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POH Supplement for  
Cessna Model 172P

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FAA APPROVED  
PILOTS OPERATING HANDBOOK SUPPLEMENT  
FOR

CESSNA MODEL 172P  
Reg. No. N51840  
Serial No. 17274359

This supplement must be attached to the Pilot's Operating Handbook dated \_\_\_\_\_, when Baumann BF2550A floats are installed in accordance with STC SA01815CH. The information contained herein supersedes or supplements the basic handbook only in those areas listed herein. For limitations, procedures and performance information not contained in this supplement, consult the basic Pilot's Operating Handbook.






FAA APPROVED: *J. J. Myers*  
Manager, Small Airplane Directorate  
Chicago Aircraft Certification Office.

Date: 10 JAN 2005

LANDING GEAR ACTUATION STRUTS - MANUFACTURER (PTM) AEROSPACE HYDRAULICS  
NEW RICHMOND WI 715-246-6276

FAA APPROVED: 10 JAN 2005

REVISION CONTROL SECTION

REV.	DATE	PAGES AFFECTED	REMARKS	APPROVAL
NONE	02/25/03	ALL	Original Issue	
A	03/15/04	ALL	Increased gross weight to 2500 lbs. on eligible Cessna models 172 B thru L with engines modified by STC's SA807CE, SA00461SE, SA564NE, SA4428SW, SA293NW or SA340NW. Increased gross weight to 2550 lbs. on eligible Cessna models 172M thru P with engines modified by STC's SA00461SE, SA807CE, SA546NE, SA293NW or SA340NW. Updated address to 10-1 Airport Road.	
B	03/19/04	5, 6, & 18	Added note to weight and balance For removal of landing gear.	
C	08/11/04	3 thru 20	Correct typographical errors for STC SA340W to SA340NW. Added gross weight envelope chart @2499 gross weight, added 172I, K, L to 2350 gross charts.	
D	12/21/04	2 thru 6 & 16 thru 20	Corrected weight and balance limitations, placard and C.G. chart applicability descriptions for aircraft equipped with various STC'd engine modifications.	

## SECTION 1: GENERAL

This supplement, applicable to Cessna Model 172P S/N 17274359 equipped with Baumann Model BF2550A floats in accordance with STC SA01815CH, provides the information and limitations not included in the basic Pilot's Operating Handbook.

## SECTION 2: LIMITATIONS

The limitations shown in the basic Pilot's Operating Handbook for the landplane are applicable to this installation with the following exceptions;

Maximum gross weight (amphibian) -- 2350 Lbs. for 172I, 172K, 172L, 172M, 172N, 172P, 175 & (175 modified by STC SA293NW)

2350 Lbs. for 172R (with McCauley 1A200WFA propeller)

2450 Lbs. for 175A & (175A modified by STC SA293NW)

2499 Lbs. for 172 D thru P (with engines modified by STC SA340NW.)

2500 Lbs. for 172B thru L (with engines modified with eligible STC'd Lycoming O-360 series engines), 175 & 175A (with engines modified by STC SA00461SE.)

2550 Lbs. for 172Q, 172S (with McCauley 1A200WFA propeller), R172K, R172K (with engines modified by STC SA1437CE and SE1436CE.) Cessna 172M, N, P (with eligible STC'd Lycoming O-360 series engines)

Note: Eligible engine STC numbers are as Follows; SA332GL, SA703GL, SA4428SW, SA2196CE, SA420CE, SA647CE, SA807CE, SA00461SE, SA564NE, SA293NW and SA340W are applicable to the Cessna model 172 series. STC numbers SA00461SE and SA293NW are applicable to the Cessna model 175 series. STC numbers SA1437CE and SA1436CE are applicable to the Cessna R172K series.

Center-of-Gravity limits (amphibian)  
39.5" to 45.5" at 2550 pounds  
36.4" to 45.5" at 1825 pounds

39.5" to 45.5" at 2500 pounds  
36.4" to 45.5" at 1825 pounds

39.5" to 45.5" at 2499 pounds  
36.4" to 45.5" at 1825 pounds

39.5" to 45.5" at 2450 pounds  
36.4" to 45.5" at 1825 pounds

39.5" to 45.5" at 2350 pounds

36.4" to 45.5" at 1825 pounds

Straight line variation between points given.

Propeller Limits: (amphibian)

McCauley 1A200DFA --

Static RPM at maximum permissible throttle setting:

Not over 2200, not under 2100.

No additional tolerance permitted

Diameter:

Not over 82 inches, not under 78 inches.

McCauley 1A200WFA --

Diameter:

Not over 82 inches, Not under 82 inches.

Pitch:

Not under 43 inches, not over 44 inches.

McCauley 2A34C203/90DCA-10 -- Diameter:

Not over 80 inches, Not under 78.5 inches.

Pitch: (at 30 inch station)

low = 11.3°, High = 24.8° (standard)

low = 9.8° +.0 - .1, High 25.0° ± .1 (with SA1437CE  
and SE1436CE modification)

#### NOTE:

The empty weight and empty weight moment of the airplane with Baumann BF2550A amphibious floats should be used in Section 6 (Weight and Balance) of the Pilot's Operating Handbook to calculate airplane loadings. The loading limits shown on pages 15 through 18 of this supplement should be used instead of those listed in the basic Handbook.

The following placard is installed instead of the equivalent factory installed placard:

- 1) Cessna 172 I, K, L, M, N, P, R, 175 & 175 modified by STC SA293NW: (P/N P-10023)

#### FLOATPLANE

This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.

#### MAXIMUMS

Maneuvering speed	110 mph (CAS) (96 knots)
Gross weight	2350 lbs.
Flight load factor	Flaps up +3.8, -1.52
	Flaps down +3.0

WATER RUDDER: Extended for taxi; retract for takeoff, flight and landing.

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 200 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR) (as applicable)

- 2) Cessna 175A & 175A modified by STC SA293NW: (P/N P-10029)

**FLOATPLANE**

This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.

MAXIMUMS

Maneuvering speed	105 knots	
Gross weight	2450 lbs.	
Flight load factor	Flaps up	+3.8, -1.52
	Flaps down	+3.0

WATER RUDDER: Extended for taxi; retract for takeoff, flight and landing.

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 250 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR) (as applicable)

- 3) Cessna 172D thru P with engines modified by STC's SA340NW. (P/N P-10031)

**FLOATPLANE**

This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.

MAXIMUMS

Maneuvering speed	105 knots	
Gross weight	2499 lbs.	
Flight load factor	Flaps up	+3.8, -1.52
	Flaps down	+3.0

WATER RUDDER: Extended for taxi; retract for takeoff, flight and landing.

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 250 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR) (as applicable)



- 4) Cessna 172B thru L applicable with engines modified as stated by STC's, SA332GL, SA703GL, SA4428SW, SA2196CE, SA420CE, SA647CE, SA807CE, SA00461SE or SA546NE. Cessna models 175 & 175A with engines modified by STC SA00461SE. (P/N P-10024)

#### FLOATPLANE

This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.

#### MAXIMUMS

Maneuvering speed	105 knots	
Gross weight	2500 lbs.	
Flight load factor	Flaps up	+3.8, -1.52
	Flaps down	+3.0

WATER RUDDER: Extended for taxi; retract for takeoff, flight and landing.

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 250 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:  
(DAY - NIGHT - VFR - IFR) (as applicable)

- 5) Cessna 172S with McCauley 1A200WFA propeller and 172 Q with McCauley 1A200DFA propeller. Cessna 172 M, N, P applicable with engines modified by as stated by STC's; SA332GL, SA703GL, SA4428SW, SA2196CE, SA420CE, SA647CE, SA807CE, SA00461SE or SA564NE. Cessna R172K and R172K modified with STC SA1437CE and SE1436CE. (P/N P-10025)

#### FLOATPLANE

This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.

#### MAXIMUMS

Maneuvering speed	105 knots	
Gross weight	2550 lbs.	
Flight load factor	Flaps up	+3.8, -1.52
	Flaps down	+3.0

WATER RUDDER: Extended for taxi; retract for takeoff, flight and landing.

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 250 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR) (as applicable)

- 4) Cessna 172B thru L applicable with engines modified as stated by STC's, SA332GL, SA703GL, SA4428SW, SA2196CE, SA420CE, SA647CE, SA807CE, SA00461SE or SA546NE. Cessna models 175 & 175A with engines modified by STC SA00461SE. (P/N P-10024)

**FLOATPLANE**

This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.

MAXIMUMS

Maneuvering speed	105 knots	
Gross weight	2500 lbs.	
Flight load factor	Flaps up	+3.8, -1.52
	Flaps down	+3.0

**WATER RUDDER:** Extended for taxi; retract for takeoff, flight and landing.

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 250 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:  
(DAY - NIGHT - VFR - IFR) (as applicable)

- 5) Cessna 172S with McCauley 1A200WFA propeller and 172 Q with McCauley 1A200DFA propeller. Cessna 172 M, N, P applicable with engines modified by as stated by STC's; SA332GL, SA703GL, SA4428SW, SA2196CE, SA420CE, SA647CE, SA807CE, SA00461SE or SA564NE. Cessna R172K and R172K modified with STC SA1437CE and SE1436CE. (P/N P-10025)

**FLOATPLANE**

This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.

MAXIMUMS

Maneuvering speed	105 knots	
Gross weight	2550 lbs.	
Flight load factor	Flaps up	+3.8, -1.52
	Flaps down	+3.0

**WATER RUDDER:** Extended for taxi; retract for takeoff, flight and landing.

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 250 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR) (as applicable)



- 6) In clear view of pilot:  

Floatplane Max. Flaps 30° (P/N P-10027 or equivalent)

WATER RUDDER ALWAYS UP EXCEPT WATER TAXIING  
(P/N P-10014 or equivalent)
- 7) Located near retract hook:  

WATER RUDDER RETRACT HOOK (P/N P-10016)
- 8) Located near hand pump selector as per installation print no. BF-2550A-001:  

UP, DN, OFF (P/N P-10000, P-10001 & P-10002)
- 9) Red arrow on hand pump selector handle as per installation print no. BF-2550A-001:  
(P/N P-10011)
- 10) Located near gear switch:  

GEAR UP, GEAR DN (P/N P-10003 & P10004)
- 11) On gear indicator panel:  

UP, DN, IN (P/N P-10005, P-10006 & P-10007)  
TRANSIT
- 12) The following placards are in the cockpit located on the instrument panel near associated circuit breakers:  

GEAR SWITCH (by 5 amp breaker for gear switch) (P/N P-10008)

GEAR IND (by 3 amp breaker for gear indicator) (P/N P-10009)

GEAR PUMP (by 30 amp breaker for gear motor) (P/N P-10010)
- 13) On top deck of float as per installation print no. BF-2550A-001:  

LAND (P/N P-10017)

WATER (P/N P-10018)
- 14) In Baggage Area:  

CHECK HYDRAULIC FLUID LEVEL (P/N P-10030)

### SECTION 3. EMERGENCY PROCEDURES

The emergency procedures listed in the Pilot's Operating Handbook are generally applicable to the airplane equipped with Baumann model BF2550A amphibious floats. The additional or changed procedures specifically required for operation of the Cessna Model 172 series, 175 & R172K equipped with Baumann Floats model BF2550A amphibious floats are presented in this section.

**WARNING!**

There is no substitute for proper and complete pre-flight planning habits and their continual review in minimizing emergencies. Be thoroughly knowledgeable of hazards and conditions, which represent potential dangers, and be aware of the capabilities and limitations of the airplane.

**ENGINE FAILURE DURING TAKEOFF RUN**

- |    |                  |                      |
|----|------------------|----------------------|
| 1) | Throttle:        | IDLE                 |
| 2) | Control Wheel:   | FULL AFT             |
| 3) | Mixture:         | IDLE CUT-OFF         |
| 4) | Ignition Switch: | OFF                  |
| 5) | Master Switch:   | OFF                  |
| 6) | Brakes:          | APPLY (ON LAND ONLY) |
| 7) | Water rudders:   | DOWN (ON WATER ONLY) |

**ENGINE FAILURE AFTER TAKE OFF & DURING FLIGHT -- ON WATER**

- 1)      Airspeed:                      65 KIAS (Best Glide)

**NOTE:**

While gliding toward a suitable landing area an effort should be made to identify the cause of the failure. Upon finding suitable landing area, proceed as follows:

- |     |                        |   |
|-----|------------------------|---|
| 2)  | Flaps:                 | 30°   |
| 3)  | Landing Gear:          | UP -- CHECK VISUALLY -- Red mark in WATER indicator holes in top deck of each float |
| 4)  | Gear Indicator Lights: | BLUE (Check On)   |
| 5)  | Mixture:               | IDLE CUT-OFF  |
| 6)  | Fuel Valve:            | OFF   |
| 7)  | Ignition Switch:       | OFF   |
| 8)  | Water Rudders:         | CHECK -- UP   |
| 9)  | Doors:                 | UNLATCH PRIOR TO APPROACH   |
| 10) | Touchdown:             | NOSE UP   |
| 11) | Elevator:              | HOLD FULL UP as amphibian decelerates   |

**ENGINE FAILURE AFTER TAKE OFF & DURING FLIGHT -- ON LAND**

- 1)      Airspeed:                      65 KIAS (Best Glide)

**NOTE:**

While gliding toward a suitable landing area an effort should be made to identify the cause of the failure. Upon finding suitable landing area, proceed as follows:

- |    |                        |   |
|----|------------------------|---|
| 2) | Flaps:                 | 30°   |
| 3) | Landing Gear:          | DOWN -- for Smooth terrain -- CHECK VISUALLY -- Red mark in LAND indicator holes in top deck of each float<br>UP -- for rough Terrain --CHECK VISUALLY -- Red mark in WATER indicator holes in top deck of each float |
| 4) | Gear Indicator Lights: | GREEN (Check On) -- smooth terrain<br>BLUE (Check On) -- rough terrain  |

- 5) Mixture: IDLE CUT-OFF
- 6) Fuel Valve: OFF
- 7) Ignition Switch: OFF
- 8) Water Rudders: UP
- 9) Doors: UNLATCH PRIOR TO APPROACH
- 10) Touchdown: NOSE UP
- 11) Elevator: HOLD FULL UP as amphibian decelerates

### LANDING GEAR MALFUNCTION PROCEDURES

#### LANDING GEAR FAILS TO RETRACT OR EXTEND

- 1) Battery Switch: CHECK -- ON
- 2) Landing Gear Switch: RECHECK IN DESIRED POSITION
- 3) Landing Gear  
Circuit Breaker: CHECK -- IN
- 4) Gear Indicator Lights: CHECK -- BLUE for gear UP  
CHECK -- GREEN for gear DOWN
- 5) Gear Position: CHECK VISUALLY --  
DOWN -- Red mark in LAND indicator holes in top  
deck of each float  
UP -- Red mark in WATER indicator holes in top deck  
of each float

#### If gear still in improper position:

- 6) Landing Gear Switch: RECYCLE SWITCH
- 7) Landing Gear Motor: CHECK -- Red light ON
- 8) Gear Indicator Lights: CHECK -- BLUE for gear UP  
-- GREEN for gear DOWN
- 9) Gear Position: CHECK VISUALLY --  
DOWN -- Red mark in LAND indicator holes in top  
deck of each float  
UP -- Red mark in WATER indicator holes in top deck  
of each float
- 10) Airspeed: REDUCE to minimize air loads on gear

#### If pump is running intermittently, or gear is not moving:

- 11) Landing Gear  
Circuit Breaker: PULL OUT
- 12) Landing Gear Switch: DESIRED POSITION
- 13) Emergency Hand  
pump Selector Valve: PLACE IN SAME POSITION as Landing Gear Switch

#### NOTE:

Emergency Hand Pump Selector Valve must be aligned for the same position as the landing gear switch or pump will run continuously and gear position will not change.

- 14) Landing Gear  
Circuit Breaker: PUSH IN
- 15) Landing Gear Motor: CHECK -- Red light ON

- 16) Gear Indicator Lights: CHECK -- BLUE for gear UP  
CHECK -- GREEN for gear DOWN
- 17) Gear Position: CHECK VISUALLY --  
DOWN -- Red mark in LAND indicator holes in top  
deck of each float  
UP -- Red mark in WATER indicator holes in top deck  
of each float

If gear motor is inoperative or gear is still not in desired position:

- 18) Landing Gear  
Circuit Breaker: PULL OUT
- 19) Landing Gear Switch: DESIRED POSITION
- 20) Emergency Hand Pump  
Selector Valve: SELECT DESIRED POSITION
- 21) Emergency Hand Pump: PUMP until resistance becomes heavy (may be as many  
as 120 cycles)
- 22) Gear Indicator Lights: CHECK DESIRED LIGHTS (BLUE UP or GREEN  
DOWN -- ILLUMINATED)
- 23) Gear Position: CHECK VISUALLY --  
DOWN -- Red mark in LAND indicator holes in top  
deck of each float  
UP -- Red mark in WATER indicator holes in top deck  
of each float

**WARNING!**

**DO NOT LAND ON WATER UNLESS GEAR IS FULLY RETRACTED**

**GEAR UP OR PARTIALLY EXTENDED -- LAND ON LAND (ONLY)**

- 1) Seats, Seat Belts,  
Shoulder Harness: SECURE
- 2) Runway: SELECT longest smooth ground or grass surface  
available
- 3) Gear Switch: UP to permit partially extended gear to retract and  
maintain level attitude during ground run
- 4) Wing Flaps: 30°
- 5) Airspeed: 55 KIAS
- 6) Doors: UNLATCH PRIOR TO TOUCHDOWN
- 7) Master Switch: OFF
- 8) Touchdown: LEVEL with MINIMUM SINK
- 9) Control Wheel: FULL AFT (after touchdown)
- 10) Mixture: IDLE CUT OFF (after touchdown)
- 11) Fuel: OFF (after touchdown)

**SECTION 4: NORMAL PROCEDURES**

**PREFLIGHT INSPECTION**

- 1) Inspect the floats, struts, cables, pulleys and fittings for loose hardware, dents, scratches, fraying  
cables and attachment to the aircraft.

- 2) Remove the pumpout plugs from the floats and pump out any accumulation of water in each compartment. Reinstall pumpout plugs with enough pressure for a snug fit.
- 3) Inspect water rudders for proper operation, freedom of movement and correct rigging.
- 4) Check for the approved Airplane Flight Manual and Amphibian Approved Flight Manual Supplement – Available in the airplane.
- 5) Life vests available for all crewmembers and passengers on board.
- 6) Visually inspect fluid level of hydraulic pump reservoir located in aft baggage compartment. Fill with MIL-H-5606 fluid if necessary.

#### BEFORE STARTING ENGINE

- 1) Water Rudder Operation: CHECK VISUALLY
- 2) Water Rudders: DOWN for taxiing on water (handle relaxed to airplane floor).  
UP for taxiing on land (handle stowed on hook)
- 3) Make sure you are CLEAR before starting engine

#### BEFORE TAKEOFF -- ON LAND

- 1) Landing Gear: DOWN -- CHECK VISUALLY -- Red mark in LAND indicator holes in top deck of each float and GREEN down light in gear indication panel
- 2) Life vests: Easily accessible for each crewmember or passenger
- 3) Parking Brake: OFF
- 4) Trim control: SET for takeoff
- 5) Carburetor heat: COLD
- 6) Propeller Control: IN (Full Increase)
- 7) Mixture: RICH (or lean for smooth operation above 3000 feet)
- 8) Water Rudders: UP
- 9) Flaps: 10° to 20°

#### TAKEOFF -- ON LAND

##### NORMAL TAKEOFF -- ON LAND

- 1) Throttle: FULL
- 2) Rotate for Lift-off 55 KIAS
- 3) Climb Speed 70 to 80 KIAS
- 4) Wing Flaps UP after all obstacles are cleared
- 5) Landing Gear RETRACT UP -- CHECK VISUALLY -- Red mark in WATER indicator holes in top deck of each float and BLUE up light in gear indication panel

##### MAXIMUM PERFORMANCE -- ON LAND

See Normal Takeoff -- Except use 30° flaps and apply and hold brakes while throttle and mixture are set

##### BEFORE TAKEOFF -- ON WATER

- 1) Landing Gear: UP -- CHECK VISUALLY -- Red mark in WATER indicator holes in top deck of each float and BLUE up light in gear indication panel

- 2) Life vests: Easily accessible for each crewmember or passenger.
- 3) Parking Brake: OFF
- 4) Trim control: SET for takeoff
- 5) Carburetor heat: COLD
- 6) Propeller Control: IN (Full Increase)
- 7) Mixture: RICH (or lean for smooth operation above 3000 feet)

**TAKEOFF -- ON WATER**

**NORMAL TAKEOFF -- ON WATER**

- 1) Water Rudders: UP

**NOTE:**

Water rudders may be needed in a crosswind takeoff, until there is rudder control.

- 2) Wing Flaps: 10 to 15 degrees
- 3) Control Wheel: HOLD FULL AFT
- 4) Power: Advance the THROTTLE slowly to full throttle or MAX. RPM
- 5) Control wheel: MOVE FORWARD gently, when bow wave moves aft of wing strut, to attain planing attitude (on the step)
- Control wheel: Apply light BACK PRESSURE to lift off (55 KIAS)

**NOTE:**

To reduce takeoff water run, the technique of raising one float out of the water may be used.

- 7) Wing flaps: UP after obstacles are cleared
- 8) Climb Speed: 70 to 80 KIAS

**MAXIMUM PERFORMANCE TAKEOFF -- ON WATER**

See Normal Takeoff

**BEFORE LANDING -- ON LAND**

- 1) Landing Gear: DOWN -- CHECK VISUALLY -- Red mark in LAND indicator holes in top deck of each float
- 2) Gear Indicator Lights: GREEN (Check On)
- 3) Water Rudders: UP
- 4) Wing Flaps: AS DESIRED
- 5) Airspeed: Flaps UP (0°) 60 to 70 KIAS  
Flaps DOWN (10° to 30°) 55 to 65 KIAS

**LANDING -- ON LAND**

- 1) Touchdown: MAIN WHEELS FIRST
- 2) Landing Roll: LOWER NOSE WHEEL GENTLY
- 3) Brakes: MINIMUM REQUIRED

**BALKED LANDING -- ON LAND**

- 1) Power: FULL
- 2) Carburetor heat: COLD
- 3) Propeller Control: IN (Full Increase)
- 4) Mixture: RICH (or lean for smooth operation above 3000 feet)
- 5) Flaps: RETRACT TO 20°

**BEFORE LANDING -- ON WATER**

- 1) Landing Gear: UP -- CHECK VISUALLY -- Red mark in WATER indicator holes in top deck of each float
- 2) Gear Indicator Lights: BLUE (Check ON)
- 3) Water Rudders: UP
- 4) Wing Flaps: AS DESIRED
- 5) Airspeed: Flaps UP (0°) 60 to 70 KIAS  
Flaps DOWN (10° to 30°) 55 to 65 KIAS

**LANDING -- ON WATER**

- 1) Touchdown: NOSE UP (Slightly tail low)
- 2) Control Wheel: HOLD FULL AFT as floatplane decelerates to slow taxi speed
- 3) Flaps: 0° (After touchdown)
- 4) Water Rudders: DOWN (after amphibian slows to taxi speed)

**NOTE:**

With forward loading, a slight nose-down pitch may occur if the elevator is not held full UP (stick full aft) as floatplane comes down off step to slow taxi speed.

**BALKED LANDING -- ON WATER**

- 1) Power: FULL
- 2) Carburetor heat: COLD
- 3) Propeller Control: IN (Full Increase)
- 4) Mixture: RICH (or lean for smooth operation above 3000 feet)
- 5) Flaps: RETRACT TO 20°

**AFTER LANDING -- ON LAND & WATER**

- 1) Flaps: UP
- 2) Carburetor Heat: COLD

**SECURING AIRCRAFT**

- 1) Radios & Electrical: OFF
- 2) Mixture: IDLE CUT OFF
- 3) Ignition Switch: OFF
- 4) Master Switch: OFF
- 5) Fuel selector: OFF -- to prevent cross-feeding and to ensure maximum fuel capacity when refueling
- 6) Water rudders: CHECK -- UP
- 7) Control Lock: INSTALL
- 5) Secure Aircraft: Tie to Buoy, dock or ramp

## SECTION 5: PERFORMANCE

The performance information in the basic Pilot's Operating Handbook for the landplane is not applicable to the Cessna model 172P equipped with Baumann BF2550A amphibious floats.

There will be a small difference in the rate-of-climb.

## SECTION 6: WEIGHT AND BALANCE

### WARNING!!

It is the responsibility of the owner and pilot to ensure that the amphibian is loaded properly. Operation outside of prescribed weight and balance limitations could result in an accident and serious or fatal injury.

The airplane equipped with Baumann BF2550A amphibious floats must be loaded within the center of gravity moment envelope or the aircraft weight versus C.G. location chart on pages 15 through 18 of this supplement. Baumann Model BF2550A Amphibious float installation weight is as follows:

<u>Item</u>	<u>Weight</u>	<u>Arm</u>
<b>ADD</b>		
BF2550A Amphibious Floats	418.0 lbs.	37.81"
P/N 2521 Rudder bar & P/N 2122 springs	1.0 lb.	229.0 "
P/N A-136 or A-136 Electro/hydraulic pump assembly	12.5 lbs.	112.5 "
Hand Pump Assembly	3.5 lbs.	33.0 "
P/N A112 Selector Switch Assembly & Circuit Breakers	1.0 lb.	17.5 "
<b>REMOVE</b>		
Main Gear	-( 85.0)	( 58.2)
Nose Gear	-( 35.0)	( -6.8)

## SECTION 7: AIRPLANE AND SYSTEMS DESCRIPTIONS

The floatplane is identical to the landplane with the following exceptions;

- 1) Floats incorporating a water rudder steering system, replace the landing gear. A water rudder retraction handle, connected to the dual water rudders by cables and pulleys is located on the cabin floor.
- 2) Additional fuselage structure is added to support the float installation.
- 3) An additional structural V-brace is installed between the top of the glareshield and the wing root.
- 4) Wing flap limit switches or notches are adjusted to restrict the maximum flap travel to 30°.
- 5) The fuel strainer is modified for floatplane use.
- 6) The standard propeller is replaced with a propeller of larger diameter and flatter pitch.
- 7) A lower cowl cooling lip has been added for better engine cooling.
- 8) Hoisting provisions are provided to the top of the fuselage.
- 9) Fueling steps and assist handles are mounted on the forward fuselage and steps are mounted on the wing struts to aid in refueling the floatplane.
- 10) Amphibian placards are added.
- 11) Ventral fin installed on Cessna R172K, 172 A thru P, 175 & 175A when STC'd engines SA293NW, SA340NW, SA807CE or SA00461SE (with O-360A-1A or O-360A-ID) are installed.



Baumann Floats LLC.  
10-1 Airport Road  
New Richmond, WI 54017

POH Supplement for  
Cessna Model C172P

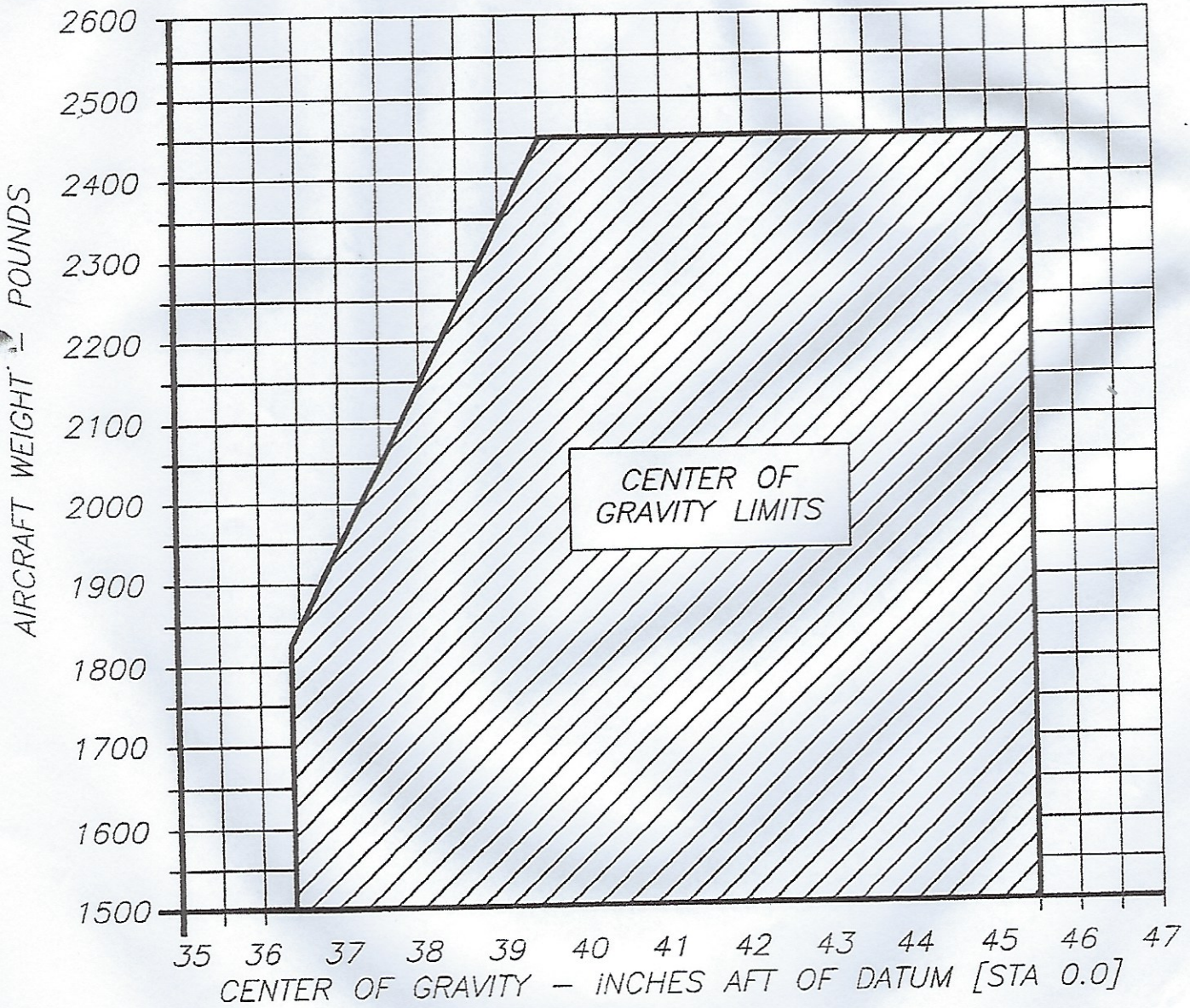
- 12) Retractable landing gear with electro/hydraulic power pack and manual hand pump back up have been added.
- 13) Nose wheels are full swiveling and independent left and right main brakes are used for steering.

#### **SECTION 8: HANDLING, SERVICING AND MAINTENANCE**

Handling, cleaning, service and maintenance of the amphibian should be accomplished as suggested in the Baumann Model BF2150A, BF2550A & BF2750A Amphibious Floats Installation Service Manual in conjunction with Cessna's Instructions for Continued Airworthiness.

CENTER OF GRAVITY ENVELOPE

CESSNA MODELS 175A & 175A MODELS  
MODIFIED BY STC SA293NW EQUIPPED WITH  
BAUMANN MODEL BF2550A FLOATS



### CENTER OF GRAVITY ENVELOPE

CESSNA MODELS 172 D THRU P WITH ENGINES MODIFIED BY STC  
SA340NW EQUIPPED WITH BAUMANN FLOATS MODEL BF2550A FLOATS.

