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FAA APPROVED

**SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
 FOR
 CESSNA 206 SERIES FLOATPLANES
 MODELS: 206, P206, P206A-E, U206, U206A-G,
 TU206A-G, TP206A-E, T206H**

Equipped With AEROCET 3400 Amphibious 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 and markings and/or 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 3400 amphibious seaplane floats in accordance with Supplemental Type Certificate (STC) No. SA01257SE. The information contained in this document supersedes the basic airplane markings and placards and/or 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/or Flight Manual.


FAA Approved: EPK

FCR Manager, Seattle Aircraft Certification Office

Date: 3-16-16

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REV.	PAGES	DESCRIPTION	FAA APPR.	DATE
I/R	ALL	Initial Release		
A	ALL	Updated model list to match cert plan. Corrected prop callout for 8068 blade, added J3YF hub.	KFG	11/9/2010
B	7, 8, 11, 16	Hand pump selector pointed toward pilot seat. not copilot.	EPK	1/31/2012
	7	Changed Placard Number: Was 35A-59331, Now 36-15605.		
	7	Fuel placard is removed – See Cessna type data.		
C	1, 3	Added T206H to title. Added reference to Section 5 for model T206H performance.	RBS	12/3/2015
	17+	Section 5 expanded with performance tables for model T206H. Added pages 18 through 25. Last page was 30, is 38.		
D	ALL	All page headers updated to Revision D. Was page-by-page revision. Page numbers shifted after page 15. Last page 38 was blank, is now not blank.	<i>EPK</i>	3-16-16
	4	Added reference to approved propellers for H-model.		
	14, 15	Added Warning to "Before Entering..." and "Before Takeoff" paragraphs.		
	29	Replaced paragraphs "Aerocet Modification" and "Cessna Modification" with "Change from Landplane to ..." and "Amphibious Floats Removed..." to add detail.		
	37	Added warning to "Beaching" paragraph.		
E	ALL	Formatted notes and warnings. Complete re-release.		12/7/2021
	11	Added "TAKEOFF WITH KNOWN HULL LEAK OR STRUCTURAL DAMAGE IS PROHIBITED."		
	21	Formatted Warning into Text Box. Added "four", "...all four blue lights..."		
	22	Formatted Warning into Text Box.		
	39, 47	Added verbiage for new hydraulic pump.		

Sections 1 through 6 are FAA Approved.

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SECTION 1. GENERAL

This supplemental manual, applicable to those Cessna Model 206 Series airplanes equipped with Aerocet Model 3400 Amphibious 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 and 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

(for model T206H see Section 5 for additional performance information)

SPEED: NA

CRUISE: NA

RATE OF CLIMB AT SEA LEVEL: EXCEEDS 550 FPM (CAR 3.85a)

SERVICE CEILING: NA

TAKEOFF PERFORMANCE ON WATER: NA

LANDING PERFORMANCE ON WATER: NA

TAKEOFF PERFORMANCE ON LAND: Increase take-off roll distance by 10% factored @ 3600 Gross Weight Pounds using Hartzell PHC-C3YF-1RF/F8468A-6R propeller

LANDING PERFORMANCE ON LAND: Increase landing roll distance by 16% factored @ 3600 Gross Weight Pounds

STALL SPEED (POWER OFF, FORWARD CG @ 3744 lb.)

FLAPS UP: 61 KCAS

FLAPS DOWN 30°: 54 KCAS

MAXIMUM WEIGHT:

RAMP or DOCK: 3755 LBS.

TAKE-OFF FLOATS: 3744 LBS.


LANDING FLOATS: 3661 LBS.

TAKE-OFF WHEELS: 3735 LBS.

LANDING WHEELS: 3550 LBS.

EMPTY WEIGHT: SEE ACTUAL WT. & BALANCE FORM FOR AIRCRAFT

MAXIMUM USEFUL LOAD: REF. ACTUAL WT. & BALANCE FORM FOR A/C

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PERFORMANCE – SPECIFICATIONS (Cont’d)

BAGGAGE ALLOWANCE:

IN AIRPLANE: NO CHANGE
 IN EACH FLOAT: 100 LBS.

(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: One of the following propellers is required.


Models A through G:

The propeller installation is not covered by this STC and must be FAA approved by a separate FAA approval, (such as TCDS, STC, or 337).

- Hartzell PHC-C3YF-1RF/F8468A-6R or greater in approved diameter
- Hartzell PHC-C3YF-1RF/F8068-2 (-0 ok)
- Hartzell PHC-J3YF-1RF/F8068-2 (-0 ok)
- McCauley D3A34C401/90DFA-2 (-4,-8,-10 ok)
- McCauley D3A34C402/90DFA-2 (-4,-8,-10 ok)

Models H only:

- Hartzell HC-F3YR-1RF/F8468A-2R (-4R, -6R ok)
i.a.w. Aerocet STC
- McCauley B3D36C432/80VSA -1 (not less than 77.5")
i.a.w. Cessna TCDS

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SECTION 2. LIMITATIONS

CENTER OF GRAVITY LIMITS

Center of Gravity Range: (inches aft of reference datum –front face of firewall)

(+42.1) to (+47.4) at 3744 lbs. Maximum G.W.

(+36.5) to (+47.4) at 2600 lbs. or less with a straight line variation between points given.


WEIGHT LIMITS

Maximum Ramp or Dock:	3755 lbs.
Maximum Take-off Floats:	3744 lbs.
Maximum Landing Floats:	3661 lbs.
Maximum Take-off Wheels:	3735 lbs.
Maximum Landing Wheels:	3550 lbs.
Maximum Weight in Baggage Compartment:	NO CHANGE
Maximum Weight in Float Baggage Compartment:	100 lbs. each

AIRSPEED LIMITS

	KCAS	KIAS	MPH CAS	MPH IAS
Never Exceed Speed (Vne)	No Change	No Change	No Change	No Change
Max Structural Cruising (Vno)	No Change	No Change	No Change	No Change
Max Maneuvering Speed (Va)	No Change	No Change	No Change	No Change
Max. Speed with Flaps (Vfe)	No Change	No Change	No Change	No Change
Max Ldg. Gear Operating Speed (Vlo)	118	120	136	138
Max Ldg. Gear Extended Speed (Vle)	148	150	170	172

TAKEOFF WITH KNOWN HULL LEAK OR STRUCTURAL DAMAGE IS PROHIBITED.

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MANEUVER LIMITS

The maneuver limits defined in the basic handbook are applicable to the amphibian.

“Avoid slips with wing flaps extended”

FLAP LIMITATIONS

Approved Takeoff Range: 0° to 20°.
 Approved Runway Landing Range: 0° to 30°.
 Approved Water Landing Range: 0° to 30°.

NOTE: Wing flaps must be retracted to 20° immediately following power application for a balked landing go-around.

AIR SPEED INDICATOR MARKINGS

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.

PLACARDS


1. Aerocet P/N 35A-59330 Placard is located in plain view of the pilot:

“EMERGENCY
LANDING GEAR OPERATION

If electric driven hydraulic pump fails, use hand operated pump to retract and extend landing gear.

Land on sod if gear position is unknown.

**DO NOT LAND ON WATER UNLESS
GEAR IS FULLY RETRACTED”**

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PLACARDS (Cont'd)

2. Aerocet P/N 36-15605 Placard is located near the emergency gear hand pump:

**“EMERGENCY HAND PUMP
OPERATING INSTRUCTIONS**


1. Pull landing gear motor circuit breaker.
2. Move landing gear position switch to desired position.
3. Rotate emergency gear selector valve to desired position.
4. Pump emergency gear hydraulic pump until gear lights show for desired position and there is significant force on the pump handle.

Always keep gear selector valve in OFF position (detent engaged –handle pointed toward pilot seat) except for emergency operation.”

3. Aerocet P/N 35A-59332 Placard is located on the instrument panel:

**“IN FLOATPLANE, AMPHIBIAN AND SKIPLANE RETRACT
FLAPS TO 20° IMMEDIATELY AFTER APPLYING POWER FOR
BALKED LANDING GO-AROUND.”**

4. Refer to Cessna type data for required fuel placards.

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PLACARDS (Cont'd)

5. Aerocet P/N 35A-59334 Placard on instrument panel:

“IN FLOATPLANE, AMPHIBIAN AND SKIPLANE AVOID SLIPS WITH FLAPS EXTENDED.”

6. Aerocet P/N 35-70006 Placard is located on aft part of console near water rudder handle in the "RETRACT" position:

"WATER RUDDER
ALWAYS UP
EXCEPT
WATER TAXIING"

7. Aerocet P/N 35-70011 Placard is located in plain view of the pilot:


"AVOID TAIL-LOW TAKEOFFS AND LANDINGS
WITH FLOATPLANE STINGER INSTALLED
DURING OPERATIONS AS A LANDPLANE

8. Aerocet P/N 36-15601 Placard is located inside the float locker panels:

"MAX BAGGAGE: 100 LBS.
ARM: 32.4 in. AFT DATUM

9. Circuit Breaker Placards:

“PUMP PWR”, “PUMP RELAYS”, “GR. ADV. ELEC.”

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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.

EMERGENCY OPERATIONAL CHECKLISTS


ENGINE FAILURE

ENGINE FAILURE DURING TAKEOFF RUN (ON WATER)

1. Throttle -- IDLE.
2. Control Wheel -- FULL AFT.
3. Mixture -- IDLE CUT-OFF.
4. Ignition Switch -- OFF.
5. Master Switch -- OFF.

ENGINE FAILURE DURING TAKEOFF RUN (ON LAND)

1. Throttle -- IDLE.
2. Brakes -- APPLY.
3. Wing Flaps -- RETRACT.
4. Mixture -- IDLE CUT-OFF.
5. Ignition Switch -- OFF.
6. Master Switch -- OFF.

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FORCED LANDINGS

EMERGENCY LANDING ON WATER WITHOUT ENGINE POWER

1. Landing Gear -- UP.
2. Airspeed -- 79 KIAS (flaps UP) 72 KIAS (flaps DOWN).
3. Mixture -- IDLE CUT-OFF.
4. Fuel Shutoff Valve -- OFF.
5. Ignition Switch -- OFF.
6. Master Switch -- OFF.
7. Water Rudders -- UP.
8. Wing Flaps -- AS REQUIRED.
9. Doors -- UNLATCH PRIOR TO TOUCHDOWN.
10. Touchdown -- SLIGHTLY TAIL LOW.
11. Control Wheel -- HOLD FULL AFT as amphibian decelerates.

EMERGENCY LANDING ON LAND WITHOUT ENGINE POWER

1. Landing Gear -- UP on soft or rough ground. DOWN on firm and smooth ground.
2. Airspeed -- 79 KIAS (flaps UP) 72 KIAS (flaps DOWN).
3. Mixture -- IDLE CUT-OFF.
4. Fuel Shutoff Valve -- OFF.
5. Ignition Switch -- OFF.
6. Master Switch -- OFF.
7. Water Rudders -- UP.
8. Wing Flaps -- AS REQUIRED (30° recommended).
9. Doors -- UNLATCH PRIOR TO TOUCHDOWN.
10. Touchdown -- LEVEL ATTITUDE (if gear is up). SLIGHTLY TAIL LOW (if gear is down).
11. Control Wheel -- FULL AFT (after contact if gear is up).
12. Brakes -- APPLY HEAVILY (if gear is down).

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LANDING GEAR MALFUNCTION PROCEDURES

LANDING GEAR FAILS TO RETRACT

1. Master Switch -- ON.
2. Landing Gear Handle -- CHECK (handle full up).
3. Landing Gear Motor Circuit Breaker -- IN.
4. Emergency Hand Pump Selector Valve -- CHECK (in off position – toward pilot seat).
5. Gear Relay Circuit Breaker -- IN.
6. Gear Advisory Circuit Breaker -- IN.
7. Gear Up Lights -- CHECK bulb operation (press-to-test).
8. Main Gear Visual Indicators -- VISUALLY CHECK (at float inspection openings).
9. Landing Gear Handle -- RECYCLE.
10. Landing Gear Motor -- CHECK operation (motor indicator light, ammeter and noise).
11. Cycle the Emergency Hand Pump Selector Valve to UP position and back to OFF (this reduces pressure in the system allowing the pressure switches to sense low pressure allowing the pump to cycle).

If the landing gear still does not retract and a water landing is desired:

12. Landing Gear Motor Circuit Breaker -- PULL.
13. Landing Gear Handle -- UP.
14. Emergency Hand Pump Selector Valve -- ROTATE (to UP position – clockwise 90 deg.).
15. Emergency Hand Pump -- PUMP (up and down until gear is in UP position - approximately 165 strokes -- there should be significant force on the pump handle with the final stroke).
16. Gear Up Lights -- CHECK ILLUMINATED.
17. Main Gear Visual Indicators -- VISUALLY CHECK (at float inspection openings). Nose gear -- VISUALLY CHECK (gear is nested in the bow of the float).

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LANDING GEAR MALFUNCTION PROCEDURES

LANDING GEAR FAILS TO EXTEND

1. Master Switch -- ON.
2. Landing Gear Handle -- CHECK (handle full down).
3. Emergency Hand Pump Selector Valve -- CHECK (in off position – toward pilot seat)
4. Landing Gear Motor Circuit Breaker -- IN.
5. Gear Relay Circuit Breaker -- IN.
6. Gear Advisory Circuit Breaker -- IN.
7. Gear Down Lights -- CHECK bulb operation (press-to-test).
8. Main Gear Visual Indicators -- VISUALLY CHECK (at float inspection openings).
9. Landing Gear Handle -- RECYCLE.
10. Landing Gear Motor -- CHECK operation (motor indicator light, ammeter and noise).
11. Cycle the Emergency Hand Pump Selector Valve to DOWN position and back to OFF (this reduces pressure in the system allowing the pressure switches to sense low pressure allowing the pump to cycle).

If the landing gear still does not extend and a wheels-down landing is desired:

12. Landing Gear Motor Circuit Breaker -- PULL.
13. Landing Gear Handle -- DOWN.
14. Emergency Hand Pump Selector Valve -- ROTATE (to DOWN position – counterclockwise 90 deg.).
15. Emergency Hand Pump -- PUMP (up and down until gear is in DOWN position - approximately 230 strokes -- there should be significant force on the pump handle with the final stroke).
16. Gear Down Lights -- CHECK ILLUMINATED.
17. Main & Nose Gear Visuals -- VISUALLY CHECK (with mirrors & note that the up indicators on the mains are not visible at the float inspection openings).

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GEAR UP LANDING (ON LAND)

1. Landing Gear -- CHECK UP (indicator lights and main gear latch fittings).
2. Runway -- SELECT longest smooth ground or grass surface available.
3. Wing Flaps -- 30° (on final approach).
4. Airspeed -- 72 KIAS.
5. Master Switch -- OFF.
6. Doors -- UNLATCH PRIOR TO TOUCHDOWN.
7. Touchdown -- LEVEL ATTITUDE.
8. Control Wheel -- FULL AFT (after contact).
9. Mixture -- IDLE CUT-OFF.
10. Fuel Shutoff Valve -- OFF.
11. Ignition Switch -- OFF.


AMPLIFIED PROCEDURES

MECHANICAL FAILURE

If it is ascertained that a mechanical failure has occurred and the gear will not achieve either a gear up or a gear down position with visual confirmation, the best course of action will be dependent upon the nature of the failure and the choices of landing surfaces available. In the unlikely event that a landing gear has failed in an intermediate position, and cannot be moved to either a Gear Up or Gear Down position, the amphibian should **be landed on land only**.

WARNING:

DO NOT land in the water with the wheels either partially or fully extended. If the landing **MUST** be accomplished on water and the gear is partially or fully extended, it is suggested that a power-on full stall landing with full flaps (30°) would be the best procedure. Unlatch cabin doors prior to touchdown except for the rear cargo door on the co-pilots side. Flaps must be deployed prior to unlatching the rear cargo door otherwise the flaps will not move with the door unlatched. **During deceleration after touchdown, with the gear extended, the float bows will submerge and there is a high probability of flipping the amphibian onto its back causing either fatal or serious injury.**

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SECTION 4. NORMAL PROCEDURES:

(NOTE: THESE ITEMS SUPPLEMENT THE CESSNA NORMAL PROCEDURES - BE SURE TO FOLLOW THE CESSNA 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 - if there is red hydraulic fluid in any water, investigate fittings and lines in that bay before proceeding).


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. Landing Gear -- INSPECT. Check the main wheel oleo struts for proper inflation; check the tires for cuts, bruises and proper inflation.

NOTE:
Refer to placards on the main wheel oleo struts for strut inflation procedures. Proper tire inflation for 6.00-6 main wheel tires is 55 psi; tire inflation for the 10-3.50 nose wheel tires is 70 psi.

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.

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BEFORE STARTING ENGINE

1. Landing Gear Handle – DOWN (amphibian on land), or UP (amphibian on water)
2. Water Rudder Operation – CHECK VISUALLY
3. Water Rudders – DOWN FOR TAXIING ON WATER – UP FOR TAXIING ON LAND
4. Water Rudders – CHECK FREEDOM OF MOVEMENT & 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.


TAKEOFF

TAKEOFF ON WATER

1. Landing Gear – UP
2. Landing Gear Blue Indicator Lights – CHECK ILLUMINATED
3. Water Rudders – UP (retraction handle aft)
4. Wing Flaps – 20 DEGREES" (second notch)
5. Control Wheel – HOLD FAR AFT INITIALLY
6. Power – FULL THROTTLE & MAX RPM (advance slowly)
7. Mixture – LEAN FOR HIGH DENSITY ALTITUDE
8. Control Wheel – MOVE FORWARD TO ATTAIN PLANING ATTITUDE
9. Control Wheel – APPLY LIGHT BACK PRESSURE TO LIFT OFF
10. Wing Flaps – UP AFTER OBSTACLES ARE CLEARED

WARNING:

Never attempt a takeoff without all four blue indicator lamps illuminated – any gear hanging down will drag the aircraft dangerously into an arc, compromising takeoff distances, and endangering the occupants.

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TAKEOFF ON LAND

1. Landing Gear – DOWN
2. Landing Gear Amber Indicator Lights – CHECK ILLUMINATED
3. Water Rudders – UP (retraction handle aft)
4. Wing Flaps – 20 DEGREES (second notch)
5. Power – FULL THROTTLE & MAX RPM (advance slowly)
6. Mixture – LEAN FOR HIGH DENSITY ALTITUDE
7. Control Wheel – APPLY LIGHT BACK PRESSURE TO LIFT OFF
8. Wing Flaps – UP AFTER OBSTACLES ARE CLEARED
9. Landing Gear – UP

BEFORE LANDING

BEFORE LANDING ON WATER

1. Landing Gear -- UP.
2. Landing Gear Blue Indicator Lights -- CHECK ILLUMINATED.
3. Visually check that nose gear are UP


WARNING

During deceleration after a water touchdown, with the gear extended, the float bows will submerge and there is a high probability of flipping the amphibian onto its back causing either fatal or serious injury.

4. Water Rudders -- UP.
5. Wing Flaps -- 30°.

BEFORE LANDING ON LAND

1. Landing Gear -- DOWN.
2. Landing Gear Amber Indicator Lights -- CHECK ILLUMINATED.
3. Water Rudders -- UP.
4. Wing Flaps -- 30°.

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LANDING

LANDING ON WATER

1. Touchdown -- SLIGHTLY TAIL LOW.
2. Control Wheel -- HOLD FULL AFT as amphibian decelerates to taxi speed.
3. After landing – WATER RUDDERS DOWN

LANDING ON LAND


1. Touchdown -- SLIGHTLY TAIL LOW.
2. Control Wheel -- EASE FORWARD to lower wheels gently to runway.
3. Braking -- MINIMUM REQUIRED

BALKED LANDING


"RETRACT FLAPS TO 20 DEG. IMMEDIATELY AFTER APPLYING FULL POWER FOR GO-AROUND"

SECURING AIRPLANE

"FUEL SELECTOR TO RIGHT OR LEFT TANK POSITION TO PREVENT CROSSFEEDING"

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SECTION 5. PERFORMANCE:

ALL MODELS EXCEPT T206H

Airspeed Calibration - Essentially unchanged

STALL SPEEDS

POWER OFF, FORWARD CG, 3744 LBS

FLAPS UP:	61 KCAS	70 MPH CAS
FLAPS DOWN (30 Deg.):	54 KCAS	62 MPH CAS

NOTE

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

CLIMB RATE

EXCEEDS 550 FPM (CAR 3.85a)

MODEL T206H

The following information is valid for model T206H which has a turbocharged Lycoming engine (310 hp).

GLIDE


In the event of engine failure enroute with propeller wind milling, landing gear up, flaps up.

RECCOMENDED GLIDE SPEED 83 KCAS 95 MPH CAS

Maximum horizontal distance traveled in still air

1.5 NM PER 1,000 FT ALTITUED LOST

SINK RATE 1,000 FPM

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AIRSPEED CALIBRATION

NORMAL STATIC SOURCE

FLAPS UP													
KIAS	60	70	80	90	100	110	120	130	140	150	160	170	180
KCAS	61	70	78	87	96	106	115	125	135	146	157	168	179
FLAPS 20°													
KIAS	50	60	70	80	90	100	---	---	---	---	---	---	---
KCAS	52	60	69	79	89	100	---	---	---	---	---	---	---
FLAPS 30°													
KIAS	50	60	70	80	90	100	---	---	---	---	---	---	---
KCAS	54	61	70	80	91	104	---	---	---	---	---	---	---

STALL SPEEDS


CONDITIONS:
Power Off

MOST FORWARD CENTER OF GRAVITY

WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0 °		30 °		45 °		60 °	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
3744	UP	59	60	64	64	70	71	84	84
	20°	54	55	57	59	64	65	76	77
	30°	49	53	52	57	58	64	69	76

NOTES:

1. Altitude loss during a stall recovery may be as much as 360 feet.
2. KIAS values are approximate.

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OBSTACLE TAKEOFF DISTANCE FROM GROUND

CONDITIONS:

Landing Gear Down, Flaps 20°

2500 RPM, 39 inHg Manifold Pressure

Paved, Level, Dry Runway

Zero Wind

Liftoff Speed: 57 KIAS (approximately)


Speed at 50 Ft: 69 KIAS

3735 POUNDS MAXIMUM TAKEOFF WEIGHT ON GROUND

Press Alt In Feet	0°C		10°C		20°C		30°C		40°C		50°C	
	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft
		Obstacle		Obstacle		Obstacle		Obstacle		Obstacle		Obstacle
S.L.	1523	2324	1611	2442	1703	2565	1798	2692	1896	2824	1997	2960
1000	1596	2449	1691	2576	1788	2709	1889	2846	1994	2988	2102	3134
2000	1676	2584	1776	2722	1880	2864	1988	3012	2100	3165	2215	3323
3000	1761	2731	1868	2879	1979	3033	2094	3193	2214	3357	2337	3527
4000	1852	2890	1967	3050	2086	3217	2209	3389	2337	3566	2469	3750
5000	1951	3063	2074	3236	2201	3416	2333	3601	2469	3794	2611	3992
6000	2058	3251	2189	3438	2325	3632	2466	3833	2612	4041	2764	4256
7000	2174	3455	2314	3658	2459	3868	2610	4085	2767	4310	2930	4543
8000	2298	3678	2448	3897	2604	4124	2766	4124	2935	4604	3109	4856
9000	2433	3920	2594	4158	2761	4404	2935	4659	3116	4924	3303	5198
10000	2579	4185	2752	4443	2932	4710	3119	4987	3313	5274	3514	5572

NOTES:

- Obstacle takeoff technique as described in Section 4.
- If brakes are not held, distances are from point where takeoff power is reached.
- Decrease distances 10% for each 15 knots headwind. For operation in tailwinds up to 10 knots, increase distances by 10% for each 3 knots.
- For operation on dry, grass, hard runway, increase distances by 15% of the "ground roll" figure.
- For operation in air colder than this table provides, use the coldest (leftmost) data for takeoff distances.
- For operation in air warmer than this table provides, use extreme caution.
- In grey shaded areas total takeoff distances over a 50 foot obstacle are predicted to exceed 1 mile. Use caution!

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OBSTACLE TAKEOFF DISTANCE FROM WATER

CONDITIONS:

Landing Gear Up, Flaps 20°
 2500 RPM, 39 inHg Manifold Pressure

Rippled Water

Zero Wind

Liftoff Speed: 65 KIAS (approximately)


Speed at 50 Ft: 69 KIAS

3744 POUNDS

Press Alt In Feet	0°C		10°C		20°C		30°C		40°C		50°C	
	Water Run Ft	Total Ft To Clear 50 Ft Obstacle	Water Run Ft	Total Ft To Clear 50 Ft Obstacle	Water Run Ft	Total Ft To Clear 50 Ft Obstacle	Water Run Ft	Total Ft To Clear 50 Ft Obstacle	Water Run Ft	Total Ft To Clear 50 Ft Obstacle	Water Run Ft	Total Ft To Clear 50 Ft Obstacle
	S.L.	2301	3160	2434	3325	2572	3497	2716	3675	2864	3859	3017
1000	2412	3334	2554	3513	2701	3698	2854	3890	3012	4088	3176	4293
2000	2531	3523	2683	3716	2840	3916	3003	4123	3172	4336	3347	4557
3000	2660	3728	2821	3936	2989	4152	3164	4375	3344	4606	3531	4845
4000	2798	3951	2971	4176	3151	4408	3337	4650	3530	4899	3729	5157
5000	2948	4193	3133	4436	3324	4687	3524	4948	3730	5217	3943	5496
6000	3109	4456	3307	4719	3512	4991	3725	5273	3946	5564	4175	5866
7000	3283	4743	3495	5026	3715	5321	3943	5626	4180	5942	4425	6269
8000	3472	5055	3698	5362	3934	5681	4179	6012	4433	6355	4696	6709
9000	3675	5395	3918	5728	4171	6074	4434	6433	4707	6805	4990	7190
10000	3896	5766	4157	6128	4428	6503	4711	6893	5004	7298	5308	7717

NOTES:

- Obstacle takeoff technique as described in Section 4.
- Distances are from point where takeoff power is reached.
- Decrease distances 10% for each 16 knots headwind. For operation in tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
- For operation in air colder than this table provides, use the coldest (leftmost) data for takeoff distances. Be aware of icing potential.
- For operation in air warmer than this table provides, use extreme caution.
- In grey shaded areas total takeoff distances over a 50 foot obstacle are predicted to exceed 1 mile. Use caution!
- In dark grey shaded areas water run takeoff distances are predicted to exceed 1 mile. Use extreme caution!

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TAKEOFF RATE OF CLIMB
3735 POUNDS
MAXIMUM WEIGHT FOR TAKEOFF FROM GROUND


CONDITIONS:
 Flaps 20°, Gear Down
 2500 RPM
 39 inHg
 Mixture - Placard
 Cowl Flaps Open

WEIGHT LBS	PRESS ALT FT	STD. TEMP. °C	CLIMB SPEED KIAS	RATE OF CLIMB - FPM					
				-40°C	-20°C	0°C	20°C	40°C	60°C
3735	S.L.	15	70	1334	1149	993	861	748	651
	2000	11	70	1266	1093	947	824	718	628
	4000	7	70	1188	1026	891	777	680	597
	6000	3	70	1113	963	838	732	643	568
	8000	-1	70	1041	902	787	691	610	542
	10000	-5	70	973	845	739	652	579	518

TAKEOFF CLIMB GRADIENT @ 1.2V_{s1}
3735 POUNDS
MAXIMUM WEIGHT FOR TAKEOFF FROM GROUND

CONDITIONS:
 Flaps 20°, Gear Down
 2500 RPM
 39 inHg
 Mixture - Placard
 Cowl Flaps Open

WEIGHT LBS	PRESS ALT FT	STD. TEMP. °C	CLIMB SPEED KIAS	CLIMB GRADIENT - ft/nm					
				-40°C	-20°C	0°C	20°C	40°C	60°C
3735	S.L.	15	70	1262	1036	859	716	601	507
	2000	11	70	1152	948	788	660	556	471
	4000	7	70	1038	856	713	599	507	431
	6000	3	70	934	772	645	544	462	395
	8000	-1	70	839	696	583	494	421	363
	10000	-5	70	753	626	527	448	385	333

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ENROUTE RATE OF CLIMB @ 1.3Vs1
3744 POUNDS


CONDITIONS:
 Flaps Up, Gear Up
 2500 RPM
 39 inHg
 Mixture - Placard
 Cowl Flaps Open

WEIGHT LBS	PRESS ALT FT	STD. TEMP. °C	CLIMB SPEED KIAS	RATE OF CLIMB - FPM					
				-40°C	-20°C	0°C	20°C	40°C	60°C
3744	S.L.	15	90	1329	1144	989	857	744	647
	2000	11	90	1261	1088	942	819	714	624
	4000	7	90	1183	1021	886	772	675	593
	6000	3	90	1108	958	833	728	639	564
	8000	-1	90	1036	898	783	687	606	538
	10000	-5	90	968	840	735	648	575	514

ENROUTE CLIMB GRADIENT @ 1.3Vs1
3744 POUNDS

CONDITIONS:
 Flaps Up, Gear Up
 2500 RPM
 39 inHg
 Mixture - Placard
 Cowl Flaps Open

WEIGHT LBS	PRESS ALT FT	STD. TEMP. °C	CLIMB SPEED KIAS	CLIMB GRADIENT - ft/nm					
				-40°C	-20°C	0°C	20°C	40°C	60°C
3744	S.L.	15	90	1032	849	704	588	493	416
	2000	11	90	943	777	647	542	456	386
	4000	7	90	850	702	585	492	416	353
	6000	3	90	766	634	530	446	379	324
	8000	-1	90	688	571	479	405	346	297
	10000	-5	90	618	514	432	368	315	273

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BALKED LANDING RATE OF CLIMB @ 1.3V_{so}
3550 POUNDS
MAXIMUM WEIGHT FOR LANDING ON GROUND


CONDITIONS:
 Flaps 30°, Gear Down
 2500 RPM
 39 inHg
 Mixture - Placard
 Cowl Flaps Open

WEIGHT LBS	PRESS ALT FT	STD. TEMP. °C	CLIMB SPEED KIAS	RATE OF CLIMB - FPM					
				-40°C	-20°C	0°C	20°C	40°C	60°C
3550	S.L.	15	85	927	734	571	433	316	215
	2000	11	85	857	676	524	395	286	192
	4000	7	85	776	607	466	347	246	160
	6000	3	85	698	542	411	302	210	132
	8000	-1	85	624	480	360	260	176	106
	10000	-5	85	553	420	311	221	145	82

BALKED LANDING CLIMB GRADIENT @ 1.3V_{so}
3550 POUNDS

CONDITIONS:
 Flaps 30°, Gear Down
 2500 RPM
 39 inHg
 Mixture - Placard
 Cowl Flaps Open

WEIGHT LBS	PRESS ALT FT	STD. TEMP. °C	CLIMB SPEED KIAS	CLIMB GRADIENT - ft/nm					
				-40°C	-20°C	0°C	20°C	40°C	60°C
3550	S.L.	15	85	732	554	415	303	214	141
	2000	11	85	652	492	366	267	186	121
	4000	7	85	568	425	314	226	155	98
	6000	3	85	492	365	267	189	127	77
	8000	-1	85	423	311	225	157	103	60
	10000	-5	85	360	262	187	128	82	45

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OBSTACLE LANDING DISTANCE ON GROUND

CONDITIONS:


Gear Down, Flaps 30°
 Propeller Lever - Maximum
 Power for 3° Descent to Obstacle,
 Then Gradual Reduction to Idle at Touchdown, Idle After Landing
 Maximum Braking
 Paved, Level, Dry Runway
 Zero Wind
 Speed at 50 Ft: 67 KIAS

3550 POUNDS MAXIMUM LANDING WEIGHT ON GROUND

Press Alt In Feet	0°C		10°C		20°C		30°C		40°C		50°C	
	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft	Grnd Roll Ft	Total Ft To Clear 50 Ft
		Obstacle		Obstacle		Obstacle		Obstacle		Obstacle		Obstacle
S.L.	778	1644	806	1679	835	1715	863	1752	892	1788	920	1825
1000	801	1698	830	1736	859	1774	889	1812	918	1851	947	1891
2000	824	1755	854	1795	884	1835	914	1876	945	1917	975	1959
3000	848	1815	880	1857	911	1900	942	1943	973	1987	1004	2031
4000	873	1878	905	1923	937	1968	969	2014	1001	2061	1033	2108
5000	900	1945	933	1992	966	2041	998	2089	1031	2139	1064	2188
6000	927	2015	961	2065	995	2117	1029	2168	1063	2221	1097	2273
7000	955	2089	990	2143	1025	2197	1060	2252	1095	2308	1130	2364
8000	984	2168	1020	2225	1056	2283	1092	2341	1128	2400	1164	2459
9000	1015	2251	1052	2312	1089	2373	1126	2435	1163	2497	1200	2560
10000	1046	2339	1084	2404	1122	2469	1160	2534	1199	2600	1237	2667

NOTES:

1. Obstacle landing technique as described in Section 4.
2. Decrease distances 10% for each 16 knots headwind. For operation in tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation in air colder than this table provides, use the coldest (leftmost) data for takeoff distances.
4. For operation in air warmer than this table provides, use extreme caution.
5. For operation on a dry, grass runway, increase distances by 40% of the "ground roll" figure.

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OBSTACLE LANDING DISTANCE ON WATER

CONDITIONS:

Gear Up, Flaps 30°

Propeller Lever - Maximum

Power for 3° Descent to Obstacle,

Then Gradual Reduction to Idle at Touchdown, Idle After Landing

Rippled Water

Zero Wind


Speed at 50 Ft: 67 KIAS

3661 POUNDS MAXIMUM LANDING WEIGHT ON WATER


Press Alt In Feet	0°C		10°C		20°C		30°C		40°C		50°C	
	Grnd Roll Ft	Total Ft To Clear 50 Ft Obstacle	Grnd Roll Ft	Total Ft To Clear 50 Ft Obstacle	Grnd Roll Ft	Total Ft To Clear 50 Ft Obstacle	Grnd Roll Ft	Total Ft To Clear 50 Ft Obstacle	Grnd Roll Ft	Total Ft To Clear 50 Ft Obstacle	Grnd Roll Ft	Total Ft To Clear 50 Ft Obstacle
S.L.	1080	2531	1119	2574	1159	2618	1198	2662	1238	2707	1277	2751
1000	1111	2603	1152	2649	1193	2695	1233	2742	1274	2789	1315	2836
2000	1143	2678	1185	2726	1227	2775	1269	2824	1311	2874	1353	2923
3000	1177	2756	1220	2808	1264	2859	1307	2911	1350	2963	1393	3016
4000	1212	2839	1256	2893	1301	2947	1345	3002	1389	3058	1434	3113
5000	1248	2925	1294	2983	1340	3040	1385	3098	1431	3157	1477	3215
6000	1286	3015	1333	3076	1381	3137	1428	3198	1475	3260	1522	3322
7000	1326	3111	1374	3174	1423	3239	1471	3304	1520	3369	1568	3435
8000	1366	3211	1416	3278	1466	3346	1516	3415	1566	3484	1616	3554
9000	1408	3315	1460	3387	1511	3459	1563	3531	1614	3604	1666	3678
10000	1451	3426	1504	3502	1557	3578	1610	3655	1663	3732	1717	3803

NOTES:

1. Obstacle landing technique as described in Section 4.
2. Decrease distances 10% for each 16 knots headwind. For operation in tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation in air colder than this table provides, use the coldest (leftmost) data for takeoff distances.
4. For operation in air warmer than this table provides, use extreme caution.

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SECTION 6. WEIGHT AND BALANCE:

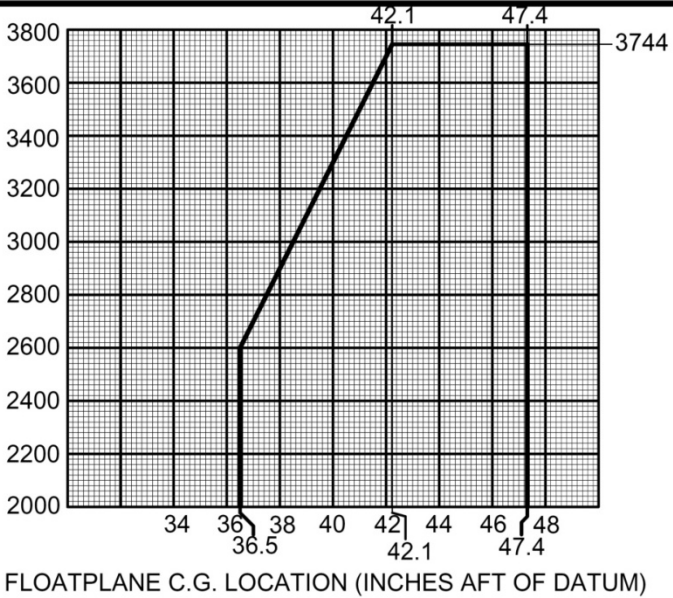
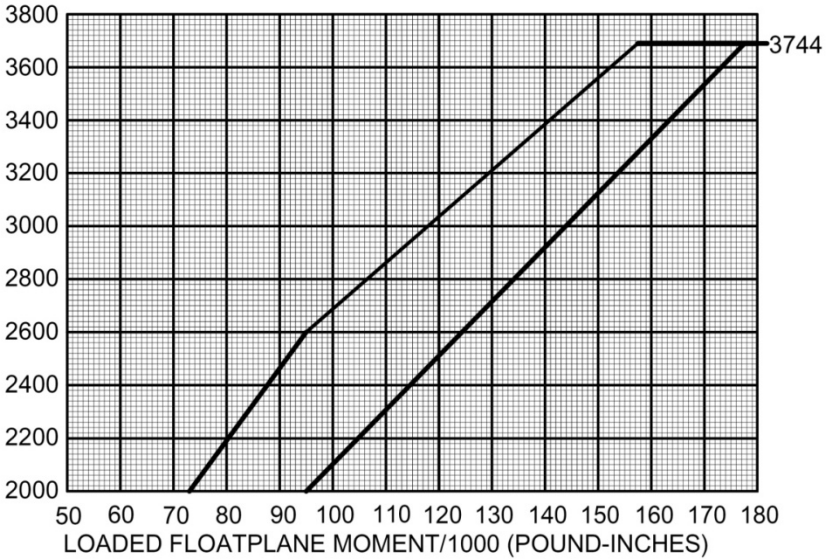
The airplane equipped with Aerocet 3400 amphibious seaplane floats must be loaded in accordance with the limitations in Section 2. These are shown as an aircraft weight/moment envelope or an aircraft weight versus c.g. location chart.

NOTE:

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

CESSNA 206 WITH AEROCET AMPHIBIOUS 3400 SERIES FLOATS						
SAMPLE LOADING PROBLEM	SAMPLE AIRPLANE			YOUR AIRPLANE		
	Arm	Weight	Moment	Arm	Weight	Moment
	Inches	Pounds	lb.-ins./1000	Inches	Pounds	lb.-ins./1000
(1) Basic Empty Weight	38.94	2660	103.58			
(2) OIL	-20.8	17	-0.35			
(3) Usable Fuel (MAX 65) 47 gallons	48	283	13.58			
(4) Pilot and Copilot (STA. 34 TO 48)	37	340	12.58			
(5) PASSENGERS + BAGGAGE						
CENTER Row Passengers (STA. 69 TO 79)	70	340	23.80			
AFT Row Passengers (STA. 92 TO 100)	100	0	0.00			
AFT BAGGAGE (STA. 109 TO 145; 120LBS MAX)	127	50	6.35			
(6) NO SEATS CARGO AREAS						
CARGO "A" (STA. 10 TO 50)	37	0	0.00			
CARGO "B" (STA. 50 TO 84)	78	0	0.00			
CARGO "C" (STA. 84 TO 109)	105	0	0.00			
CARGO "D" (STA. 109 TO 145)	127	0	0.00			
(7) OPTIONAL CARGO POD (STA. 10 TO 85) (300 LBS. MAX)	47	0	0.00			
(8) FLOAT CARGO LOCKERS (STA. 15 TO 51) (100LBS. MAX EACH SIDE)	32.4	50	1.62			
(9) Ramp CG, Weight And Moment	43.1	3740	161.2			
(10) Available useful Load @ 3744 GW		4				
(11) Located the (9) point (3740 @ 161.2) on the Center of Gravity Moment Envelope, and since this point falls within the envelope, the loading is acceptable.						
* Maximum allowable cargo loads will be determined by the type and number of tie-downs used, as well as by the airplane weight and C.G. limitation. Floor loading must not exceed 200lbs. per square foot.						

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SECTION 7. AIRPLANE AND SYSTEMS DESCRIPTIONS:

In addition to the Aerocet 3400 amphibious seaplane float installation the aircraft must incorporate the Cessna approved seaplane kit and an approved three blade propeller according to the STC. As a result of these installations, the floatplane is identical to the landplane with the following exceptions:

CHANGE FROM LANDPLANE TO AMPHIBIOUS SEAPLANE


Installation of Aerocet amphibious floats include the following modifications or additions to a landplane. This is an overview. The complete information resides in Cessna manuals, Aerocet drawings and the STC.

CESSNA FLOAT KIT MODIFICATIONS TO AIRPLANE

1. Fuselage strengthening installed at factory.
2. V-brace. Hoisting rings. (installed at factory or later)
3. Aileron Fences. (also available from Aerocet)
4. Empennage changes: Vertical fin and beacon modified, ventral fin, rudder, fairings, stinger, dual tail tie-down rings.
5. Rudder trim bungee replaced with softer.
6. Water rudder bellcranks.
7. Cowl flap rod extensions on models A through G.
8. Exhaust extensions on models A through G.


AEROCET FLOAT INSTALLATION

9. Float undercarriage: float hulls, spreader bars, struts, flying wires, boarding steps, water rudder rigging, retractable landing gear system.
10. Hydraulic lines, reservoir and pump with associated electrical wiring for landing gear operation.
11. Propeller listed in Section 1 of this AFMS.
12. Exhaust pipe modification on H-model
13. Wing mounted mirrors.
14. In cockpit:
 - Gear selector with light and audio advisories
 - Placards
 - Emergency hand pump handle
 - Water rudder retraction handle

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ADJUSTMENTS FOR SEAPLANE

- 15. Elevator trim rigging changed
- 16. Flap travel limited to 30 deg

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AMPHIBIOUS FLOATS REMOVED FOR LANDPLANE OPERATIONS


When the floats (item 9 above) are replaced with landplane landing gear the following items need to be changed. Other items listed above, including the propeller and the H-models exhaust extension, can remain on the airplane.

4. Ventral fin removed.
5. Rudder trim bungee replaced.
6. Water rudder bellcranks removed.
7. Cowl flap rod extensions removed on models A through G.
8. Exhaust extensions removed on models A through G.
15. Elevator trim rigging adjusted to landplane.
16. Flap travel maximum set to 40 deg.

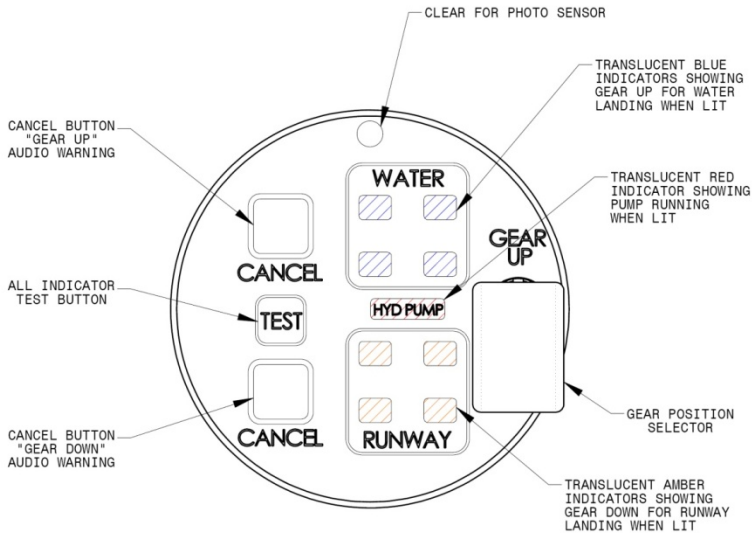
AMPHIBIOUS LANDING GEAR SYSTEM

The landing gear incorporated within the amphibious floats on this airplane is a retractable, quadricycle type with two full swiveling nose (or bow) wheels and two main wheels. Shock absorption is provided by air oil shock struts for the main gear and composite leaf springs for the bow gear. Each main wheel is equipped with a hydraulically-actuated disc-type brake.

Normal landing gear extension and retraction accomplished by hydraulic actuators for each gear. The hydraulic system is powered by a reversible, electrically-driven hydraulic pump located just forward of fuselage station 166.4. Hydraulic system fluid level should be checked every 25 hours of flight time by viewing the reservoir or its sight glass on the side of the pump. Fill to fill-line of reservoir or to within ½" of the top of the sight glass by removing the plug and using MIL-H-5606 hydraulic fluid. Hydraulic pump operation is initiated by moving the landing gear switch on the gear control unit to either the up or down position. The landing gear will travel to the position selected, cycling the electrically-driven hydraulic pump. The pump is shut off by pressure switches. When the pressure switch senses a certain amount of pressure in the hydraulic line, which the electric pump is forcing fluid through, it will send a signal to the motor relay shutting down the pump. The pressure increases at the end of operation when all the actuators have traveled to the end of their stroke. Eight position-indicator lights (four gear up and four gear down) are provided to show landing gear position. An additional indicator light shows that the landing gear pump motor is in operation. The landing gear system is also equipped with an emergency hand pump with a selector valve.

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G600 LANDING GEAR ADVISORY UNIT



LANDING GEAR HANDLE

The landing gear handle is an electrical switch mounted within a control unit on the instrument panel, and has two positions (UP for gear up and DOWN for gear down) which give a mechanical indication of the gear position selected. From either position, the handle must be pulled out to clear a detent before it can be repositioned. Moving the handle to UP or DOWN will start the reversible, electrically-driven hydraulic pump in the selected direction of gear travel. Operation of the landing gear system will not begin until repositioning of the handle is complete.

INDICATOR LIGHTS

Eight indicator lights are mounted on the Landing Gear Advisory Unit adjacent to the landing gear handle. The four blue indicator lights, labeled WATER, (positioned respective to their location on the float, i.e. top left – front left gear) show by their illumination that the landing gear is up.

The four amber indicator lights, labeled LAND, illuminate when the landing gear is down. Neither set of lights is illuminated when the landing gear is in transit. The single red indicator light, labeled PUMP, comes on when current is being supplied to the landing gear pump motor. If the motor continues running during flight or goes on and off repeatedly, the motor should be shut

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off by pulling the LANDING GEAR MOTOR circuit breaker, since continual running of the motor can result in premature motor failure. Prior to landing, the circuit breaker should be pushed in to reactivate the circuit. If an indicator light should fail to come on when pressed for testing check wiring and gear position. Beyond this, reference the service manual for the gear advisory, document A-10037. The WATER, LAND, and PUMP light circuits are protected by the Landing Gear Advisory circuit breaker, and are therefore independent of the landing gear motor circuit and will function when using the emergency hand pump.

NOTE:


The pilot should always visually check the nose gear before attempting a water landing to assure that it is up regardless of lights. If the pull ram mechanically fails, it could travel and show a light but not be connected to the nose gear itself leaving the nose gear in the down position. During deceleration after a water touchdown, with the gear extended, the float bows will submerge and there is a high probability of flipping the amphibian onto its back causing either fatal or serious injury.

AUDIO ADVISORY OPERATION

The Landing Gear Advisory Unit, GC600, includes an audio output that is connected to an audio output source (i.e. radio or audio panel) for verbal pilot information regarding gear position. A static and pitot pressure source is connected to the Unit which determines airspeed. The Landing Gear Advisory Unit has an arming speed set by the factory and a trigger point set at approximately 80 knots. Refer to section 2.3 of the Gear Advisory Service Manual A-10037 for further information.

The GC600 audio announcements are dependent on airspeed “ARM” and “TRIGGER” settings, which are factory pre-set for the aircraft type. The GC600 is armed by the aircraft exceeding the pre-set airspeed. As the aircraft begins its approach, it slows its airspeed passing through the pre-set trigger speed, and sounding an audio announcement to indicate the gear position. If the gear is not in a fully retracted or a fully deployed position, then a gear unsafe announcement will sound.

With all blue lights on, the announcement will sound, “Water landing, gear is up for water landing”. This announcement will continue to repeat and complete the phrase, until the upper “CANCEL” button is pushed, or the aircraft speed is increased above the trigger airspeed setting.

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With all amber lights on, the announcement will sound, “Runway landing, gear is down for runway landing”. This announcement will continue to repeat and complete the phrase, until the lower “CANCEL” button is pushed, or the aircraft speed is increased above the trigger airspeed setting.

If the condition exists where any indicator light within the WATER quadrant, or RUNWAY quadrant, fails to illuminate, then the announcement will sound, “Gear is unsafe, check gear”. This announcement will continue to repeat and complete the phrase, until either upper or lower Cancel button is pushed to de-activate.

The “TEST” button in the center left position of the face, when depressed, will sound an audible announcement indicating the current position of the gear. One of three announcements listed above, will repeat as long as the button is depressed. This announcement will continue to repeat and complete the phrase, until the button is released.

NOTE:


It should be clearly noted that the audio advisory side of the Landing Gear Advisory Unit by Aerocet, Inc. does not alleviate the pilot’s responsibility to visually check the location of the landing gear prior to landing, especially to assure the gear is up when making a water landing. Audio systems may be turned down or fail.

NOTE:

The pilot should always visually check the nose gear before attempting a water landing to assure that it is up regardless of audio indication. If the pull ram mechanically fails, it could travel and show a light or give an audio indication but not be connected to the nose gear itself leaving the nose gear in the down position.

LANDING GEAR OPERATION

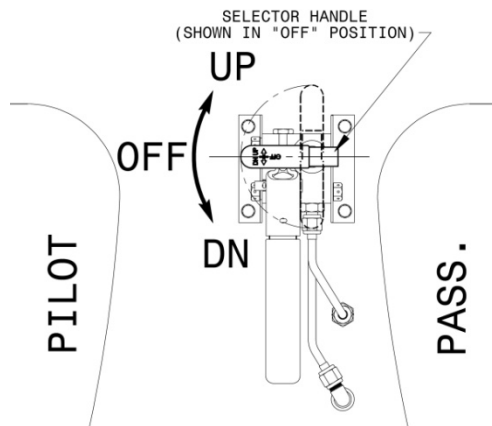
To retract or extend the landing gear, pull out on the landing gear handle and move it to the desired position. When the handle is positioned, electrical power is directed to one of two solenoid relays, which energize the reversible electric motor. The Emergency Hand Pump lever must be in the OFF position (which points the end of the handle toward the pilot seat.) in order for the electric pump to pump fluid. The electric motor powers the hydraulic pump and actuates two hydraulic gear actuators in each float in the appropriate direction. During operation of the landing gear motor, the “PUMP” indicator light is illuminated. When the hydraulic rams have enough resistance on them, typically by achieving full travel of the ram, pressure will build

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triggering the electric pressure switches that in turn activate the relays to turn the pump off. Proximity sensors are located on all four gear, feeding appropriate gear position to the Landing Gear Advisory Unit illuminating the appropriate (WATER or LAND) lights. Again, the pressure in the system turns the pump on and off, not the proximity sensors.


EMERGENCY HAND PUMP SELECTOR VALVE AND HAND PUMP

A three-position emergency hand pump selector valve combined with a single action hand pump is located between the crew seats and is for use in the event the normal hydraulic system fails. The selector valve has three positions, labeled UP, DOWN, and OFF which points the end of the handle toward the pilot seat. To select gear position with the emergency hand pump selector, rotate the handle to UP (clockwise 90 degrees) or DOWN (counterclockwise 90 degrees).




NOTE:

The emergency hand pump selector valve must be rotated to the OFF position (in a detent with the end of the handle pointing toward the pilot seat) during normal system operation. If the selector valve is in any other position, it provides a by-pass for hydraulic pressure and the landing gear may not function properly. During deceleration after a water touchdown, with the gear extended, the float bows will submerge and there is a high probability of flipping the amphibian onto its back causing either fatal or serious injury.

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EMERGENCY HAND PUMP SELECTOR VALVE AND HAND PUMP (Cont'd)

Prior to utilizing the emergency hand pump, pull the LANDING GEAR MOTOR circuit breaker to ensure deactivation of the electric hydraulic pump, then rotate the hand pump selector valve to the desired position (UP or DOWN). Actuate the hand pump up and down (approximately 230 strokes for extension and 165 strokes for retraction) until the landing gear reaches the selected position. When the gear reaches the selected position, the appropriate gear position indicator lights will illuminate and the hand pump should be pumped until there is significant force on the pump handle with the final stroke. For complete emergency procedures, refer to Section 3 of this supplement.

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SECTION 8. AIRPLANE HANDLING, SERVICE, AND MAINTENANCE


INTRODUCTION

Airplane handling, service, and maintenance in the basic handbook applies, in general, to the amphibian. The following recommended procedures apply specifically to amphibian operation. (Cleaning, servicing and maintenance of the amphibious floats should be accomplished as suggested in the Aerocet, Inc. 3400 amphibian Service and Maintenance Manual.)

MOORING

Proper securing of the amphibian can vary considerably, depending on the type of operation involved and the facilities available. Each operator should use the method most appropriate for his operation. Some of the most common mooring alternatives are as follows:

1. The amphibian can be moored to a buoy, using a yoke tied to the forward float cleats, so that it will freely weathervane into the wind.
2. The amphibian can be secured to a dock using the fore and aft cleats of one float, although this method is generally not recommended unless the water is calm and the amphibian is attended.
3. The amphibian may be removed from the water (by use of a special lift under the spreader bars) and secured by using the wing tie-down rings and float cleats. If conditions permit the amphibian to be beached (with the landing gear retracted), ensure that the shoreline is free of rocks or abrasive material that may damage the floats.
4. The amphibian may be taxied from the water onto land if a hard surface ramp is available by extending the landing gear just prior to reaching the ramp area. The amphibian should then be tied down using procedures similar to the landplane.

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BEACHING – HEELING IN

(stern of the floats on the beach) or NOSING INTO SHALLOW GRADIENT WATER

The amphibian may be heeled into a beach, but with caution. Also use caution when beaching, nose in, at shallow shore gradients. The wheel well area can scoop sand, mud, rocks, or clay. A rock (deflector) shield is provided to help prevent the debris from collecting underneath the main gear truck. If the plane is secured with the step area embedded in the sand, wave action can wash sand into the wheel well area. Clay or mud can also stick in this area posing a problem. This can reduce clearances, because of debris buildup, preventing the main gear truck from extending to the full gear down position. The main landing gear has tremendous leverage as it travels into its over-center position, and can damage the float and gear truck if there is a restriction.


A method (no guarantees) of cleansing this area is proposed. With the gear still retracted, after leaving the beach, aggressively plow the floats to flush this area. This puts the plane at a high angle of attack and introduces water for flushing. Do this a couple of times and even go up on the step for a moment.

WARNING

Water operations with landing gear extended may be hazardous in shallow water or in areas where submerged obstacles exist.

High speed water operations with landing gear extended is never safe.

After washing the area and the airplane is at idle power lower the gear. Assure that all the amber lights illuminate, indicating gear down position is achieved. If a main gear light does not illuminate, proceed to inspect the problem. Ideally, finding a float dolly which will lift the floats out of the water with the gear retracted, will give opportunity to investigate the problem.

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SERVICING

Service the airplane in accordance with the basic handbook. Special attention should be given to engine oil and landing gear servicing of the amphibian. Some of the following service information is contained in the basic handbook, and is repeated here for your convenience.

AMPHIBIOUS LANDING GEAR

NOSE WHEEL TIRE PRESSURE:

70 PSI on 10-3.50, 4-Ply Rated Tires.

MAIN WHEEL TIRE PRESSURE:

55 PSI on 6.00-6, 8-Ply Rated Tires.

MAIN GEAR SHOCK STRUTS:


Keep filled with MIL-H-5606 hydraulic fluid and inflated with nitrogen to 495 PSI for main gear shock struts with no load.

HYDRAULIC FLUID RESERVOIR:

Check and service with MIL-H-5606 hydraulic fluid every 25 hours of flight time. Fill to fill-line of reservoir or to within ½" of the top of the sight glass by removing the plug and using MIL-H-5606 hydraulic fluid.

CAUTION:

When servicing the landing gear system, the procedures and precautions contained in the Service and Maintenance Manual for Aerocet 3400 Amphibious Floats must be followed.

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