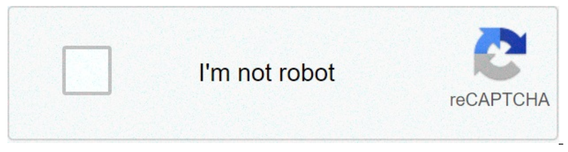

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During a go around with full (40 degrees) flaps, the aircraft must be able to achieve a minimum rate of climb at gross weight. At 2500 to 2550 lbs of gross weight the aircraft will not be able to achieve the required rate of climb with full flaps. Note: 172P flaps come from the factory with 30 degree flaps. To operate at the higher gross weight, the aircraft must be equipped with 6 ply tires on both the main wheels and nose wheels on all models. Tire pressure should be: NOSE GEAR.....45 PSI MAIN GEAR.....38 PSI Air Plains will fly 2-3 hours on every engine upgrade performed at Air Plains. A high power setting is always desired for the first 25 hours on Continental engines and 50 hours on Lycoming engines (stabilized oil consumption). Maintain lower altitudes so that the engine develops full power and run your engine at least at 75% power. Lycoming has an excellent write up on this topic found on the FAQ section within their website, click here for link. There is also an operating handbook sent with every engine from Lycoming where you can also find this information printed and organized in a three ring binder. Air Plains will fly 2-3 hours after the upgrade is installed at our facilities. A high power setting is desired for the first 50 hours (stabilized oil consumption). Maintain lower altitudes so that the engine develops full power and run your engine at least at 75% power. Please contact Air Plains if more questions regarding the break in proceedures. According to the CFR 21.5 any airplane less than 6000 lbs delivered before March 1979 was not required to have an Aircraft Flight Manual. After that, it was. Therefore, if an airplane did not have an AFM, an STC applicant would provide a Supplemental AFM. If an airplane did have an AFM, the STC applicant would provide an AFM Supplement. Because of the certification basis (CAR 3), takeoff and landing performance was not required to be provided for those aircraft. Thus, a SAFM was not required to have that performance. Unless otherwise addressed in the Flight Manual Supplement the performance numbers covered in the FAA approved Flight Manual are considered to be equal to or better than the listed numbers and they can be used for performance calculations. The engine air induction system receives ram air through an intake on the lower front portion of the engine cowling. The intake is covered by an airfilter which removes dust and other foreign matter from the induction air. Airflow passing through the air control unit which is under the engine, and then is ducted to the engine cylinders through intake manifold tubes. In the event induction ice is encountered, or the intake air filter becomes blocked, an alternate heated air can be obtained from a shroud around an exhaust riser through a duct to a valve, in the air box, operated by the alternator air control located on the instrument panel. Unfiltered heated air is drawn from the lower cowl area around an exhaust riser through the shroud into a duct on the air box. Use of full alternate air will result in a loss of approximately 75 to 150 RPM. As with any STC it is up to the installing mechanic to determine the compatibility of combining STCs. If you already have Power Flow exhaust on your stock 172 it can be re-used with the new engine with the replacement of a few parts from Power Flow to accommodate the O-360 engine. Air Plains is a preferred Power Flow Systems Dealer. Yes, Air Plains is a CorrosionX Treatment Center. CorrosionX can be applied simutaneously with the engine upgrade or during routine maintenance. It is recommended that the aircraft be treated every other year. Contact Air Plains for flat rate pricing for your aircraft. FOR MORE INFORMATION ON PARTS & PRICINGCALL 1-800-752-8481 or CONTACT US Our FAQ Page is kept up to date with relevant information. 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