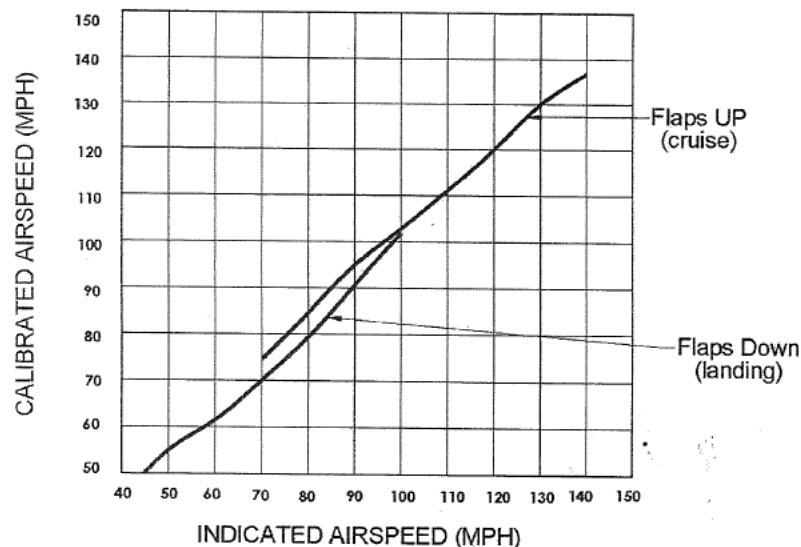


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TAKEOFF AND LANDING PERFORMANCE - SEAPLANE provided in the Basic Flight Manual Appendix, Page IV must be adjusted as follows:

Correction Factor	Gross Wt. 5090 lbs or less	Gross Wt. Between 5090 & 5370 lbs	Gross Wt. Between 5370 & 5600 lbs
Water Run	None	Add 15%	Add 30%
Takeoff to 50 Ft. ⁽¹⁾	Add 50%	Add 70%	Add 90%
Landing Run From 50 feet	Add 5%	Add 10%	Add 20%

(1) These distances are based on current take-off procedures; airspeed at 50 Ft. is 80mph IAS.

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FAA APPROVED

SUPPLEMENTAL AIRPLANE FLIGHT MANUAL FOR

DeHavilland DHC-2 Mk I Piston Beaver

Equipped With AEROCET 5850 Seaplane Floats

Option included for:

SA00299NY, Viking Increase Gross Weight to 5600

SA01324CH, Wipaire Increase Gross Weight to 5600

SA4025NM, Kenmore Increase Gross Weight to 5370

SA01228SE, American Aero-Motives Extended Engine Mount

Registration No. _____

Serial No. _____

The information contained in this document is FAA approved material which must be applied together with the basic FAA approved airplane placards, markings and FAA approved Airplane Flight Manual. This supplemental manual must be carried in the airplane when it is modified by the installation of the Aerocet Model 5850 seaplane floats in accordance with Supplemental Type Certificate (STC) No. SA01722SE. The information contained in this document supersedes the basic airplane markings, placards and Flight Manual covered in the items contained herein. For Limitations, Procedures, and Performance information not contained in this supplement, consult the basic airplane markings and placards, and Flight Manual plus any applicable increased gross weight STC's Flight Manual Supplements.

FAA Approved: _____

_____, Manager, Seattle Aircraft Certification Office

Date: 11/9/2010

NOV 9 2010

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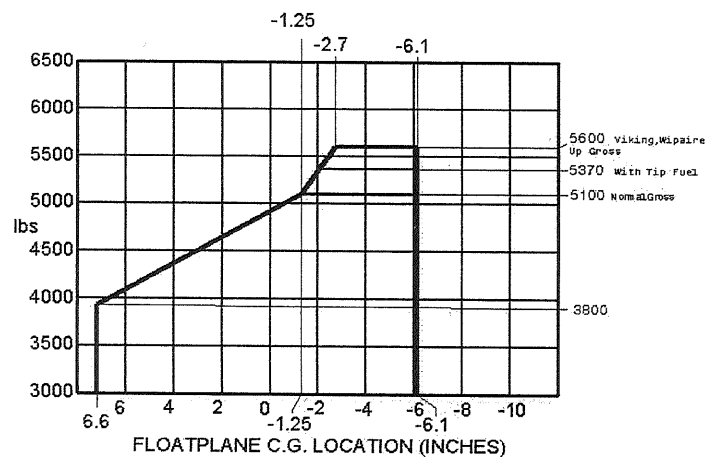
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CENTER OF GRAVITY LIMITS:

Center of Gravity Range: See following CG diagram, the stock Beaver CG range does not change. For the increased gross weight STCs, the CG range is limited to: FWD +6.6 at 3800, -1.25 at 5090 lbs, to -2.7 at 5600 lbs, AFT -6.1 from 5090 to 5600 lbs, straight line variation between points. The float step is 13.67 aft of the aircraft datum; aircraft datum is + forward.



AIRSPEED LIMITS:

No Change.

AIR SPEED INDICATOR MARKINGS:

No Change. (See airspeed calibrations in Appendix section, below.)

STALL SPEEDS

Stall Speeds - Flaps "Landing":
 46 mph IAS at 5100 lbs
 48 mph IAS at 5370 lbs
 49 mph IAS at 5600 lbs

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SECTION 1. GENERAL

This supplemental manual, applicable to those DeHavilland DHC-2 Mk I airplanes equipped with Aerocet Model 5850 Seaplane Floats, provides information and limitations not included in the Basic Flight Manual or approved markings and placards.

SECTION 2. NORMAL PROCEDURES: (NOTE: these items supplement the basic flight manual normal procedures- be sure to follow those procedures except as noted below)

BEFORE ENTERING FLOATPLANE

1. Inspect the floats and attachment for dents, cracks, punctures, etc.
2. Remove rubber plugs (which serve as stoppers on the standpipe in each float compartment) and pump out any accumulation of water. Reinstall rubber stoppers with enough pressure for a snug fit. (If there is an excess of water, investigate the leakage)
3. Inspect locker door latches – DETENTS ENGAGED, LATCHES TURNED CLOCKWISE TO STOPS.

NOTE:

An un-latched locker bay door will cause a howl and may bang against the float struts during flight. Aircraft should be returned to field in normal fashion to avoid potential damage, and to assess any possible problems. However, as with any situation, "FLY THE AIRCRAFT!" rather than make a rash decision. It is likely that little or no damage will occur to locker door.

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SECTION 3. EMERGENCY PROCEDURES:

Emergency procedures in the FAA approved airplane placards and/or Flight Manual generally apply except for airspeeds which may be different.

EMERGENCY LANDINGS ON WATER should be done with water rudders up, aircraft slightly tail low on touchdown, and control wheel held full aft as the floatplane decelerates on the water.

EMERGENCY LANDINGS ON LAND should be done with water rudders up, aircraft in a level attitude on touchdown, and the control wheel full aft after contact.

If damage occurs to the floats causing compartments to flood, aggressively shift the weight (people & baggage) in the opposite direction of damage in order to balance the aircraft over the buoyant compartments.

SECTION 4. LIMITATIONS

MAXIMUM WEIGHT:

Consult basic flight manual or applicable increased gross weight STC

For SA00299NY, Viking Increase Gross Weight, approved to 5600 lb., (based on displacement)

For SA01324CH, Wipaire Increase Gross Weight, approved to 5600lb.

EMPTY WEIGHT: see actual WT. & balance form for aircraft

BAGGAGE:

IN EACH FLOAT 150 LBS. per compartment

(CAUTION: Assure CG range is proper when loading)

The Float compartments are at the following locations:

Locker 1, Aft, at aircraft datum +11.4 : 150lb = 1710 in lb.

Locker 2, Fwd, at aircraft datum +51.1 : 150lb = 7665 in lb.