT 100 LBS. per compartment

(CAUTION: Assure CG range is proper when loading)

The Float Baggage compartments are at the following location:
32.0" aft of aircraft datum

CENTER OF GRAVITY LIMITS:

Center of Gravity Range: (inches aft of reference datum)

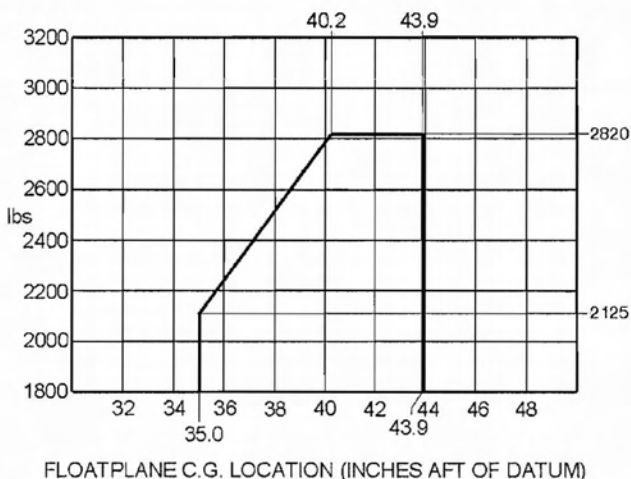
(+ 40.2) to (+ 43.9) at 2820 lbs. Max. G.W.

(+ 35.0) to (+ 43.9) at 2125lbs. or less with a straight line variation between points given.

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AIRSPEED LIMITS:

	TIAS (KTS)	TIAS (MPH)
Never Exceed Speed (Vne)	160	184
Max. Structural Cruising (Vno)	139	160
Max. Maneuvering Speed (Va)	106	122
Max. Speed with Flaps (Vfe)	87	100

AIR SPEED INDICATOR MARKINGS:

The airspeed indicator shall be marked with a radial reline at 184 MPH.

If the radial line is on the indicator glass, the glass and bezel should also have a white slippage mark.

Apart from the redline mark, the airspeed indicator markings are the same as shown in the basic markings/Flight Manual.

Due to the differences in airspeed calibration and speeds with floats installed, the indicated stall speeds and maximum structural cruising speed vary slightly from airspeed indicator markings.

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STALL SPEEDS

POWER OFF, FORWARD CG, 2820 LBS.

FLAPS UP: 55KCAS 63 MPH CAS

FLAPS DOWN: 50KCAS 57 MPH CAS

NOTE: ALTITUDE LOSS DURING STALL RECOVERY MAY BE AS MUCH AS 200 FEET.

PLACARDS:

Aerocet P/N 35-70006 Placard is located near retract handle clip on the pilots panel:

<p>WATER RUDDER ALWAYS UP EXCEPT WATER TAXIING</p>
--

Aerocet P/N 35-70007 Placard is installed on left side of cabin in full view of the pilot:

FLOATPLANE WITH AEROCET 3500 FLOATS	
NEVER EXCEED SPEED:	160 KNTS. (184 MPH) (IAS)MAX.
MANEUVERING SPEED:	106 KNTS. (122 MPH) (IAS)
MAX. GROSS WEIGHT:	2820 LBS.
<u>CG RANGE</u>	
(+ 40.2) TO (+ 43.9) AT 2820 LBS. MAX. GROSS WT.	
(+ 35.0) TO (+ 43.9) AT 2125 LBS. OR LESS WITH A STRAIGHT	
LINE VARIATION BETWEEN POINTS GIVEN FOR WT. & BAL.	
"SEE LOADING SCHEDULE."	

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SECTION 5. AIRPLANE AND SYSTEMS DESCRIPTIONS:

In addition to the Aerocet 3500 Float installation the aircraft must incorporate the Cessna approved seaplane kit. as a result of these installations, the floatplane is identical to the landplane with the following exceptions:

AEROCET MODIFICATIONS: Floats, incorporating a water rudder steering system, replace the landing gear. A water rudder retraction lever, connected to the water rudders by cables, is located on the cabin floor tunnel.

CESSNA MODIFICATIONS:

1. An additional structural "V" brace is installed between the top of the front door posts and the cowl deck.
2. Additional fuselage structure is added to support the float installation.
3. A centering spring assembly and cables are added to the rudder control system to improve stability in flight.

NOTE: If the floatplane is returned to the landplane configuration, these items need not be removed.

4. Hoisting provisions are added to the top of the fuselage.
5. The left hand cabin door is equipped with removable hinge pins for ease of door removal when loading large cargo.
6. Fueling steps and assist handles are mounted on the forward fuselage to aid in refueling the floatplane. Inboard fuel fillers may be added when long-range fuel tanks are installed.

Note: A reduction of approximately five gallons of usable fuel in each tank will result if inboard fillers are used to fill the long range fuel tanks.

7. Floatplane placards are added.

Note: Refer to the appropriate Cessna Pilots Operating Handbook for other seaplane changes which apply to individual 180 models.

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