

Empty Wt. C.G. Range	None																				
Maximum Weight	2200 lb. Normal Category 1900 lb. Utility Category																				
No. of Seats	4 (2 at +36), (2 at +70)																				
Maximum Baggage	120 lb. (+95)																				
Fuel Capacity	37.5 gal. total, 33.5 gal. usable (three 12.5 gal. tanks in wings at +45). See NOTE 1 for weight of unusable fuel																				
Oil Capacity	2 gal. (-20)																				
Control Surface Movements	<table border="0"> <tr> <td>Wing flaps</td> <td>Up</td> <td>Down</td> <td>30°</td> </tr> <tr> <td>Ailerons</td> <td>Up 22°</td> <td>Down</td> <td>14°</td> </tr> <tr> <td>Elevator tab</td> <td>Up 10°</td> <td>Down</td> <td>27°</td> </tr> <tr> <td>Elevators</td> <td>Up 28°</td> <td>Down</td> <td>17°</td> </tr> <tr> <td>Rudder</td> <td>Right 16°</td> <td>Left</td> <td>16°</td> </tr> </table>	Wing flaps	Up	Down	30°	Ailerons	Up 22°	Down	14°	Elevator tab	Up 10°	Down	27°	Elevators	Up 28°	Down	17°	Rudder	Right 16°	Left	16°
Wing flaps	Up	Down	30°																		
Ailerons	Up 22°	Down	14°																		
Elevator tab	Up 10°	Down	27°																		
Elevators	Up 28°	Down	17°																		
Rudder	Right 16°	Left	16°																		
Serial Nos. Eligible	18000 through 18729																				
Required Equipment	<p>In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed:</p> <p>Landplane: Items 1(a), 103, 104, 201(a), 202(a), 204(a), 402(a).                      Skiplane: Items 1(a), 103, 104, 204(a), 208(a), 402(a), and (e) or (d).</p> <p>Note: For night flying, cabin dome light and instrument lights or equivalent, to provide illumination of all placards and instruments are required in addition to equipment required by CAR 43.</p>																				

**II - Model 170A, 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved December 15, 1948; 4 PCSM (Normal Category), 2 PCSM (Utility Category), Approved June 28, 1949.**

(Same as Model 170 except for single strut all metal wing, revised ailerons and flaps and aileron, flap and elevator control systems, revised fuselage to adapt metal wing, dorsal fin and gravity fuel system and fuel tanks).

Engine Continental C145-2 or -2H (See Item 112 for optional engine)

Fuel 80 Min. octane aviation gasoline

Engine Limits For all operations, 2700 r.p.m. (145 hp.)

Airspeed Limits

Landplane:

Maneuvering	115 m.p.h. (100 knots) True Ind.
Maximum structural cruising	140 m.p.h. (122 knots) True Ind.
Never exceed	160 m.p.h. (139 knots) True Ind.
Flaps extended	100 m.ph. ( 87 knots) True Ind.

Seaplane:

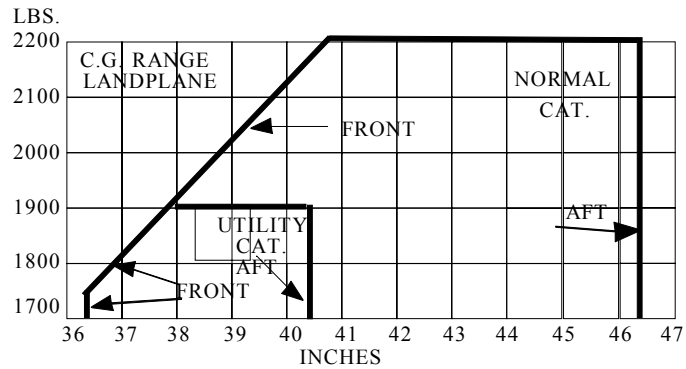
Maneuvering (Normal Category)	105 m.p.h. ( 91 knots) True Ind.
(Utility Category)	110 m.p.h. ( 96 knots) True Ind.
Maximum structural cruising	110 m.p.h. ( 96 knots) True Ind.
Never exceed	140 m.p.h. (122 knots) True Ind.
Flaps extended	100 m.p.h. ( 87 knots) True Ind.

C.G. Range

Landplane:

Normal Category	(+40.8) to (+46.4) at 2200 lb.
	(+36.4) to (+46.4) at 1733 lb. or less
Utility Category:	(+38.0) to (+40.3) at 1900 lb.
	(+36.4) to (+40.3) at 1733 lb. or less

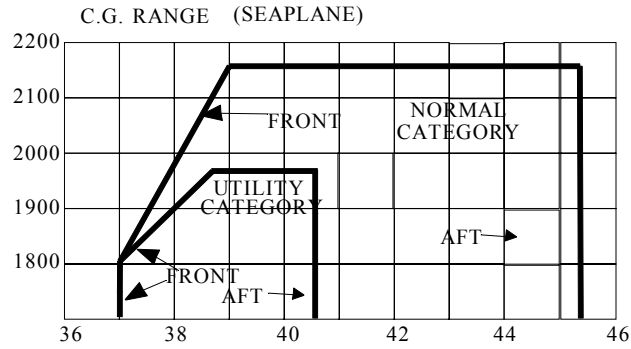
Straight line variation between points given.



Seaplane:

Normal Category:	(+38.8) to (+45.3) at 2106 lb.
	(+37.0) to (+45.3) at 1800 lb. or less
Utility Category:	(+38.8) to (+40.6) at 1975 lb.
	(+37.0) to (+40.6) at 1800 lb. or less

Straight line variation between points given.



Empty Weight C.G. range

None

Maximum Weight

Landplane: 2200 lb. Normal Category  
 1900 lb. Utility Category  
 Seaplane 2106 lb. Normal Category  
 1975 lb. Utility Category

No. of seats

4 (2 at +36) (2 at +70)

Maximum baggage

120 lb. (+95)

Fuel capacity

42 gals. total, 37 gal. usable (Two 21 gal. tanks in wings at +48). See NOTE 1 for weight of unusable fuel

Oil Capacity

2 gals. (-20)

Control Surface Movements

Wing flaps		Down	50°
Ailerons	Up	20°	Down 14°
Elevator tab	Up	10°	Down 27°
Elevators	Up	28°	Down 17°
Rudder	Right	16°	Left 16°

Serial Nos. eligible

18730 through 20266 (except 19401).

Required Equipment

In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed:

- Landplane: Items 1(a), 103, 201(a), 202(a), 204(a), 402(a).
- Skiplane: Items 1(a), 103, 204(a), 208(a), 402(a) and (e) or (d).
- Seaplane: Items 1(a), 103, 209(a), 402(a).

Note: For night flying cabin dome light and instrument lights or equivalent, to provide illumination of all placards and instruments are required in addition to equipment required by CAR 43.



Maximum baggage	120 lb. (+95)								
Fuel capacity	42 gals. total, 37 gals. usable (Two 21 gal. tanks in wings at +48)). See NOTE 1 for weight of unusable fuel								
Oil Capacity	2 gals. (-20)								
Wing Flaps	<u>All Serials S/N 20267 and up eligible</u>								
	Takeoff	Retracted		0°					
		1st Notch		10°					
		2nd Notch		20°					
	Landing	3rd Notch		30°					
		4th Notch		40°					
	Note: S/N 20267 through 26504 were delivered without the 10° Notch.								
Control surface movements	Ailerons	Up	20°	Down	14°	Up	20°	Down	14°
	Elevator tab	Up	12°	Down	25°	Up	12°	Down	25°
	Elevators	Up	26°	Down	20°	Up	26°	Down	20°
	Rudder	Right	16°	Left	16°	Right	16°	Left	16°
Serial Nos. eligible	609, 19401 20267 through 20999, and 25000 through 27169								
Required Equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed:								
	Landplane:	Items 1(a), 110, 201(a), 202(a), 204(a), 402(f) and 607							
	Skiplane:	Items 1(a), 110, 204(a), 208(a), 402(e), 402(f) and 607.							
	Seaplane:	Items 1(a), 103, 209(b), 402(h).							
	Note: For night flying, cabin dome light and instrument lights or equivalent, to provide illumination of all placards and instruments are required in addition to equipment required by CAR 43.								

### **Specifications Pertinent to All Models**

Datum	Front face of firewall
Leveling Means	Upper door sill
Certification Basis	<u>Models 170</u> : Civil Air Regulations Part 03 dated December 15, 1946, as amended by 03-1 thru 03-3.
	<u>Models 170A</u> : Civil Air Regulations Part 03 dated December 15, 1946, as amended by 03-1 thru 03-4.
	<u>Model 170B</u> : Civil Air Regulations Part 3 dated November 1, 1949, as amended by 3-1 and 3-2.
	Type Certificate No. 799 issued June 1, 1948.
Production Basis	Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

Equipment A plus (+) or minus (-) sign preceding the weight of an item indicates net weight change when that item is installed.

Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer except those items preceded by an asterisk (\*). The asterisk denotes that approval has been obtained by someone other than the aircraft manufacturer. An item marked with an asterisk may not have been manufactured under a FAA monitored or approved quality control system, and therefore conformity must be determined if the item is not identified by a Form ACA-186, PMA, or other evidence of FAA production approval.

An item preceded by two asterisks (\*\*) indicates approval under Part 21 of the Federal Aviation Regulations.

		<u>170</u>	<u>170A</u>	<u>170B</u>
<u>Propellers and Propeller Accessories</u>				
1.	Propeller			
(a)	McCauley 1A170	33lb.	(-39)	(-39)
	Static r.p.m. at max. permissible throttle setting:			
	Landplane: Not over 2330, not under 2230			
	Seaplane (Models 170A and 170B): Not over 2525, not under 2300.			
	No additional tolerance permitted.			
	Diameter: Not over 76 in., not under 74.5 in.			
	Propeller spinner, dwg. No. 0550101-3		eligible	
	Propeller spinner, dwg. No. 0550162	2 lb.	(-39)	(-39)
(b)	Sensenich 73BR-50 or any other fixed pitch wood	15 lb.	(-39)	(-39)
	Static r.p.m. at max. permissible throttle setting:			
	Not over 2320, not under 2220			
	No additional tolerance permitted			
	Diameter: Not over 74 in., not under 71.5 in.			
	(Not eligible on seaplane. Not eligible for new installations on Continental C-145-2 engines having undampened crankshafts after November 1, 1951)			
	Propeller spinner, dwg. No. 0550102-3		eligible	
(c)	Koppers Aeromatic F200-H/00-74E	41 lb.	_____	(-38.5)
	(Models 170A and 170B landplane and skiplane only)			(-38.5)
	Parts List Assembly No. 4356H-1			
	Low pitch setting 13° measured at 24° in. sta.			
	Static r.p.m. at max. permissible throttle setting:			
	Not over 2700, not under 2620			
	No additional tolerance permitted			
	Diameter: Not over 74 in., not under 72.5 in.			
	Installation of this item must be in accordance with Cessna dwg. No. 0550103 and adjustment and operation must be in accordance with Koppers "Adjustment Instructions and Operation Limitations No. 45." Item 108 with seaplane lip, Item 402(c), and C145-2H engine with dampened crankshaft are required when this propeller is installed. With this propeller installation the airplane performance has been demonstrated to equal or exceed that presented in the Airplane Flight Manual with a fixed pitch wood propeller over the altitude and temperature range shown. This item can only be used on C145-2H engine.			

<p>*(d) McCauley two-position controllable, hub 2B36C7, blades 78K-2 (Models 170A and 170B landplane and skiplane with C-145-2H engine) Pitch settings at 30 in. sta.:     low 13°, high 17.5° Diameter: Not over 76 in., not under 74.5 in. Item 108 with seaplane lip and Item 402(j) required.</p>	60 lb.	_____	(-39)	(-39)
<p>*(e) Sensenich M74DR, fixed pitch metal (landplane and skiplane only) Static r.p.m. at max. permissible throttle setting: Not over 2320, not under 2220. No additional tolerance permitted. Diameter: Not over 74 in., not under 72 in. Item 402(m) required.</p>	30 lb.	(-39)	(-39)	(-39)
<p>(f) McCauley 1C172/MDM Static r.p.m. at maximum permissible throttle setting:     Landplane: Not over 2350, not under 2250     Seaplane: (Models 170A and 170B): Not over 2525, not under 2300 Diameter: Not over 76 in., not under 74.5 in. No additional tolerance permitted.</p>	30 lb.	(-39)	(-39)	(-39)

Engine and Engine Accessories - Fuel and Oil Systems

101. Starter (Delco-Remy 1109656)	16 lb.	(- 6)	(- 6)	(- 6)
102. Carburetor air filter	1 lb.	(-27)	(-27)	(-27)
103. Carburetor air heater and mufflers	10 lb.	(-23)	(-23)	_____
104. Fuel pump (Continental No. 40585)	2 lb.	(-32)	_____	_____
105. Winterization equipment (Cessna dwgs. Nos. 0552104 and 0552101 or 0552106. 0552106 designed for use with 0552002 engine cowl). Item 402(b) or 402(i) required with this equipment.			Neglect weight change	
106. Oil filter - Fram PB-5 (1) Installed per Cessna dwg. 0550150	4 lb.	(-12)	(-12)	(-12)
* (2) Installed per Fram dwg. 62191 or 62574	4 lb.	(- 3)	(- 3)	(- 3)
107. Engine cowl per Cessna dwg. 0552000 Includes 3"-40° lip on bottom cowl				Use actual weight
108. Engine cowl per Cessna dwg. 0552001 or 0552002 Includes 3/4"-45° lip on bottom cowl required for seaplane				Use actual weight
109. Oil dilution system (Cessna dwg. 0550151)	No wt. ch.	_____	Elig.	Elig.
110. Hanlon-Wilson exhaust manifolds and carburetor air heater (Cessna dwg. 0550157)	15 lb.	(-22)	(-22)	(-22)
*111. Franklin 6A4-165-B3 engine Eligible on Model 170A and 170B landplane and seaplane with the following limits: Fuel 80 min. octane aviation gasoline Engine Limits For all operations, 2800 r.p.m. (165 hp.) Propeller McCauley 1A170 with the following limits: Static r.p.m. at max. permissible throttle setting: (landplane): Not over 2350, not under 2200 (seaplane): Not over 2500, not under 2400 No additional tolerance permitted Diameter: Not over 76 in., not under 74.5 in. Placard required "Avoid continuous engine operation between 2150 and 2250 r.p.m."		_____	use actual wt.	_____



Oil capacity 9 qt. (-20)

When this item is installed the engine mount, cowling, baffles, exhaust system including carburetor air heater and cabin heater, oil system, power plant instruments and markings, battery location, and other items must be changed in accordance with the installation instructions, drawings, photographs, and parts list approved for Green Flying Service, Eugene Airpark, 1953 Chamgers Street, Eugene, Oregon. Airplane Flight Manual Supplement, Item 402(g), is required when this item is installed in landplanes. Airplane Flight Manual Supplement, Item 402(1), obtainable from Carl Millard, Ltd., 307 Riverside Drive, Ontario, Canada, required when this item installed in seaplanes.

- |       |  |        |       |       |                   |
|-------|--|--------|-------|-------|-------------------|
| 112.  | Continental 0-300-A engine (Same limits as for C-145-2 or-2H engine)   |        |       |       | Use actual weight |
| *113. | 18 gal. auxiliary tank installed in accordance with Javelin Aircraft Co., 1405 S. Oliver, Wichita, Kansas. Installation Instructions dated September 15, 1955, and dwgs. Nos. 782-1 and 787 for landplanes and dwgs. Nos. 782-1, 782-2, and 787 for seaplanes.<br>(See NOTE 1 for data on unusable fuel)<br>Item 402(k) required when this tank is installed<br>Not eligible on aircraft equipped with Item 404(b) | 24 lb. | (+99) | (+99) | (+99)             |

#### Landing Gear

- |      |  |        |        |        |                          |
|------|--|--------|--------|--------|--------------------------|
| 201. | 2 Main wheel-brake assemblies, 6.00-6, Type III  |        |        |        |                          |
|      | (a) Goodyear Model LF6HBD<br>Wheel Assembly No. 511960-M<br>Brake Assembly No. 9521239   | 13 lb. | (+22)  | (+22)  | (+22)                    |
|      | (b) Goodyear Model CL6HBM<br>Wheel Assembly 9530243 L.H.<br>9530242 R.H.<br>Brake Assembly 9530369 L.H.<br>9530368 R.H.<br>Installed in accordance with Cessna dwg. No. 0541150<br>Note: Item 210 is not eligible with this item | 30 lb. | (+22)  | (+22)  | (+22)                    |
| 202. | (a) 2 Main wheel 4 ply-rating tires, 6.00-6,<br>Type III (with reg. tubes)   | 18 lb. | (+22)  | (+22)  | (+22)                    |
|      | (b) 2 Main wheel 4 ply-rating tires, 7.00-6,<br>Type III (with reg. tubes)   | +1 lb. | (+22)  | (+22)  | (+22)                    |
|      | (c) 2 Main wheel 4 ply-rating tires, 8.00-6,<br>Type III (with reg. tubes)<br>(Items 202(a), (b) and (c) eligible for use<br>with Items 201(a) or (b))   | 10 lb. | (+22)  | (+22)  | (+22)                    |
| 204. | Tail wheel assembly  |        |        |        |                          |
|      | (a) Scott Model 3-24B, steerable   | 5 lb.  | (+246) | (+246) | (+246)                   |
|      | * (b) Scott Model 3200, steerable, swiveling<br>installed in accordance with Scott Bulletin I-168)   | 8 lb.  | (+249) | (+249) | (+249)                   |
|      | * (c) Maule SFS-1-2-P8   | 6 lb.  | (+246) | (+246) | (+246)                   |
|      | (d) Deleted June 22, 1951  |        |        |        |                          |
| 208. | Two skis   |        |        |        |                          |
|      | (a) Federal A-2500 according to Cessna dwg.<br>No. 0541102 or Federal Instln. dwg. No. 11R170  | 53 lb. | (+16)  | (+16)  | (+16)                    |
|      | * (b) Call S-5 per Call Aircraft dwg. No. 262<br>(not eligible with Items 201(b) and 202(a) or (c)<br>installed)   | 71 lb. | (+18)  | (+18)  | (+18)                    |
|      | * (c) Federal A-2500A Federal Instln. dwg. 11R170  |        |        |        | Use actual weight change |
|      | * (d) Federal A-3500 Federal Instln. dwg. 11R170   |        |        |        | Use actual weight change |

		Use actual weight change (All Models)		
		<u>Retracted</u>	<u>Extended</u>	
* (e)	Federal A-3500A Federal Instln. dwg. 11R170			
* (f)	Federal AWA 2500 wheel-ski, Federal Instln. dwg. 11R395 (Eligible with mechanical conversion on ground only)	78 lb.		
	Note: Weight and balance of aircraft shall be checked with ski in retracted and extended position.		(+20)	(+24)
	Not eligible with Item 202(c) installed			
* (g)	Federal AWB 2500 wheel-ski, Federal Instln. dwg. 11R549 (Eligible with hydraulic conversion on ground and in flight)	102 lb.		(All Models)
	Note: Weight and balance of aircraft shall be checked with ski in retracted and extended position.		(+14.5)	(+18)
	Placard required: "Do not extend or retract skis while in motion on the ground."			
* (h)	Federal AWB 2500A wheel-ski, Federal Instln. dwg. 11R549G (Effective on ski-gear shipped prior to January 31, 1952) and 11R889 (Effective on ski-gear shipped after January 31, 1952). (Eligible with hydraulic conversion on ground and in flight)	108 lb.		(All Models)
	Note: Weight and balance of aircraft shall be checked with ski in retracted and extended position.		(+14.5)	(+18.5)
	Placard required: "Do not extend or retract skis while in motion on the ground."			
* (i)	Woychik R-1A, Woychik Aircraft Equipment (Middleton, Wisc.) dwgs. Nos. 1 thru 5 (32 psi tire pressure required). Airplane Flight Manual Supplement dated November 19, 1951, required	58 lb.	(+17)	(+17) (+17)
* (j)	Wesco, Western Aircraft Equipment Co. dwgs. Nos. 11 and 148			
	(1) A-25	69 lb.	(+15)	(+15) (+15)
	(2) AS-2A	62 lb.	(+15)	(+15) (+15)
	(3) AS-2B	64 lb.	(+15)	(+15) (+15)
209.	Two floats			
	(a) Edo 89-2000 per Cessna dwg. No. 0541125	251 lb.	_____	(+41) _____
	(b) Edo 89-2000 per Cessna dwg. No. 0541125B	245 lb.	_____	_____ (+40)
210.	Two wheel streamlines per Cessna dwg. No. 0441143 (not eligible when Items 201(b), 202(b) or (c) are installed)	6 lb.	(+21)	(+21) (+21)
211.	Tail ski, Federal AT-2500 in accordance with Cessna dwg. No. 0542103	6 lb.	(+245)	(+245) (+245)
*212.	Geisse Safety Gear installed according to St. Louis Machine Co. dwgs. Nos. 1 and 2 and instructions dated May 5, 1953 (revised October 8, 1953). May be used with Item 210 provided St. Louis Machine Co. conversion kit installed per instructions dated February 4, 1954. Not eligible with Items 201(b), 208, 209, 211, or 213 installed.	12 lb.	(+20)	(+20) (+20)
*213.	Whitaker Model L-19 Tandum Gear			
	(a) With Item 202(a)	+64 lb.	(+22)	(+22) (+22)
	(b) With Item 202(b)	+67 lb.	(+22)	(+22) (+22)
	Installed in accordance with A.W. Whitaker, P.O. Box 1811, Portland, Ore., Installation Instructions and dwg. CTG-5 dated October 11, 1952. When this item is installed, performance information in the Airplane Flight Manual does not apply.			

*214. Two "No drag" wheel fenders per Liquid Tool Co., Box 299, Morrow, Ohio, dwg. No. 105	8 lb.	(+23)	(+23)	(+23)
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Electrical Equipment

		<u>170</u>	<u>170A</u>	<u>170B</u>
301. Generator (Delco-Remy 1101876)	10 lb.	(-6)	(-6)	(-6)
302. Battery - 12 volt 24 amp. hr.	23 lb.	(-3)	(-3)	(-3)
303. Landing light - Grimes D-3040-8 (Cessna dwg. No. 0422007)	6 lb.	(+44)	-----	-----
304. Landing light - G.E. 4509 (Cessna dwg. No. 0523000-2)	2 lb.	-----	(+32)	(+32)
305. Generator - 25 amp. (Delco-Remy No. 1101879, Continental No. 40734) Must be installed with Continental No. 531325 Drive Gear	14 lb.	(-6)	(-6)	(-6)
*306. Generator - 35 amp. (Delco-Remy No. 1101880 or No. 1101898) Eligible only on engines with dampened crankshafts.	19 lb.	(-6)	(-6)	(-6)
*307. Voltage regulator, Delco-Remy No. 1118385		Neglect Weight		

Interior Equipment

401. Cabin heater valve assembly	1 lb.	(-2)	(-2)	(-2)
402. (a) CAA Approved Airplane Flight Manual and pertinent revisions applicable to the particular model, serial number, and landing gear installation				
(b) CAA Approved Supplement No. 1 to Airplane Flight Manual (pertinent to winterization equipment, Item 105, designed for 0552000 and 0552001 engine cowls)				
(c) CAA Approved Supplement No. 2 to Airplane Flight Manual (pertinent to Koppers propeller installation, Item 4)				
(d) CAA Approved Airplane Flight Manuals (Skiplane) dated April 24, 1948 (Model 170) and December 3, 1948 (Model 170A)				
(e) The following supplement to Airplane Flight Manual is required for all skis listed except for ski Item 208(a) which is covered by Item 402(d) above. "PERFORMANCE WITH SKIS INSTALLED <u>Takeoff and Landing:</u> Under the most favorable conditions of smooth packed snow at temperatures approximately 30°F. skiplane takeoff distance is approximately 10 percent greater than the distance shown for the landplane. Skiplane landing distance is approximately 20 percent greater than that shown for the landplane. In applying the performance data, caution should be exercised in that lower temperatures or other snow conditions will increase the ski friction and hence increase the takeoff run and either increase or decrease the landing run. <u>Climb Performance:</u> The skiplane rate of climb is approximately 50 feet per minute less than the landplane."				
(f) CAA Approved Airplane Flight Manual for Model 170B, dated September 28, 1950.				
*(g) CAA Approved Supplement to Airplane Flight Manual dated March 15, 1950 (Model 170A) (landplane) or December 30, 1955 (Model 170B) (landplane). (Pertinent to Franklin 6A4-165-B3 engine installation, Item 111.)				
(h) CAA Approved Airplane Flight Manual for Model 170B seaplane dated October 29, 1951.				
(i) CAA Approved Supplement No. 3 to Airplane Flight Manual. (Pertinent to Winterization Equipment, Item 105, designed for 0552002 engine cowl).				
*(j) CAA Approved Airplane Flight manual Supplement for Models 170A and 170B dated July 5, 1955. (Pertinent to McCauley controllable propeller installation, Item 5).				

	* (k) CAA Approved Airplane Flight Manual Supplement dated November 18, 1955 (Pertinent to auxiliary fuel tank installation, Item 113).				
	* (l) CAA Approved Supplement to Airplane Flight Manual dated October 6, 1955 (Pertinent to Franklin 6A5-164-B3 engine installation in Model 170A and 170B seaplanes).				
	* (m) CAA Approved Airplane Flight Manual Supplement dated January 17, 1957, prepared by Sensenich Corporation, Lancaster, Pennsylvania, pertinent to Sensenich Propeller Installation, Item *6.				
403.	Blind flying kit. Cessna dwg. No. 0500006	5lb.	(+26)	(+26)	(+26)
404.	Cabin heater installation				
	(a) Stewart-Warner Model 977B-1 per Cessna dwg. 0511200	10 lb.	-----	(-7)	-----
	(b) Stewart-Warner Model 979B-1 per Cessna dwg. 0511231	20 lb.	-----	(+75)	(+75)
*405.	Lear Model L-2B (1102B) automatic pilot Model 1404A altitude controller (optional equipment) installed in accordance with Lear Installation dwg. No. 91467 Model 1350A-1 approach coupler (optional equipment) installed in accordance with Lear dwg. No. 700130 Items 306 and 307 required with this auto-pilot installation. Following placard required near automatic pilot controller:	50 lb.	(+75)	(+75)	(+75)
	"(1) Do not use auto pilot below 150 feet above terrain in the cruise configuration.	1.5 lb.	(+138)	(+138)	(+138)
	(2) Do not use auto pilot below 75 feet above terrain in the approach configuration."	9 lb.	(+82)	(+82)	(+82)
	Servo stall torque measured at the servo on the ground: Aileron 25±5 in. lb., elevator 25±5 in. lb., Rudder 50±5 in. lb., Servo drum pitch diameters for all three axes are 1.375 inches.				
	FAA Approved Airplane Flight Manual Supplement dated October 19, 1951, is required. Revision dated September 2, 1952 (Lear No. 96219) or revision dated November 29, 1954, required when altitude controller installed. Revision dated January 11, 1955, required when approach coupler installed.				
*406.	Fairbanks Aircraft Service Model FAS-1 seat. Installation to be in accordance with Fairbanks Aircraft Service installation instruction dated September 2, 1952	15 lb.	(+70)	(+70)	(+70)
*407.	Chinook cabin heater, Model AC (eligible only on airplanes equipped with Item 110). Installation must be in accordance with instructions in Bulletin AC-2 dated December 1, 1952, as approved for Dakota Aviation Co., Huron, S. D.	+3 lb.	(+20)	(+20)	(+20)
*408.	Javelin A-2 single axis automatic pilot installed according to Javelin dwg. No. 725.	18 lb.	(+110)	(+110)	(+110)
*409.	Javelin rudder trim according to Javelin dwg. No. 719 (sheets 1 and 2 5 lb. revised April 14, 1955) and Instructions dated March 1955. Airplane Flight Manual Supplement for Javelin Rudder Trim dated May 20, 1955, required.	(+123)		(+123)	(+123)
*410.	Deleted November 26, 1957. Now covered by STC SA1-107				
*411.	Lear ARCON Model A according to Lear dwg. No. 703437 or dwg. No. 702090. Lear Flight Manual Supplement for Lear "Arcon" dated February 16, 1955, required.	12 lb.	(+96)	(+96)	(+96)
*412.	Type 69A112 Gyro-Stabilizer installed according to Globe Industries, Inc. Installation Manual No. 503 dated July 1955. Servo cable slip clutch forces 7 to 12 lb. measured at pilot's control. Placard required near automatic control controller: "Do not use Auto pilot during Takeoff and Landing Within 75 feet of ground."	15 lb.	-----	(+99)	-----

Miscellaneous (not listed above)

		<u>170</u>	<u>170A</u>	<u>170B</u>	
601.	Flares, three 1 1/2 PF-11 International	18 lb.	(+98)	(+98)	(+98)
602.	Gran portable stretcher installation				
	(a) Provision for stretcher, Cessna dwg. 0511003		elig.	elig.	elig.
	(b) Gran portable stretcher (stored location)	17 lb.	(+95)	(+95)	(+95)
	Note: The stretcher is adjustable for use at two lengths of approximately 72 and 64 inches. The co-pilot's seat may not be occupied with the stretcher extended to 72 inches, the co-pilot's seat back serving as the stretcher's forward support. However, with the stretcher shortened to 64 inches the co-pilot's seat may be occupied, if so desired. The last sentence of the normal category placard specified in NOTE 2 is not applicable with this item installed. Instead, the maximum ** allowable baggage is limited for each aircraft as determined by weight and balance check for the most rearward C.G. limit with the stretcher occupied at (+73) and with the co-pilot's seat unoccupied. The following placard must be installed in the baggage compartment: "Maximum baggage <u>**</u> lb. with stretcher installed."				
603.	Provision for camera per drawing No. 0510010 Maximum allowable weight for the camera and attachments is 92 lb. at (+72). Camera operator's stool to be placarded: "No Seat during Takeoff or Landing." making the airplane two-place when installed.				Use actual weight change
604.	Venturi installation in accordance with Cessna dwg. 0511010A	10 lb.	(+17)	(+17)	(+17)
605.	Heated pitot installation in accordance with Cessna dwg. 0511051	1 lb.	(+12)	(+12)	(+12)
*606.	Spray system installation in accordance with Yingling Aircraft, Inc. dwg. Y-200 and installation instructions.	+84 lb.	-----	(+33)	-----
	Spray fluid		-----	(+57)	-----
607.	Stall warning kit in accordance with Cessna dwg. 0511062		elig.	elig.	elig.
608.	Deleted November 30, 1951				
609.	Model 170A dorsal fin (eligible on Model 170)				
*610.	Whitaker Model CWS-53 "Wingspray" installation instructions CWS-15 (less fans and brushes)	90 lb.	-----	(+35)	-----
*611.	Woychik retractable lifting handles, Woychik Aircraft Equipment (Middleton, Wisc.), dwg. Nos. 50 and 50A	14 oz.	(+172)	(+172)	(+172)
*612.	Metal Plating of Wings. Model 170 eligible when wings are covered with metal skin per Technical Instruction Report No. 101440 by Birtcraft Engineering Co., 11826 Cherry Ave., Inglewood, California		Use actual wt. change	-----	-----
613.	Omitted				
*614.	Metal skin installed in accordance with Met-Co-Aire, Fullerton, California, dwg. No. 7108				Use actual weight change

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of air carrier operators having an approved weight control system).

The certificated empty weight and corresponding center of gravity location must include unusable fuel at 19 lb. at (+53) for Model 170 and 30 lb. at (+46) for Model 170A and Model 170B (above values are included in total fuel capacity). When Item 113, 18 gallon auxiliary fuel tank, is installed an additional 3 lb. unusable fuel at (+99) must be included.

NOTE 2. (a) The following placards must be displayed in front of and in clear view of the pilot:

Model 170

"This airplane must be operated as a normal or utility category airplane in compliance with the Airplane Flight Manual."

NORMAL

"No acrobatic maneuvers including spins approved.  
With two people in the rear seat both front seats  
must be occupied."

UTILITY

"No acrobatic maneuvers  
approved except those listed  
in the Airplane Flight Manual.  
Baggage compartment and rear  
seat must not be occupied."

Models 170A and 170B:

"This airplane must be operated as a normal or utility category airplane in compliance with the Airplane Flight Manual."

NORMAL

"No acrobatic maneuvers including spins approved."

UTILITY

"No acrobatic maneuvers approved  
except those listed in the Airplane  
Flight Manual. Baggage compartment

"Both tanks on for takeoff and landing." and rear seat must not be occupied."

Models 170A and 170B (Seaplanes)

"Retract Water Rudder During Takeoff and Landing."

Model 170B Seaplane

"Intentional Spins Prohibited" (Normal and Utility Categories)

(b) The following placard must be displayed in the baggage compartment:

"Maximum Baggage 120 lb. For additional loading instructions see Weight and Balance Data."

(c) The following placard must be displayed in front of and in clear view of the pilot for those aircraft with Items Nos. 208(g) and 208(h) installed:

"Do not extend or retract skis while in motion on the ground."

.....END.....