SECTION 9
SUPPLEMENTS
(Optional Systems Description & Operating Procedures)

TABLE OF CONTENTS

Updated Supplements

SAF-T-STOP "auxiliary front seat stops (2 pages)

Garmin GMA 340 Audio Panel (12 pages)

Garmin GTN 650 GPS (35 pages)

Garmin SL30 NAV/COM (2 pages)

Garmin GTX 327 Transponder (8 pages)

STEC Autopilot "reference autopilot POH"

INTRODUCTION

This section consists of a series of supplements, each covering a single optional system which may be installed in the airplane. Each supplement contains a brief description, and when applicable, operating limitations, emergency and normal procedures, and performance. Other routinely installed items of optional equipment, whose function and operational procedures do not require detailed instructions, are discussed in Section 7.

SUPPLEMENT

EMERGENCY LOCATOR TRANSMITTER (ELT)

SECTION 1

GENERAL

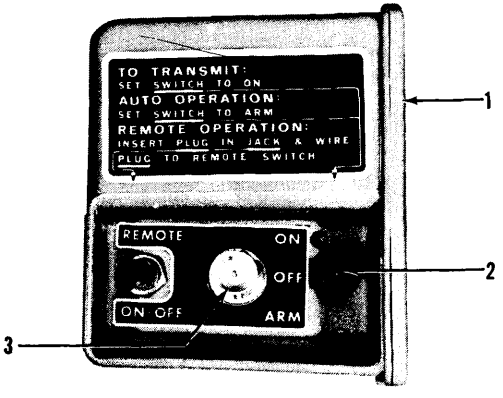
The ELT consists of a self-contained dual-frequency radio transmitter and battery power supply, and is activated by an impact of 5g or more as may be experienced in a crash landing. The ELT emits an omni-directional signal on the international distress frequencies of 121.5 and 243.0 MHz. (Some ELT units in export aircraft transmit only on 121.5 MHz.) General aviation and commercial aircraft, the FAA, and CAP monitor 121.5 MHz, and 243.0 MHz is monitored by the military. Following a crash landing, the ELT will provide line-of-sight transmission up to 100 miles at 10,000 feet. The duration of ELT transmissions is affected by ambient temperature. At temperatures of +21° to +54°C (+70° to +130°F), continuous transmission for 115 hours can be expected; a temperature of -40°C (-40°F) will shorten the duration to 70 hours.

The ELT is readily identified as a bright orange unit mounted behind the baggage compartment wall in the tailcone. To gain access to the unit, remove the baggage compartment wall. The ELT is operated by a control panel at the forward facing end of the unit (see figure 1).

SECTION 2

LIMITATIONS

There is no change to the airplane limitations when this equipment is installed.



1. COVER - Removable for access to battery.

2. FUNCTION SELECTOR SWITCH (3-position toggle switch):

   ON - Activates transmitter instantly. Used for test purposes and if "g" switch is inoperative.

   OFF - Deactivates transmitter. Used during shipping, storage and following rescue.

   ARM - Activates transmitter only when "g" switch receives 5g or more impact.

3. ANTENNA RECEPTACLE - Connection to antenna mounted on top of the tailcone.

Figure 1. ELT Control Panel

SECTION 3
EMERGENCY PROCEDURES

Immediately after a forced landing where emergency assistance is required, the ELT should be utilized as follows.

(1) ENSURE ELT ACTIVATION: Turn a radio transceiver ON and select 121.5 MHz. If the ELT can be heard transmitting, it was activated by the "g" switch and is functioning properly. If no emergency tone is audible, gain access to the ELT and place the function se-

lector switch in the ON position.

(2) PRIOR TO SIGHTING RESCUE AIRCRAFT: Conserve airplane battery. Do not activate radio transceiver.

(3) AFTER SIGHTING RESCUE AIRCRAFT: Place ELT function selector switch in the OFF position, preventing radio interference. Attempt contact with rescue aircraft with the radio transceiver set to a frequency of 121.5 MHz. If no contact is established, return the function selector switch to ON immediately.

(4) FOLLOWING RESCUE: Place ELT function selector switch in the OFF position, terminating emergency transmissions.

SECTION 4
NORMAL PROCEDURES

As long as the function selector switch remains in the ARM position, the ELT automatically activates following an impact of 5g or more over a short period of time.

Following a lightning strike, or an exceptionally hard landing, the ELT may activate although no emergency exists. To check your ELT for inadvertent activation, select 121.5 MHz on your radio transceiver and listen for an emergency tone transmission. If the ELT can be heard transmitting, place the function selector switch in the OFF position and the tone should cease. Immediately place the function selector switch in the ARM position to re-set the ELT for normal operation.

SECTION 5
PERFORMANCE

There is no change to the airplane performance data when this equipment is installed.

Aero Technologies, Inc.
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FAA Approved

Airplane Flight Manual Supplement

for

Cessna 172N Series

with

Aero Technologies SAF-T-STOP

REGISTRATION NO. N73977

SERIAL NO. 17267769

This supplement must be attached to the FAA Approved Airplane Flight Manual when the Aero Technologies SAF-T-STOP is installed in accordance with STC SA1196GL. The information contained herein supplements or supersedes the information in the basic Flight 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: Robert S. Allen
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Chicago Aircraft
Certification Office

DATE: SEP 22 1987

REVISED: FEB 10 1988

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AFM Supplement for
Cessna 172N Series
R/N 73977 S/N 17267769

SECTION I. LIMITATIONS

Required Placard:

ATTENTION

This aircraft is equipped with an auxiliary seat stop located on the seat track aft of this seat. TO RELEASE: Turn screw counter clockwise. WARNING: The stop device is NOT a substitute seat lock. When adjusting always leave 1/4 to 1/2 inch space between seat and the stop.

10PW #14

SECTION II. NORMAL PROCEDURES

SAF-T-STOP OPERATING INSTRUCTIONS

(To be affixed to Pilot's Operating Handbook)

1) Loosen thumb screw and slide SAF-T-STOP rearward.

2) Board aircraft, adjust and lock seat using the aircraft's locking mechanism provided on the seat assembly.

3) Insure that the aircraft's seat locking mechanism is securely and properly locked according to the aircraft manufacturers directions.

4) Slide SAF-T-STOP up to approximately 1/4 to 1/2 inch of the seat roller (See Figure 2). DO NOT HAVE THE SEAT ROLLER OR ANY PART OF THE SEAT STRUCTURE COME IN CONTACT WITH THE SAF-T-STOP.

5) Tighten thumb screw to secure the SAF-T-STOP in place.

6) To exit aircraft, loosen screw and slide SAF-T-STOP away from seat.

WARNING: SAF-T-STOP is NOT a substitute seat lock, it is designed only to restrict rearward motion of the seat in the event the aircraft's seat locking mechanism should fail.

FIGURE 1

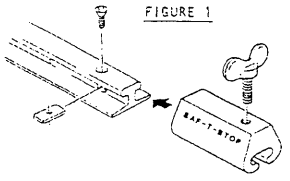
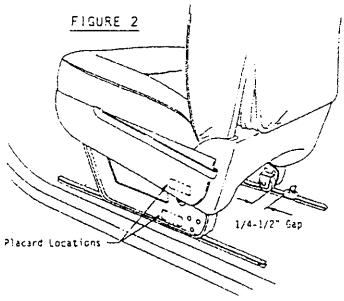


FIGURE 2



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