

Supplement

SKIPLANE FAA - APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT

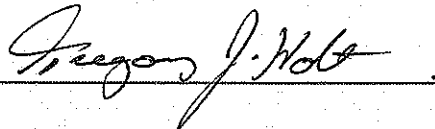
FOR

Cessna 180-185 series

Reg. No. _____
Ser. No. _____

This supplement must be attached to the FAA-approved Airplane Flight Manual when Airglas Model LH4000 skis are installed in accordance with Supplemental Type Certificate SA02244AK. The information contained in this document supplements or supersedes the basic manual only in those areas listed. For limitations, procedures and performance information not contained in this supplement, consult the basic airplane flight manual.

FAA-Approved



Manager, Aircraft Certification Office
Federal Aviation Administration
Anchorage, Alaska

SKIPLANE
MODEL 180/185 series

APPROVED FLIGHT MANUAL
SUPPLEMENT

TABLE OF CONTENTS

SECTION 1	LIMITATIONS	3
SECTION 2	PERFORMANCE	7
SECTION 3	WEIGHT AND BALANCE	8

SECTION 1

LIMITATIONS

INTRODUCTION

The limitations included in this section are applicable to Cessna Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 185, 185A, 185B, 185C, 185D, 185E, A185E and A185F and have been approved by the Federal Aviation Administration. Observance of these operating limitations is required by Federal Aviation Regulations.

AIRSPEED LIMITATIONS

Airspeed limitations and their operational significance are shown in figure 2.

	SPEED	KCAS	KIAS	REMARKS
V _{NE}	Never Exceed Speed	149	150	Do not exceed this speed in any operation

Airspeed Limitations Table

PLACARDS

The following information must be displayed in the form of composite or individual placards in addition to those specified in the basic handbook.

1. On instrument panel:

AVOID SLIPS WITH FLAPS EXTENDED WHEN
AIRGLAS LH4000 SKIS ARE INSTALLED

DO NOT EXTEND OR RETRACT SKIS AT SPEEDS ABOVE 125
KNOTS.

DO NOT EXTEND OR RETRACT SKIS WHILE IN MOTION ON
THE GROUND.

IN FLOATPLANE, AMPHIBIAN AND SKIPLANES EQUIPED WITH
AIRGLAS LH4000 RETRACT FLAPS TO 20° IMMEDIATELY AFTER
APPLYING POWER FOR BALKED LANDING GO-AROUND.

DO NOT LAND ON SNOW WITH TIRES DOWN WHEN AIRGLAS LH4000
SKIS ARE INSTALLED

DO NOT EXCEED 150 KIAS WITH AIRGLAS LH4000 SKIS INSTALLED

CHECKLIST PROCEDURES

PREFLIGHT INSPECTION

1. Pilot's Operating Handbook and Skiplane Supplement -- AVAILABLE IN THE AIRPLANE.
2. Skis -- CHECK for condition and to ascertain that they are not frozen to the surface.
3. Hydraulic System (if installed) -- CHECK system for quantity and leakage.
4. Weight and Balance Data -- CHECK and load the skiplane to maintain the center of gravity within designated limits.

BEFORE TAKEOFF

1. Skis -- CHECK against desired stop (retractable wheel skis only).

BEFORE LANDING

1. Ski Hydraulic Pump -- PUMP skis to desired position
 - a. For Wheel Landing -- PUSH DOWN ON ELECTRIC SWITCH (WHEELS).
 - b. For Ski Landing -- LIFT UP ON ELECTRIC SWITCH (SKIS).
2. Ski position -- VISUALLY CHECK.

LANDING

1. Landing Technique -- Conventional for all flap settings.

AMPLIFIED PROCEDURES

TAXIING

Normal skiplane taxiing techniques are used. Due to the characteristics of tail ski steering, the minimum turning radius is increased as compared to landplane taxiing with the use of brakes.

WARNING

Do not extend or retract skis while in motion on the ground. Landing gear drag, caused by one ski preceding the other during the retraction or extension cycle, will result in a ground looping tendency.

ENROUTE CLIMB

Ski plane airspeeds and techniques used during climb are identical to those used for the landplane. With retractable wheel skis, extend the skis for best climb performance.

LANDING

The landing speeds and stalling speeds for the skiplane are identical to those for the landplane.

BALKED LANDING

In a bailed landing (go-around) climb, the wing flap setting must be reduced to 20° immediately after applying power.

SECTION 2

PERFORMANCE

INTRODUCTION

The best climb and cruise performance is obtained with the skis in the extended position (skis selected) and the performance data in this supplement is based on this ski position.

Under the most favorable conditions of smooth packed snow at temperatures approximately 0°C, skiplane takeoff distance is approximately 10% greater than the distance for the landplane. Caution should be exercised in that other temperatures or snow conditions may increase this distance.

Under the most favorable conditions of smooth packed snow at temperatures of approximately 0°C, the skiplane landing distance is approximately 20% greater than that shown for the landplane. Caution should be exercised in that other temperatures or other snow conditions may either increase or decrease this distance.

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SECTION 3

WEIGHT & BALANCE

INTRODUCTION

Weight and balance information contained in the basic handbook generally should be used, and will enable you to operate the skiplane within the prescribed weight and center of gravity limitations. It is the responsibility of the pilot to ensure that the skiplane is loaded properly.

WEIGHT AND BALANCE

Skis were not installed when your airplane was initially licensed at the factory, and therefore, it will be necessary to refer to revised weight and balance records to obtain the basic empty weight and moment of your airplane with skis installed. These revised records are carried in your skiplane, and should account for the entire ski installation, which in some cases includes a ballast weight in the tail, and for some models, removal of main wheels and tires.

The LH4000 Ski Kit has a weight of 135 pounds, skis only. The center of gravity is 12.5 inches forward of the wheel axle.