

Airglas, Inc.
3500 O'Malley Rd.
Anchorage, AK 99507

AFM Supplement for Piper
PA-18 "150", PA-18A "150"
PA-18S "150", PA-18AS "150"
Cub Crafters CC18-180, CC18-180A
FS 2003 (Piper) PA-12, PA-12S and FS 2002 (Piper) PA-14
Super 18 LLC, Super 18 S-18-180
Sky International Inc., A-1, A-1A, A-1B, A-1C-180, A-1C-200

DOCUMENT AE01-1FM

FAA-APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
PIPER, PA-18 "150", PA-18A "150", PA-18S "150", PA-18AS "150"
Cub Crafters, CC18-180, CC18-180A
FS 2003 (Piper) PA-12, PA-12S and FS 2002 (Piper) PA-14
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AIRPLANES EQUIPPED WITH
AIRGLAS **LC18, LC18-1214, or LC18H** CARGO POD

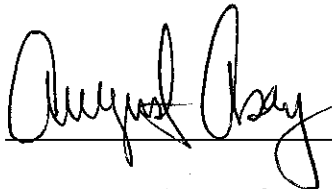
Registration Number _____

Serial Number _____

This supplement must be attached to the Approved Airplane Flight Manual and must be carried in the airplane when the Airglas **LC18, LC18-1214, or LC18H** cargo pod is installed in accordance with STC SA02049AK.

The **LC18-1214** is specifically intended for installation on PA-12 and PA-14 aircraft. The **LC18H** is specifically intended for installation on Sky International A-1, A-1A, A-1B, A-1C-180, and A-1C-200 models. The information contained in this document supplements or supersedes the listed model aircraft manuals and applicable appendices 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, Anchorage Aircraft Certification Office
Federal Aviation Administration
Anchorage Alaska

OCT 28 2011

FAA Approval Date: _____

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SECTION I. General

This airplane is equipped with an Airglas, Inc., LC18, LC18-1214, or LC18H cargo pod. The cargo compartment can hold up to 174 lbs. (169 lbs. for LC18-1214 and LC18H). The LC18 series pod is belly-mounted to the fuselage aft of the main landing gear using stainless steel clamps, brackets, and straps. The pod reduces the landplane effective ground clearance with this installation. Ground operations should be conducted with this reduction accounted for. The actual minimum ground clearance of the pod will vary with tire size, inflation pressure, airplane loading, gear design, and ground roughness. **Use Caution when selecting a landing site as ground clearance is reduced.**

WARNING

The cargo pod is not designed to resist the effects of detonating explosives, bullets discharged from loaded firearms, or other high-energy impacts. Exercise extreme caution when selecting items to be carried in the cargo compartment.

SECTION II. Limitations

1. The Never Exceed Speed (V_{ne}) with the pod installed is 138 mph IAS (red radial line on airspeed indicator).
2. The range of speed in which operations should be conducted with caution and only in smooth air extends from 110 mph to 138 mph IAS with the pod installed (yellow arc on airspeed indicator).
3. The Maximum Cruising Speed (V_{no}) with the pod installed is 110 mph IAS (upper end of green arc on airspeed indicator).
4. The maximum weight that can be carried in the cargo compartment of the pod is limited to 169 lbs. (174 lbs. LC18).
5. This airplane must be operated in the Normal Category only with the pod installed. All Utility Category limitations are deleted.
6. **Placards :** The following placards are added:

174 LBS. MAXIMUM BAGGAGE

located on the door of the cargo pod (LC18)

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SECTION II. Limitations (Continued)

174 LBS. MAXIMUM BAGGAGE
-WARNING-
FLIGHT NOT PERMITTED WITH DOOR OPEN
located on the rear door of the cargo pod (LC18)

169 LBS. MAXIMUM BAGGAGE
located on the door of the cargo pod (LC18-1214 and LC18H)

169 LBS. MAXIMUM BAGGAGE
-WARNING-
FLIGHT NOT PERMITTED WITH DOOR OPEN
located on the rear door of the cargo pod (LC18-1214 and LC18H)

DO NOT EXCEED **138 MPH IAS**
WITH AIRGLAS POD INSTALLED

Place Airspeed Restriction Placard on instrument panel immediately adjacent to Airspeed Indicator and **in full view of pilot.**

ONLY NORMAL CATEGORY OPERATIONS APPROVED
WITH AIRGLAS POD INSTALLED
SPINS ARE PROHIBITED

Place Operations Placard on instrument panel **in full view of pilot.**

7. **Instrument Markings:** The airspeed indicator is marked as follows:
The yellow arc extends from 110 mph to 138 mph.
The red radial line is located at 138 mph.
The upper part of the green arc is located at 110 mph.

SECTION III. Emergency Procedures

1. NO CHANGE

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SECTION IV. Normal Procedures

1. PREFLIGHT INSPECTION
 - a. (Right Side) Attaching Hardware/Straps -- Secure
 - b. (Left Side) Attaching Hardware/Straps -- Secure
 - c. Pod Cargo Door -- Hinge secure and door closed and latched.
2. LANDING
 - a. The landing site should be free of large rocks or other obstacles.

SECTION V. Performance Information

1. CLIMB Climb performance is unaffected by this modification.
2. CRUISE Cruise performance is unchanged by this modification.

SECTION VI. Weight and Balance/Equipment List

The equipment added to this airplane by this modification consists of the LC18, LC-1214, or LC18H cargo pod. Because the weight of the pod varies slightly from one production article to another, the empty weight of a complete installation may vary slightly. See the airplane's current weight and balance report for exact weight and balance information. The empty CG of the cargo pod is averaged at 12 inches aft the lowest point on the pod, but the arm of the cargo carried in the compartment may be variable forward or aft of that point depending on the weights and locations of the individual items carried. The actual arm of the pod cargo must be determined when computing the airplane's weight and balance for each flight during which pod cargo is to be carried. The pilot must calculate the load arm from the datum by measuring or other suitable means.

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SECTION VI. Weight and Balance/Equipment List-Continued

The net weight change produced by the installation of the *Airglas, Inc.* ® CARGO POD kit is as follows:

Aircraft	Pod Model	Datum Location	Pod Installation Weight and Arm	Cargo Arm
Piper: PA-18 "150", PA-18A "150", PA-18S "150", PA-18AS "150"	LC18	Wing Leading Edge	21.5 lbs. +/- 1 lbs. @ +38.5"	Centered @ +38.5" Ranges from +7.25" to +74.25"
FS 2003 (Piper): PA-12, PA-12S	LC18-1214	Wing Leading Edge	27 lbs. +/- 1 lbs. @ +39.75"	Centered @ +42.25" Ranges from +8.75" to +75.75"
FS 2002 (Piper): PA-14	LC18-1214	Wing Leading Edge	27 lbs. +/- 1 lbs. @ +39.75"	Centered @ +42.25" Ranges from +8.75" to +75.75"
Cub Crafters: CC18-180, CC18-180A	LC18	60" forward of Wing Leading Edge	21.5 lbs. +/- 1 lbs. @ +98.5"	Centered @ +98.5" Ranges from +67.75" to +134.25"
Super 18 LLC: S-18-180	LC18	Wing Leading Edge	21.5 lbs. +/- 1 lbs. @ +38.5"	Centered @ +38.5" Ranges from +7.25" to +77.25"
Sky International Inc.: A-1, A-1A, A-1B, A-1C-180, A-1C-200	LC18H	60" forward of Wing Leading Edge	27 lbs. +/- 1 lbs. @ +101.185"	Centered @ +101.185" Ranges from +69.685" to +138.185"

SECTION VII. Handling, Servicing and Maintenance

All handling procedures for this modification are standard. The LC18 series cargo pod should be installed, serviced, maintained, and inspected for continued airworthiness in accordance with the LC18/LTC18-105 Installation, Maintenance and ICA dated 29 July 2011 or later FAA-approved revision.

~END of DOCUMENT~

OCT 28 2011