FLINT AERO, INC.
1935 N. Marshall Ave.
El Cajon, CA 92020

FAA APPROVED
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL #1
CESSNA MODELS U206F, U206G, TU206F, TU206G

This manual provides information pertaining to the operation of the aircraft when Flint Aero wing tip transfer fuel tanks are installed in accordance with STC SA4366WE.

For limitations, procedures, and performance information not contained in this manual, refer to the FAA-approved markings, placards and manuals.

I. LIMITATIONS AND PLACARDS:

Limitations:

(a) All landplane and floatplane versions, the TU206G amphibian, the U206F skiplane and the TU206F skiplane are cleared as follows: Maximum takeoff gross weight 3,800 lb. Forward and aft limits of CG and moment diagrams are extended with straight lines to 3800 lb.

Placards:

Placards shall be provided as follows in the location given:

(b) On instrument panel in clear view of the Pilot:
"Total wing tip transfer tank fuel 30 U.S. gal. (29.8 U.S. gal. usable). Transfer fuel during level flight. Transfer fuel when each main tank is 15 to 20 gallons below full and when main tank is not supplying engine. Wing tip fuel transfer pump switch must be off during takeoff, landing, filling, and when empty. Monitor main fuel tank gauge while transferring wing tip fuel to prevent over filling."

(c) Adjacent to the airspeed indicator:
"Reduce V_{ne} 5 mph per 1,000 ft. above 18,000 ft." (Turbocharged models only.)

(d) Adjacent to each wing tip tank filler:
"15 U.S. Gallons (14.9 U.S. Gallons usable) ** minimum grade aviation gasoline." Insert for the double asterisk ** Grade number on placards for main tanks.

II. PROCEDURES: CAUTION: If the flight plan requires wing tip fuel to complete the flight, test both wing tip fuel tank transfer pumps early in the flight to assure fuel transfer.

III. PERFORMANCE: Stall speeds for the airplane modified with the wing tip tanks at 3800 LBGW are the same as those of the unmodified airplane at 3600 LBGW. Takeoff distances for the modified airplane at 3800 LBGW should be increased 10% over the distances in the Cessna AFM for a 3600 LBGW airplane. Rate of climb for the modified airplane at 3800 LBGW is the same as that of the unmodified airplane at 3600 LBGW.

FAA APPROVED Donald Crumstorf

Manager, Flight Test Branch ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office
Transport Aircraft Directorate

Revision A

Date July 20, 1998