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1/22/2001		A-10023	
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FAA APPROVED

SUPPLEMENTAL AIRPLANE FLIGHT MANUAL

FOR

CESSNA 180J & 180K SERIES FLOAT PLANES

Modified With Kenmore Air Harbor STC # SA649NW

And

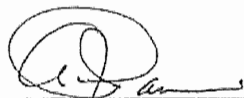
Equipped With AEROCET 3500 OR 3500L Floats

Registration No. _____

Serial No. _____

This supplemental manual, applicable to those Cessna Model 180J & 180K Series airplanes, modified with Kenmore Air harbor STC SA649NW, and equipped with Aerocet Model 3500 or 3500L Seaplane Floats, provides information and limitations not included in the basic FAA approved markings and placards, and/or Airplane Flight Manual. Whenever the words "Not Applicable" (NA) appear in this supplemental manual, they are used to indicate that the related information may not be the same as that shown in the Cessna markings and placards, and/or Flight Manual are not required by the airplane certification basis and, therefore, should not be referenced.

FAA Approved:



Manager, Special Certification Branch
Seattle Aircraft Certification Office

Date: Jan 22, 2001

Revised: NOV 30 2017

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LOG OF REVISIONS PAGE

REV.	PAGES AFFECT.	DESCRIPTION	FAA APPROVED
I/R	All	Initial Release	1/22/2001
1	All	Formatting changes	<i>RDM'ely</i> NOV 30 2017
	4	Corrected "KTS" to "KIAS" Removed table under airspeed limits (all said no change)	
	5	Made placard P/N's reference. Changed reference of 35-70009 to 35-70015. Added 3500L to model listing.	
	7	Section 4 Added "Warning" Box to "Before Entering Floatplane" heading after number 2. Added "Before Takeoff" heading and added "Warning" Box	

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SECTION 1. GENERAL

This supplemental manual, applicable to those Cessna Model 180J & 180K Series airplanes, modified with Kenmore Air Harbor STC SA649NW, and equipped with Aerocet Model 3500 or 3500L Seaplane Floats; provides information and limitations not included in the basic FAA approved markings and placard, and/or Airplane Flight Manual. Whenever the words “Not Applicable” (NA) appear in this supplemental manual, they are used to indicate that the related information may not be the same as that shown in the Cessna markings and placards, and/or Flight Manual are not required by the airplane certification basis and therefore should not be referenced. The aircraft is to be operated under the “NORMAL CATEGORY” only.

PERFORMANCE SPECIFICATIONS

SPEED:	NA	
CRUISE:	NA	
RATE OF CLIMB:	NA	
SERVICE CEILING:	NO CHANGE	
TAKEOFF PERFORMANCE:	NO CHANGE	
LANDING PERFORMANCE:	NO CHANGE	
STALL SPEED (POWER OFF, FORWARD CG:		
FLAPS UP	57.9 KCAS	66.5 MPH CAS
FLAPS DOWN	53.4 KCAS	61.4 MPH CAS
MAXIMUM WEIGHT:		
RAMP (DOCK)	3190 LB.	
TAKEOFF & LANDING	3190 LB.	
EMPTY WEIGHT:	SEE ACTUAL WT. & BALANCE	
	FORM FOR AIRCRAFT	
MAXIMUM USEFUL LOAD:	REF: ACUAL WT. & BALANCE	
	FORM FOR A/C	
BAGGAGE ALLOWANCE		
IN AIRPLANE	NO CHANGE	
IN EACH FLOAT	100 LB.	
CAUTION: ASSURE CG RANGE IS PROPER WHEN LOADING)		
WING LOADING	NA	
POWER LOADING	NA	
RANGE	NA	
FUEL CAPACITY	NO CHANGE	
OIL CAPACITY	NO CHANGE	
ENGINE	NO CHANGE	
PROPELLER	NO CHANGE	

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SECTION 2. LIMITATIONS

CENTER OF GRAVITY LIMITS

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

(+40.0) to (+45.0) at 3190 lb. Max. G. W.

(+36.0) to (+45.0) at 2400 lb. or less with a straight line variation between points given.

WEIGHT LIMITS

Maximum Ramp (Dock) Weight	3190 lb.
Maximum Takeoff Weight	3190 lb.
Maximum Landing Weight	3190 lb.
Maximum Weight in Baggage Compartment	NO CHANGE
Maximum Weight in Float Baggage Compartment	100 lb. each

AIRSPEED LIMITS

No Change

AIR SPEED INDICATOR MARKINGS

The airspeed indicator shall be marked with a radial redline at 192 MPH for S/N 18052285 thru 18052620. 194 MPH for S/N 18052621 and on.

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 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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PLACARDS

1. Placard (Reference Aerocet P/N 35-70006) is located on after part of console near water rudder handle in the "RETRACT" position:

WATER RUDDER
 ALWAYS UP
 EXCEPT
 WATER TAXING

2. Placard (Reference Aerocet P/N 35-70015) is installed on left side of cabin in full view of the pilot:

FLOATPLANE WITH
 AEROCET 3500 OR 3500L FLOATS

NEVER EXCEED SPEED:	167 KIAS (192 MPH) (IAS)
MAX. MANEUVERING SPEED:	108 KIAS (124 MPH) (IAS)
MAX. GROSS WEIGHT:	3190 LB.

CG RANGE
 (+40.0) TO (+45.0) AT 3190 LB. MAX. GROSS. WT.
 (+36.0) TO (+45.0) AT 2400 LB. OR LESS WITH A
 STRAIGHT LINE VARIATION BETWEEN POINTS GIVEN
 FOR WT. & BAL. SEE LOADING SCHEDULE.

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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 and baggage) in the opposite direction of damage in order to balance the aircraft over the buoyant compartments.

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SECTION 4. NORMAL PROCEDURES

NOTE: These items supplement the CESSNA normal procedures. Be sure and follow the CESSNA procedures except as noted below.

BEFORE ENTERING THE 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.)

WARNING

It is up to the pilot to determine whether the floats have taken on water, which could adversely affect CG. Pump both floats before every flight.

3. When checking engine oil level, use the side of the dipstick having two "X" marks. The lower mark indicates nine quarts and the upper mark indicates twelve quarts.

BEFORE STARTING ENGINE

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

BEFORE TAKEOFF

WARNING

It is up to the pilot to determine whether the floats have taken on water, which could adversely affect CG. Pump both floats before every flight.

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TAKEOFF

1. Water Rudder Operation – “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 required 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 SELCTOR TO RIGHT OR LEFT TANK POSITION TO PREVENT CROSSFEEDING”

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SECTION 5. PERFORMANCE

Airspeed Calibration – Essentially unchanged

STALL SPEEDS:

POWER OFF, FORWARD CG, 3190 LB.

FLAPS UP: 57.9 KCAS 66.5 MPH CAS

FLAPS DOWN 53.4 KCAS 61.4 MPH CAS

NOTE: Altitude loss during stall recovery may be as much as 200 feet.

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SECTION 6. WEIGHT AND BALANCE

The airplane equipped with Aerocet 3500 or 3500L Floats must be loaded in accordance with the limitations in Section 2. These are shown as an aircraft weight/moment envelope or an aircraft weight versus CG location chart on page 14.

NOTE: It is the responsibility of the airplane owner and pilot to insure that the airplane is loaded properly.

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SECTION 7. AIRPLANE AND SYSTEM 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. The floatplane has additional corrosion proofing and stainless steel cables.
5. Hoisting provisions are added to the top of the fuselage.
6. The left-hand cabin door is equipped with removable hinge pins for ease of door removal when loading large cargo.
7. Fueling steps and assist handles are mounted on the forward fuselage, and steps are mounted on the wing struts to aid in refueling the floatplane. Inboard fuel filters are 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 tank.

8. 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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SECTION 8. AIRPLANE HANDLING, SERVICE, AND MAINTENANCE

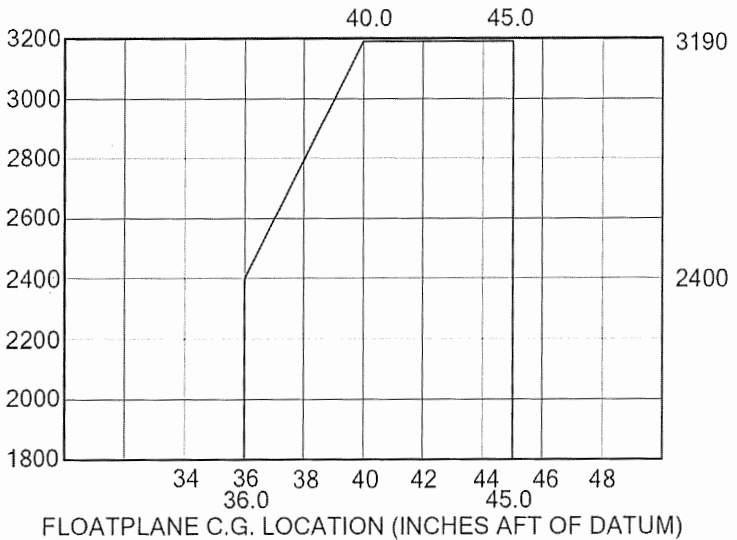
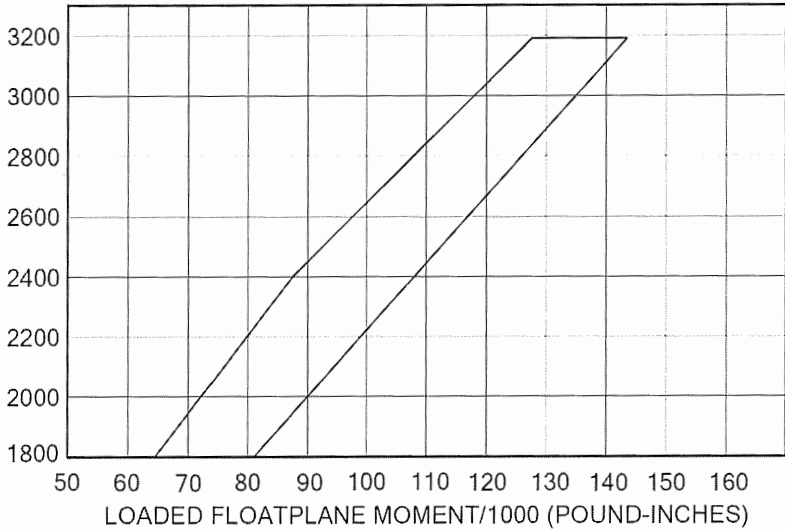
Information not required.

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40.0 to 45.0 at 3190 lb.

36.0 to 45.0 at 2400 lb.



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