

# 180 SUPERHAWK

**STC SA-703-GL PACKING SLIP  
FOR A/C 17267585 THROUGH 17271034  
(1977 & 1978 N MODEL)**

- 1 SuperHawk Propeller
- 1 Prop Spacer
- 1 Prop Log Book
- 1 Oil Door Modification Drawing #1723
- 1 Power Chart
- 2 SuperHawk Stickers
- 1 Placard "Maximum Flap Travel 30 Degrees"
- 1 Instrument Panel Marking Placard
- 1 STC Installation Instructions
- 1 SA-703-GL Supplemental Type Certificate
- 1 SuperHawk Supplement to the Pilot's Operating Handbook and FAA Approved Flight Manual

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FAA APPROVED  
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL

FOR

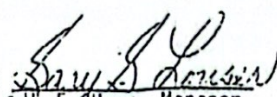
CESSNA 172N

REG. NO. N7336K

SER. NO. 17268283

This Supplement must be carried in the aircraft when it is modified by the installation of a 180 HP engine and the gross weight is increased in accordance with STC SA703GL. The information contained herein supplements or supersedes the basic placards and markings only in those areas listed.

FAA APPROVED:

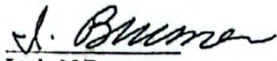
  
for W. F. Horn, Manager  
Chicago Aircraft  
Certification Office  
FAA Central Region

DATE: June 11, 1985

Page 1 of 4

PENN YAN AERO SERVICE INC.  
FAA APPROVED  
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL  
FOR  
CESSNA 172 SERIES AIRCRAFT

LOG OF REVISIONS

<u>Rev.</u> <u>No.</u>	<u>Page</u> <u>No.</u>	<u>Description</u>	<u>FAA Approved</u>	<u>Date</u>
A	4	Added performance information to section 5 for clarification		
		Renumbered pages	 Irwin N Brumer Manager, NYACO	APR 13 1994

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Penn Yan Aero Service, Inc.  
2499 Bath Road, Airport  
Penn Yan, NY 14527-9599

Supplemental Airplane  
Flight Manual for  
Cessna 172N

#### SECTION I - Limitations

- A. The following placard must be displayed in full view of the pilot:

THIS AIRCRAFT HAS BEEN MODIFIED BY THE INSTALLATION OF A 180 HP  
ENGINE PER STC SA703GL. IT MUST BE OPERATED AS A NORMAL CATEGORY  
AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS AS STATED  
IN THE FORM OF PLACARDS, MARKINGS AND MANUALS.

- B. For the N model aircraft the following placard must be displayed  
adjacent to the flap position selector switch:

MAXIMUM FLAP TRAVEL IS 30°

- C. The following limits apply to the normal category only.

Maximum Gross Weight - 2550 lbs.

C.G. Range - 41.0" to 47.3" at 2550 lbs.

35.0" to 47.3" at 1950 lbs. or less

Straight line variation between points given.

FAA APPROVED  
DATED: JUN 11 1985

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Section 3      Emergency Procedures

NO CHANGE

Section 4      Normal Procedures

NO CHANGE

Section 5      Performance

Performance of the Cessna 172 series aircraft, when it is modified by the installation of a 180 HP engine and the gross weight is increased, in accordance with STC SA703GL, will be equal to or better than the basic airplane

CAUTION:

The fuel consumption and range/endurance information originally presented for this model do not apply to this STC modification; increased fuel consumption and reduced range/endurance can be expected with the 180 hp engine installed.

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DATE:

Revised: APR 13 1984

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CURVE NO. 13357

FUEL FLOW vs. PERCENT RATED POWER  
AVCO LYCOMING O-360, 180HP SERIES

COMPRESSION RATIO  
SPARK ADVANCE

8.50:1  
25° BTC

FUEL FLOW - U.S. GAL./HR.

16

14

12

10

8

6

MINIMUM ALLOWABLE FUEL FLOW

50

60

70

80

90

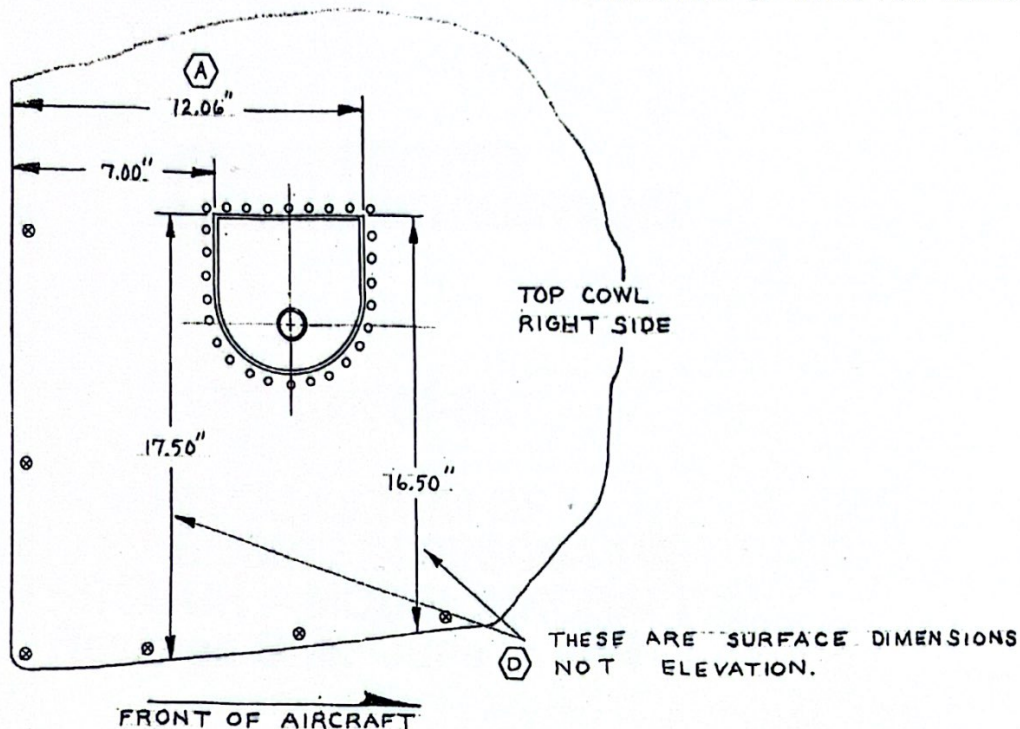
100

PERCENT RATED POWER



REMOVE EXISTING DOOR ASSEMBLY.  
 USE REINFORCING PLATE AS REMOVED  
 FOR A TEMPLATE TO PROVIDE ORIGINAL  
 RIVET SPACING. INSTALL  
 MS20426AD-4-4 RIVETS AS REQUIRED.  
 REF. 43.13-1A SECTION 3.

RELOCATE DOOR AS SHOWN. TRACE  
 AROUND DOOR TO OBTAIN OPENING  
 SIZE. ALLOW  $\frac{1}{32}$ " GAP AROUND  
 PERIMETER OF DOOR FOR CLEARANCE.



# REVISION INDEX.

REV.	DESCRIPTION:	DATE	INT.
A	ADDITION OF 12.06" DIMENSION FOR LOCATION OF OIL DOOR.	11-84	SAS
B	CHANGED DRAWING FROM HALF TO QUARTER SCALE.	1-86	SAS
C	CLARIFIED TITLE OF DRAWING.	1-86	SAS
D	NOTE ADDED FOR CLARIFICATION.	1-86	SAS
E			

PENN. YAN AERO SERVICE, INC.	
CESSNA 172N MODEL ONLY.	
RELOCATION OF OIL DOOR.	
SCALE = QUARTER	PAGE 1 of 1.
TOLERANCE .0312"	DRAWING # 1723
BY: STEVEN A. SMART	DATE 5-16-83