

FLINT AERO, INC.  
1942 Joe Crosson Drive  
El Cajon, CA 92020  
Doc No.: FTC934.001 Rev. IR

**FAA APPROVED  
AIRPLANE FLIGHT MANUAL APPENDIX  
TO THE  
SOLOY CORPORATION PILOT'S OPERATING  
HANDBOOK SUPPLEMENT  
AND  
FAA APPROVED AIRPLANE FLIGHT MANUAL  
FOR  
CESSNA U AND TU 206G AND T206H/206H  
EXTENDED WING TIP FUEL TANKS**

**Doc. No.: FTC934.001, REVISION IR**

The information in this Appendix is FAA approved material and must be attached to the Solyo Corporation Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual when the airplane has been modified by the installation of the Flint Aero Extended Wing Tip Fuel Tanks in accordance with STC SA3232NW.

This Appendix is applicable to the Solyo Corporation Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for Cessna U and TU 206G and the Solyo Corporation Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for Cessna T206H/206H, and includes the following airplanes when Flint Aero, Inc. Extended Wing Tip Fuel Tanks have been installed in addition to the Solyo Corporation Turbine Pac (STC SA2353NM):

Cessna TU206G/U206G airplanes U20602589, U20603522 to U20606846, 1985 serial numbers U20606847 to U20606920 and 1986 serial numbers U20606921 to U20607020, and

Cessna 206H airplanes serial numbers 20608001 through 20608059, airplanes serial number 20608092 and subsequent, and serial number 20608060 through 20608091 when Cessna Aircraft Company Accomplishment Instruction AI 206-57-01 is incorporated and

Cessna T206H airplanes serial numbers T20608001 through T20608100, serial number 20608159 and subsequent, and serial number 20608101 through 20608158 when Cessna Aircraft Company Accomplishment Instruction AI 206-57-01 is incorporated.

The information contained herein appends, supplements, or supersedes the Solyo Airplane Flight Manual Supplement only in those areas listed herein. For limitations, procedures, and performance information not contained in this Appendix, consult the Solyo Airplane Flight Manual Supplement and the basic Cessna 206 Airplane Flight Manual.

FAA Approved

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

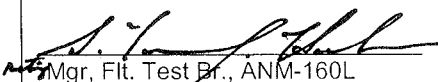
Date: July 20, 2004

<b>FLINT AERO, INC.</b> 1942 Joe Crosson Drive El Cajon, CA 92020 Doc No.: FTC934.001 Rev. IR	Appendix to AFMS for Soloy Turbine converted Cessna Model U AND TU 206G and 206H/T206H Airplanes for Flint Aero, Inc. Extended Wing Tip Fuel Tanks Flint Aero STC SA3232NW and Soloy STC SA2353NM
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**RECORD OF REVISIONS**

This "Record of Revisions" identifies all revisions to this document. When changes to this document are needed, revisions will be issued by the Applicant.

This "Record of Revisions" shall remain in this document at all times. Upon the receipt of revisions, insert the revised page(s) into this document and enter the revision number, revision date, insertion date and signature of person incorporating the revision into the document in the appropriate spaces below.

Revision Number	Pages Affected	Revision Date	FAA Approved By
IR	1-17	July 20, 2004	 Mgr, Flt. Test Br., ANM-160L FAA Los Angeles ACO Transport Airplane Directorate Date: <u>July 20, 2004</u>

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### SECTION I – GENERAL

This Flint Aero, Inc. Appendix to the Approved Flight Manual addresses the operation of the Soloy Corporation Turbine Pac-converted Cessna U AND TU 206G and T206H/206H airplanes (STC SA2353NM) when modified by installation of Flint Aero Wing Tip Fuel Tanks in accordance with STC SA3232NW. With the tips installed, the wing span increases to 39 feet, 0 inches, and the wing area increases to 185 square feet. A maximum takeoff gross weight increase to 3800 pounds is approved when these Wing Tip Fuel Tanks are installed. New performance and CG data for gross weights above 3600 pounds are included herein. The new Performance Specifications are shown in Table 1-1 below.

Table 1-1

PERFORMANCE - SPECIFICATIONS		20,000 FT	10,000 FT	
SPEED	Maximum (VMO)	148 KCAS /149 KIAS		
	Max Cruise Power – Standard Day Conditions	156 KTAS	165 KTAS	
CRUISE	With fuel allowance for engine start, taxi, takeoff, climb and 45 minutes reserve.			
	Max Cruise Power	Range	739 NM	571 NM
	116.8 Gallons usable Fuel	Time	4.6 HRS	3.2 HRS
	Max Cruise Power	Range	674 NM	503 NM
	105.8 Gallons usable Fuel	Time	4.3 HRS	3.1 HRS
CLIMB	Sea Level Std Day Rate of Climb	1080 FPM		
	Service Ceiling	20,000 FT		
TAKEOFF	Sea Level Std Day Ground Roll	652 FT		
	Total Distance Over 50 Ft. Obstacle	1164 FT		
LANDING	Sea Level Std Day Ground Roll	735 FT		
	Total Distance Over 50 Ft. Obstacle	1395 FT		
STALL	Flaps Up, Power Flight Idle	58 KCAS / 49 KIAS		
	Flaps 40°, Power Flight Idle	52 KCAS / 40 KIAS		
MAXIMUM WEIGHT	Ramp	3817 LBS		
	Takeoff	3800 LBS		
	Landing	3600 LBS		
STANDARD EMPTY WEIGHT		2312 LBS		
MAXIMUM USEFUL LOAD		1505 LBS		
BAGGAGE ALLOWANCE (See applicable POH)		120 or 180 LBS		
WING LOADING: lbs./ Sq.Ft.		20.5 PSF		
POWER LOADING lbs./HP		9.1 PPHP		
FUEL CAPACITY (See applicable POH)		110 or 122 GAL		
OIL CAPACITY		9 QTS.		
ENGINE: Soloy Turbine Pac 418 SHP (5 minutes) @ 1810 RPM Model 780-1000-1 312 SHP (Continuous) @ 1810 RPM		Soloy Turbine Pac Model 780-1000-1		
PROPELLER: 3-Bladed, Constant Speed, Diameter		93 to 95 IN		

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The above performance figures are based on the indicated weights, standard atmospheric conditions, level hard-surface dry runways and no wind. They are calculated values derived from the Soloy AFM and flight tests conducted by Flint Aero, Inc., and will vary with individual airplanes and numerous factors affecting flight performance.

Fuel capacity is increased to the values in Table 1-2 below:

Table 1-2

<b>FUEL CAPACITY, U.S. GALLONS</b>		
	U AND TU 206G s/n U20603522 through U20604649	U AND TU 206G s/n U20602589, U20604650 through U20606847, and 206H / T206H
Total Capacity	110.0	122.0
Total Usable	105.8	116.8
Total Capacity, Each Wing Tank	40.0	46.0
Total Usable, Each Wing Tank	38.0	44.0
Total Capacity, Each Tip Tank	15.0	15.0
Total Usable, Each Tip Tank	14.9	14.9

Maximum Certificated Weights are increased to the values in Table 1-3 below:

Table 1-3

<b>MAXIMUM CERTIFICATED WEIGHTS</b>	<b>POUNDS</b>
Ramp Weight	3817
Takeoff Weight	3800
Landing Weight	3600

Standard Airplane Weights are increased to the values in Table 1-4 below:

Table 1-4

<b>STANDARD AIRPLANE WEIGHTS</b>	<b>POUNDS</b>
Standard Empty Weight	2312
Maximum Useful Load, Normal Category	1505

The Specific loadings of the airplane are changed as shown in Table 1-5 below:

Table 1-5

<b>SPECIFIC LOADINGS</b>	<b>POUNDS</b>
Wing Loading, lbs./sq. ft.	20.5
Power Loading, lbs./hp.	9.1

## SECTION II – LIMITATIONS

### 1. Airspeed Limitations

Maximum Operating speed (V<sub>MO</sub>) remains unchanged from the Soly Manual.

### 2. Airspeed Indicator Markings

Airspeed indicator color-code significance remains unchanged.  
 The white arc limits of the indicator remain unchanged.

### 3. Power Plant Instrument Markings

The following entry is added to the Powerplant Instrument Markings Table:

Power plant markings and their color-code significance.

INSTRUMENT	RED LINE MINIMUM LIMIT	GREEN ARC NORMAL OPERATING	RED LINE MAXIMUM LIMIT
Wing Tip Fuel Tank	E		
Quantity Indicators	(0.2 U.S. Gal. Unusable Each Tank)	-----	-----

### 4. Weight Limitations

WEIGHT LIMITS	POUNDS
Maximum Ramp Weight	3817
Maximum Takeoff Weight	3800
Maximum Landing Weight	3600
Maximum Weight in Baggage Compartment (See applicable POH) (Station 109 to 145)	180 (except 120 for s/n U20602589, & U20603522 through U20606847)

For installation of other modifications by STC, the maximum gross weight is limited to that which is authorized by each particular STC. The pilot is advised to determine this gross weight limit from each appropriate STC.

### 5. Center of Gravity Limits

Center of gravity range, inches aft of datum:

Forward: 33.0 inches aft of datum at 2500 lbs. or less, with straight line variation to 44.4 inches aft of datum at 3800 lbs.

Aft: 49.7 inches aft of datum at all weights.

Reference datum: Front face of lower firewall.

6. Fuel Limitations

6.1. Fuel Capacity Limitations

<b>FUEL CAPACITY, U.S. GALLONS</b>		
	U206G or TU206G s/n U20603522 through U20604649	U206G or TU206G s/n U20602589, U20604650 through U20606847, 206H and T206H
Total Capacity	110.0	122.0
Total Usable	105.8	116.8
Total Capacity, Each Wing Tank	40.0	46.0
Total Usable, Each Wing Tank	38.0	44.0
Total Capacity, Each Tip Tank	15.0	15.0
Total Usable, Each Tip Tank	14.9	14.9

6.2. Wing Tip Fuel Tank Transfer Limits

- When feeding from either or both main tanks, do not transfer wing tip tank fuel into a main fuel tank until it is at least 15.0 gallons below full.
- When feeding from either main tank, begin tip tank transfer into that tank before its level drops below five gallons remaining.
- When feeding from both main tanks, begin tip tank transfer before either main tank drops below five gallons remaining.
- Do not transfer wing tip fuel unless in level flight.
- Do not transfer wing tip fuel during take off, landing, refueling, and when empty.

Note: Main fuel tank quantity below the full level can be determined by reference to fuel quantity gauges and by calculating fuel used by:

- 1) Estimating engine fuel flow rates versus time.
- 2) If installed, using engine fuel flow rate indicator vs. time.

7. Placards

The following information is displayed in the form of composite or individual placards.

7.1. In full view of pilot:

TOTAL WING TIP FUEL 30 U.S. GALLONS (29.8 GALLONS USABLE).  
TRANSFER FUEL DURING LEVEL FLIGHT.  
TRANSFER FUEL WHEN MAIN TANK CONTAINS NOT LESS THAN 5.0  
GALLONS AND IS AT LEAST 15.0 GALLONS BELOW FULL.  
WING TIP FUEL SWITCH MUST BE OFF DURING TAKEOFF,  
LANDING, REFUELING, AND WHEN EMPTY.  
MONITOR MAIN FUEL TANK GAUGE WHILE TRANSFERRING WING  
TIP FUEL TO PREVENT OVER FILLING.

7.2. Forward of each wing tip tank filler:

15.0 U.S. GALLONS (14.9 GALLONS USABLE)  
JET A  
SEE PILOT'S OPERATING HANDBOOK FOR ANTI-  
ICE ADDITIVE REQUIREMENTS AND ALTERNATE  
FUELS.

7.3. Adjacent to wing tip fuel tank pump switches

WING TIP FUEL TANK PUMPS MUST BE OFF DURING TAKEOFF,  
LANDING, REFUELING AND WHEN EMPTY.  
MONITOR MAIN FUEL TANK GAUGE WHILE TRANSFERRING WING  
TIP FUEL TO PREVENT OVER FILLING.

7.4. At wing tip fuel tank pump switches:

LEFT WING TIP FUEL  
15.0 U.S. GALLONS  
14.9 GALLONS USABLE  
ON  
OFF

RIGHT WING TIP FUEL  
15.0 U.S. GALLONS  
14.9 GALLONS USABLE  
ON  
OFF

7.5. Installed adjacent to each wing tip fuel tank leak detection drain (3 per side)

FUEL OR VAPOR FROM DRAIN  
REQUIRES IMMEDIATE REPAIRS

7.6. Installed adjacent to appropriate wing tip tank pump circuit breakers or fuses:

TIP TANK L PUMP

TIP TANK R PUMP



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**SECTION III – EMERGENCY PROCEDURES**

NOTE

The Soloy engine installation eliminates the Cessna auxiliary fuel pump. With Flint Aero, Inc. Wing Tip Fuel Tanks installed, fuel transfer to the standard main wing tanks is provided by the wing tip fuel transfer tank pumps controlled by the wing tip fuel tank transfer pump switches.

EMERGENCY LANDING WITH OR WITHOUT ENGINE POWER (add)

Wing Tip Fuel Tank transfer pump switches.....OFF.

WING FIRE (add)

Wing Tip Fuel Tank transfer pump switches.....OFF.

**SECTION IV – NORMAL PROCEDURES**

PREFLIGHT INSPECTION - WING TIP FUEL TRANSFER TANKS

1. Visually inspect external areas of wing around wing tip fuel tanks for any signs of fuel leakage.
2. Check each wing tip tank filler cap for security and vent lines for obstructions. Visually check wing tip fuel tanks for quantity.
3. From each wing tip fuel tank, drain a sample quantity of fuel. Check for contamination. If any water is visible, drain additional amounts of fuel until all water is expelled from the tank.
4. Master switch on. Check wing tip fuel tank gauges for fuel quantity.
5. With master switch on, check each wing tip fuel tank pump for operation by operating each pump separately with wing tip fuel tank transfer switches. Listen for pump operation. If no noise or vibration, assume pump is not operating. Check for serviceability.

Before Takeoff (add)

- a. Add the following to the before takeoff procedure:  
Wing tip fuel tank transfer pump switches.....OFF

## **SECTION V – PERFORMANCE**

The performance data in this appendix address the operation of an airplane incorporating Flint Aero STC SA3232NM Fueled Wing Tips with airplane gross weight between 3600 and 3800 pounds.

### **STALL SPEEDS**

The stall speeds published in the Soloy Corporation Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for Cessna U and TU 206G and Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for T206H/206H for a gross weight of 3600 pounds are valid for the Flint Aero wingtip-modified airplane at 3800 pounds gross weight, since the added wing area of this modification compensates for the additional weight.

### **SHORT FIELD TAKEOFF DISTANCE**

For takeoff weights equal to or less than the previously certificated 3600 pounds gross weight, use the standard performance tables applicable to the basic unmodified airplane. For any weight greater than 3600 pounds gross weight, use the performance tables in this appendix. Interpolation of performance data may be used between 3600 pounds and the 3800 pound maximum gross weight of these performance tables.

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 Model U AND TU 206G and 206H/T206H Airplanes  
 for Flint Aero, Inc. Extended Wing Tip Fuel Tanks  
 Flint Aero STC SA3232NW and Soly STC SA2353NM

**Soly/Flint U AND TU 206G & T206H/206H SHORT FIELD TAKEOFF DISTANCE  
 AT 3800 POUNDS**

**CONDITIONS:**

Flaps 20 degrees  
 Inlet Normal  
 Hard Surface, Level, Dry Runway  
 Zero Wind  
 Lift Off: 51 KIAS  
 Speed at 50 Ft: 60 KIAS

**TAKEOFF DISTANCE, SHORT FIELD  
 SOLOY U AND TU 206G & 206H/T206H @ 3800 LBS WITH FLINT WING TIP TANKS**

PRESSURE ALTITUDE, FEET	-20°C		-10°C		0°C		10°C		20°C		30°C		40°C	
	GRND ROLL	TOTAL TO CLR 50 FT	GRND ROLL	TOTAL TO CLR 50 FT	GRND ROLL	TOTAL TO CLR 50 FT	GRND ROLL	TOTAL TO CLR 50 FT	GRND ROLL	TOTAL TO CLR 50 FT	GRND ROLL	TOTAL TO CLR 50 FT	GRND ROLL	TOTAL TO CLR 50 FT
0	535	950	559	1000	588	1051	627	1118	680	1218	748	1347	836	1500
1000	557	995	586	1054	623	1097	678	1222	732	1329	809	1473	905	1623
2000	591	1058	624	1125	669	1171	737	1330	802	1449	880	1603	985	1768
3000	634	1136	672	1212	724	1269	803	1446	884	1577	961	1741	1075	1928
4000	686	1229	729	1314	788	1387	876	1572	975	1716	1052	1892	1176	2101
5000	746	1337	795	1430	861	1522	957	1711	1073	1868	1152	2059	1288	2287
6000	813	1458	868	1562	941	1674	1046	1867	1177	2036	1262	2247	1413	2491
7000	887	1593	949	1709	1030	1840	1143	2042	1288	2225	1385	2463	1551	2721
8000	970	1744	1039	1872	1128	2023	1251	2240	1408	2440	1523	2713	1706	2990
9000	1061	1911	1137	2054	1235	2224	1371	2464	1540	2687	1677	3002	1879	3312
10000	1161	2098	1246	2257	1355	2447	1505	2718	1689	2973	1852	3338	2074	3709
11000	1273	2305	1368	2483	1489	2694	1657	3004	1859	3305	2051	3730	2293	4202
12000	1398	2536	1504	2735	1640	2972	1828	3327	2059	3693	2279	4184		
13000	1538	2796	1657	3019	1810	3287	2023	3690	2296	4145				
14000	1696	3086	1829	3337	2002	3647	2245	4096						

**NOTES:**

- Short field technique as specified in Section 4.
- Decrease distances 10% for each 10 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2.5 knots.
- For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

**MAXIMUM RATE OF CLIMB**

The maximum rate-of-climb data published in the Soloy Corporation Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for Cessna U and TU 206G and Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for T206H/206H for a gross weight of 3600 pounds are valid for the Flint Aero wingtip-modified airplane at 3800 pounds gross weight, since the added wing area of this modification compensates for the additional weight. The climb data for 3300 and 3000 pounds are valid for 3500 and 3200 pounds gross weight, respectively.

**RANGE PROFILE**

With the Flint Aero wing tip fuel tanks installed, the Soloy cruise performance charts are valid for the usable fuel quantity as stated in the basic manual. The use of full 30.0 U.S. Gallons (29.8 gal. usable) wing tip tank fuel increases the range and endurance shown in Figures 5-12 and 5-13 of the Soloy Corporation Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for Cessna U and TU 206G and Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for T206H/206H. The total range and endurance for full main tanks and wing tip tanks is shown in the table below:

<b>RANGE &amp; ENDURANCE PERFORMANCE</b>		<b>Soloy U AND TU 206G &amp; 206H/T206H</b>	
1810 RPM, 100% N2, Inlet Normal, Maximum charted Tq at indicated altitude, Standard Temperature.	Altitude	20,000 FT	10,000 FT
	Max Cruise Power 116.8 Gallons usable Fuel	Range 739 NM	571 NM
Max Cruise Power 105.8 Gallons usable Fuel	Time	4.6 HRS	3.2 HRS
	Range	674 NM	503 NM
Time	4.3 HRS	3.1 HRS	
With fuel allowance for engine start, taxi, takeoff, climb and 45 minutes reserve.			

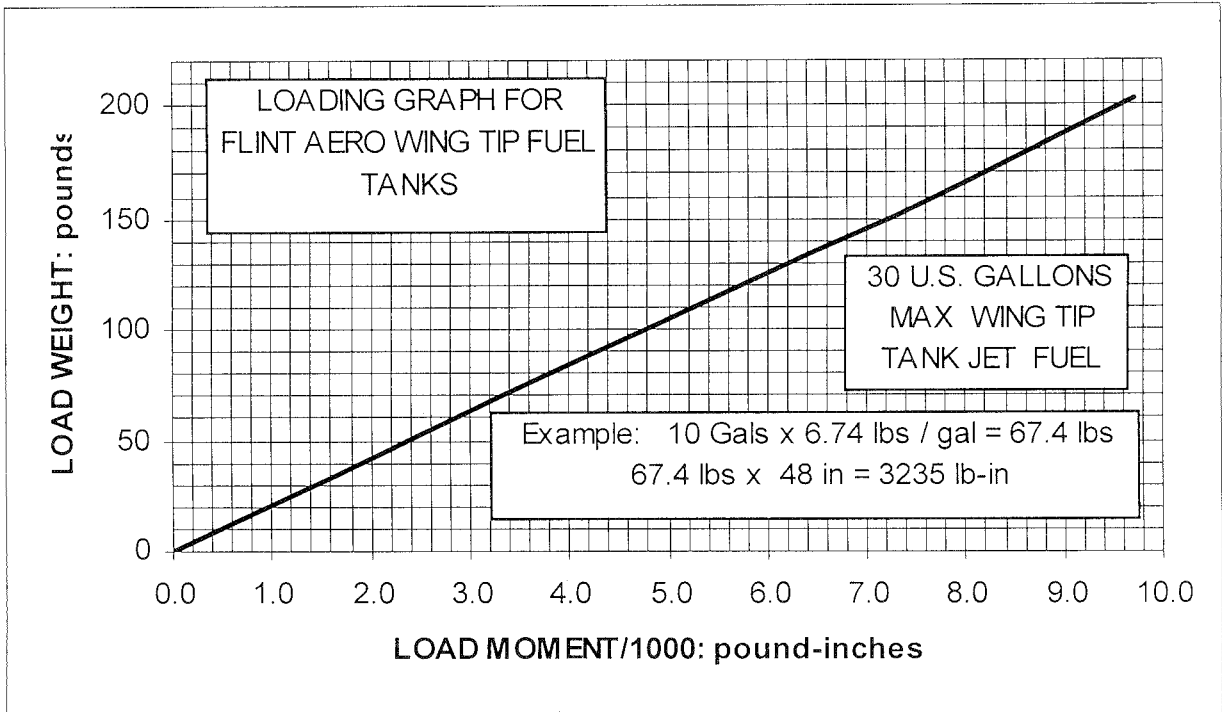
**LANDING DISTANCE - SHORT FIELD**

The landing distances published in the Soloy Corporation Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for Cessna U and TU 206G and Pilot's Operating Handbook Supplement and FAA Approved Airplane Flight Manual for T206H/206H for a gross weight of 3600 pounds are valid for the Flint Aero, Inc. wingtip-modified airplanes, which also have a maximum landing gross weight of 3600 pounds.

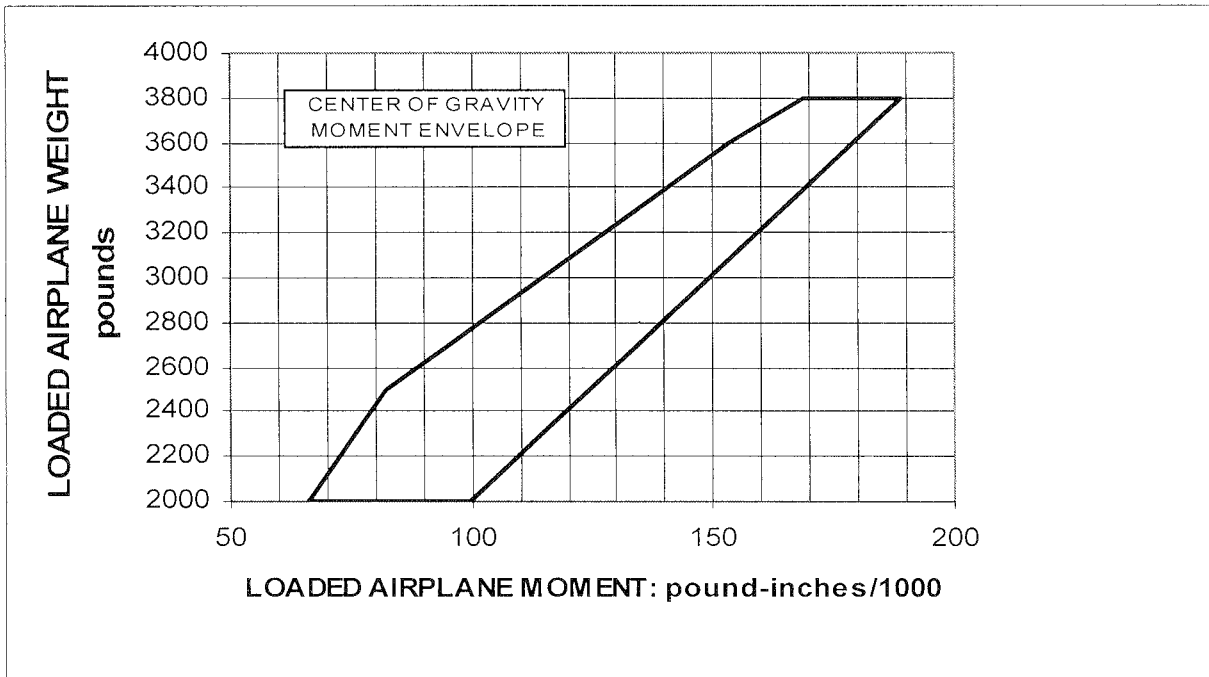
**SECTION VI – WEIGHT AND BALANCE/EQUIPMENT LIST**

ITEM NO	EQUIPMENT LIST DESCRIPTION	REF DRAWING	WEIGHT lbs.	ARM inches	MOMENT lb.-in.
	<b>C. ELECTRICAL SYSTEMS</b>				
31	Fuel Pump - L.H. Wing Tip Tank	FA3330	1.5	34.3	51.5
31	Fuel Pump - R.H. Wing Tip Tank	FA3330	1.5	34.3	51.5
	<b>D. INSTRUMENTS</b>				
64	Gauges - L.H. & R.H. Wing Tip Fuel Tank Quantity Indicator	FA3330	2.5	37.8	95
Various	Placards: Various - see this supplement section 2 limitations	FA3330	neg'l	neg'l	neg'l
	<b>J. SPECIAL PACKAGES</b>				
2, 3	Wing tips & fuel tanks including position lights (net change)				
	1 - Remove Cessna wing tips and install Flint Aero Wing Tip Fuel Tanks (net)	FA3330	31.0	52.6	1631
	2 - Unusable fuel in Flint Aero Wing Tip Tanks (0.2 U.S. Gal. Jet Fuel at 6.74 lbs./U.S.gal.)	FA3330	1.35	48.0	64.7
	<b>TOTAL INSTALLATION NET CHANGE</b>		<b>37.85</b>	<b>59.98</b>	<b>1891.8</b>

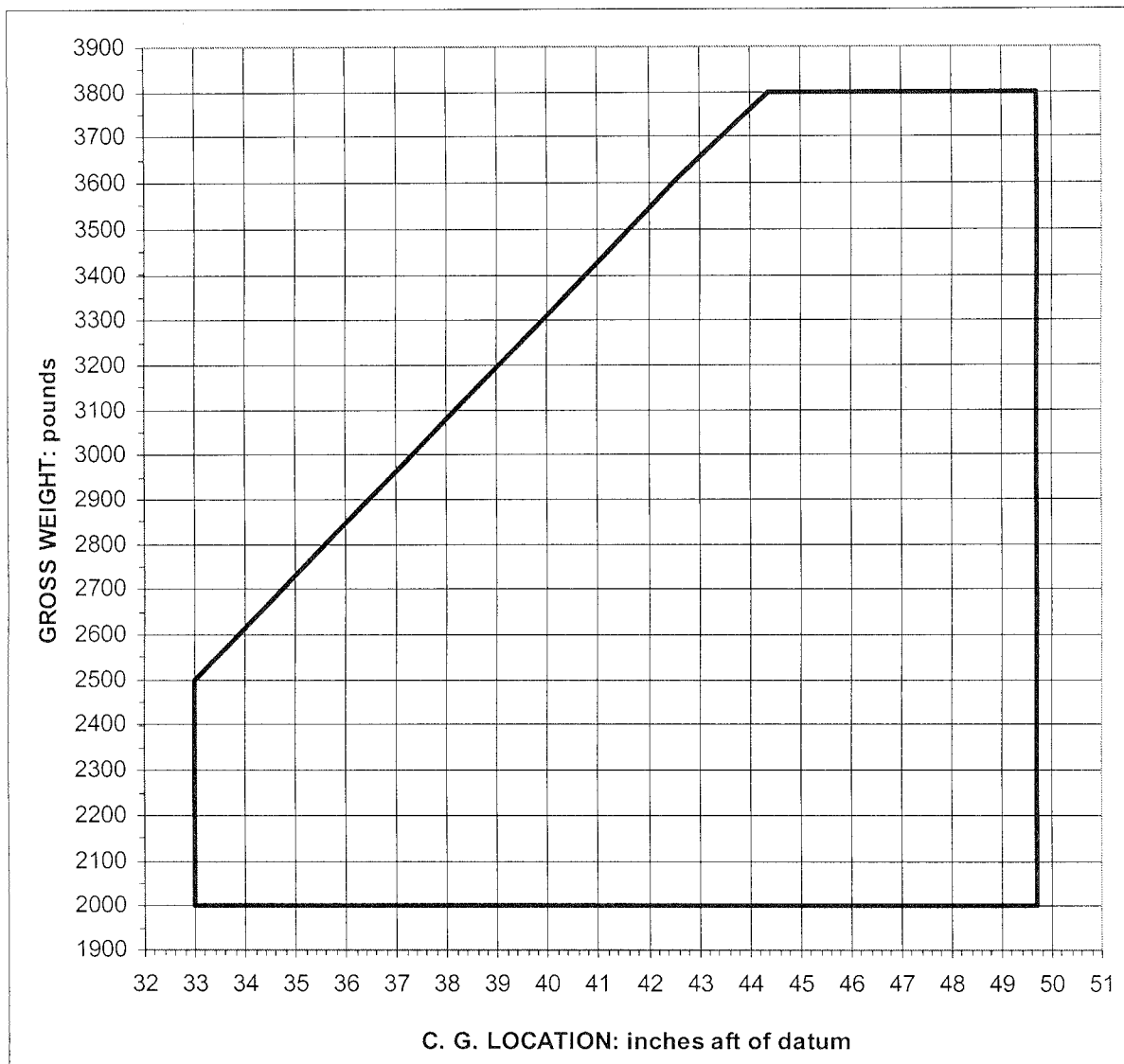
In calculating weight and balance for full wing tip fuel tank:  
 29.8 U.S. gal. Jet Fuel usable x 6.74 lbs./U.S. gal. x 48 in. arm = 9641 lb.-in. or 9.641 lb.-in./1000.  
 C.G. = total moment divided by total weight.



**FUEL LOAD MOMENTS**



**CENTER-OF-GRAVITY MOMENT ENVELOPE**



**CENTER-OF-GRAVITY RANGE**

## SECTION VII – AIRPLANE & SYSTEMS DESCRIPTIONS

### 1. Fuel Tank Capacities (U.S.Gallons)

FUEL CAPACITY, U.S. GALLONS		
	U206G or TU206G S/N U20603522 through U20604649	U206G or TU206G S/N U20602589, U20604650 through U20606847, 206H / T206H
Total Capacity	110.0	122.0
Total Usable	105.8	116.8
Total Capacity, Each Wing Tank	40.0	46.0
Total Usable, Each Wing Tank	38.0	44.0
Total Capacity, Each Tip Tank	15.0	15.0
Total Usable, Each Tip Tank	14.9	14.9

### 2. Operation of Wing Tip Fuel Tanks (transfer)

- To transfer, turn applicable "wing tip fuel tank transfer switch" on. When wing tip tanks indicate empty, turn applicable transfer switch off.
- As a general procedure, do not transfer wing tip tank fuel until after burning approximately 15 U.S. gallons of fuel from each main tank.

NOTE: Should the transfer pump fail, it is not possible to transfer fuel from the affected tank in flight.

### 3. Airframe

Left and right wing tip fuel transfer tank quantity gauges and pump switches are located on subpanels in left and right wing roots. Fuses or circuit breakers are connected to the airplane's electrical system main bus bar, are accessible, and have visible placarding.

### 4. Fuel Quantity Data (U.S. Gallons)

Add 29.8 U.S. gallons additional usable fuel to the total fuel available in the Cessna tanks.

In addition to the Cessna main fuel tanks, two wing tip fuel transfer tanks are installed as wing tip extensions. The capacity is 15.0 U.S. gallons each tank (14.9 usable U.S. gallons).

These tanks transfer to their respective main wing tank by transfer pumps controlled by switches in the cockpit.



