



S-TEC CORPORATION  
RT. 3, BLDG. 946  
WOLTERS INDUSTRIAL COMPLEX  
MINERAL WELLS, TEXAS 76067

FAA APPROVED SUPPLEMENT  
TO  
PILOT'S OPERATING HANDBOOK AND/OR  
FAA APPROVED AIRPLANE FLIGHT MANUAL  
FOR  
CESSNA MODEL 172N, S/N 17271035 AND ON  
AND CESSNA MODELS 172P AND 172Q  
S-TEC SYSTEM 50 TWO AXIS  
AUTOMATIC FLIGHT GUIDANCE SYSTEM  
( 28 VOLT SYSTEM)

REG. NO. N9567L  
SER. NO. 17276579

This supplement must be attached to the applicable FAA Approved Airplane Flight Manual, Pilot's Operating Handbook, or Pilot's Operating Handbook and FAA Approved Airplane Flight Manual modified by the installation of S-TEC System 50 Autopilot Model ST-184-50 installed in accordance with STC SA5192SW-D. The information contained herein supplements the information of the basic POH and/or AFM; for Limitations, Procedures and Performance information not contained in this Supplement, consult the basic POH and/or AFM.

## SECTION I

### GENERAL

This manual is to acquaint the pilot with the features and functions of the System 50 Two Axis Autopilot and to provide operating instructions for the system when installed in the above aircraft model(s). The aircraft must be operated within the limitations herein provided when the autopilot is in use.

## SECTION II

### OPERATING LIMITATIONS

1. Autopilot operation prohibited above 150 MPH CAS (130 KIAS) (Autopilot Vmo).
2. Autopilot operation prohibited during take-off and landing.
3. Use of flaps not authorized during operations in altitude hold mode.

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SECTION III

EMERGENCY OPERATING PROCEDURES

In the event of an autopilot malfunction, or any time the autopilot is not performing as expected or commanded, do not attempt to identify the system problem. Immediately regain control of the aircraft by overpowering the autopilot as necessary and then disconnect the autopilot. Do not reengage the autopilot until the problem has been identified and corrected.

1. Autopilot may be disconnected by:
  - a. Depressing the "AP Disconnect" Switch on the left horn of the pilot's control wheel (if installed).
  - b. Depressing the "ON-OFF" Switch on the autopilot programmer unit.
  - c. Moving autopilot master switch to "OFF" position.
  - d. Pulling the autopilot circuit breaker.
2. Altitude loss during a malfunction and recovery.
  - a. The following altitude losses and bank angles were recorded after a malfunction with a 3 second recovery delay:

<u>Configuration</u>	<u>Bank Angle/Altitude Loss</u>
Climb	50° / -20'
Cruise	50° / -200'
Descent	30° / 100'

- b. The following altitude losses and bank angles were recorded after a malfunction with a 1 second recovery delay:

<u>Configuration</u>	<u>Bank Angle/Altitude Loss</u>
Maneuvering	20° / -90'
Approach (coupled or uncoupled)	25° / -20'

The above values are the worst case for all the models covered by this document.

SECTION IV

NORMAL OPERATING PROCEDURES

4-1 SYSTEM DESCRIPTION

The System 50 is a pure rate autopilot which uses an inclined rate gyro in the Turn Coordinator instrument as the primary roll and turn rate sensor and an accelerometer and an absolute pressure transducer as pitch rate sensors. The turn coordinator includes an autopilot pick-off, a gyro RPM detector and an instrument power monitor. Low electrical power will cause the instrument "flag" to appear while low RPM will cause the autopilot to disconnect. The autopilot includes an automatic pre-flight test feature that allows a visual check of all the annunciator lamps and checks critical elements of the accelerometer system. The test feature will not enable autopilot function unless the automatic test sequence is satisfactorily completed.

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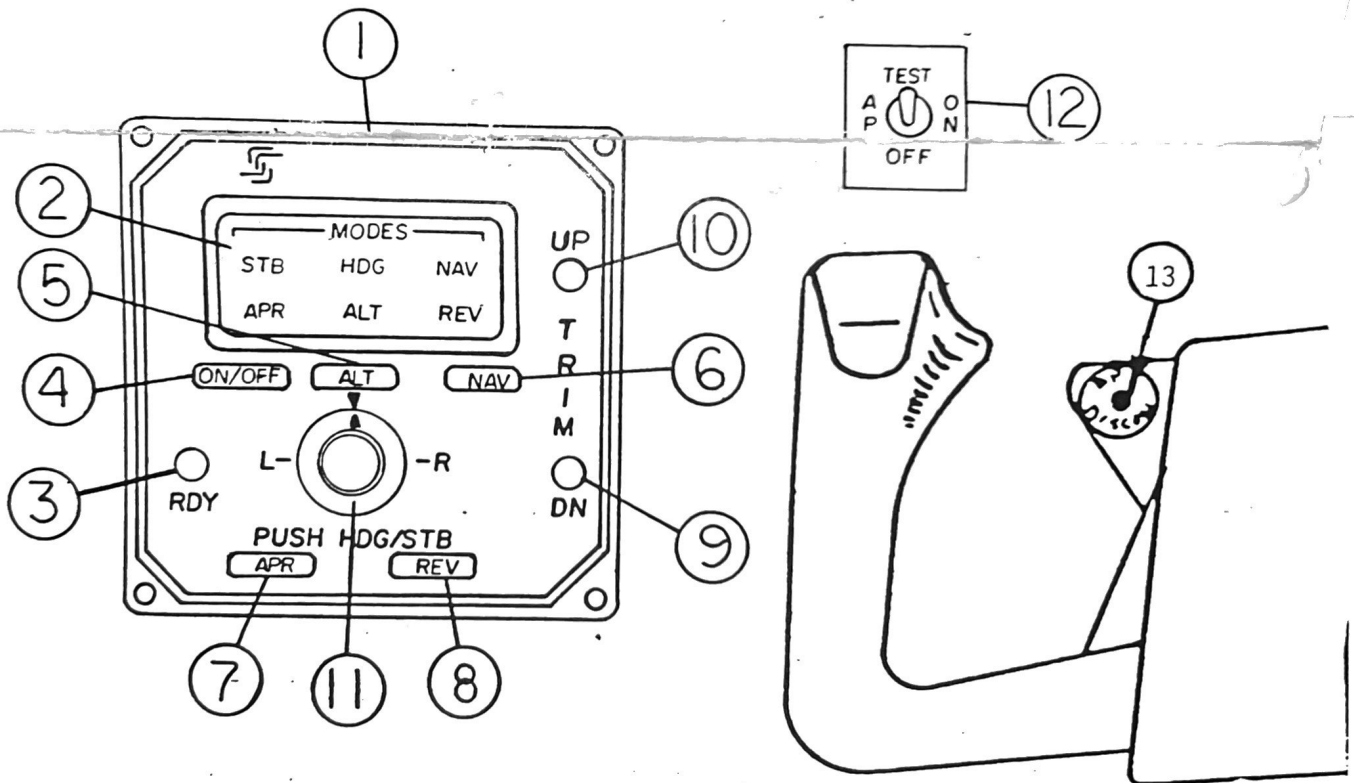


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When the pre-flight test is satisfactorily completed and when the rate gyro RPM is correct, the green "RDY" light will illuminate indicating the autopilot is ready for the functional check and operation. The autopilot cannot be engaged unless the "RDY" light is illuminated. When the system is equipped with the optional 3" Air Driven Directional Gyro (D.G.) or a compass system, directional information is provided to the autopilot by a heading bug in the instrument.

Pitch axis control is provided for the altitude hold function by use of the accelerometer and the pressure transducer. When the altitude hold mode is engaged an elevator trim sensor in the pitch servo will detect the elevator trim condition. When elevator trim is necessary to re-establish a trimmed condition, trim indicator lights on the programmer unit will illuminate to indicate the direction to trim to restore a trimmed condition.

The indicator and annunciator lamp brilliance is controlled through the aircraft instrument light rheostat, except for the "trim" indicators which always illuminate at full intensity.



1. Mode Programmer and Annunciator Unit - Provides mode switches and annunciation for the system.

2. Mode Annunciation Window - Displays mode in use....

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3. Ready Light (RDY) - Green RDY lamp illuminates when autopilot is ready for engagement.
4. ON-OFF Stabilizer Mode Switch - Momentary actuation engages roll system in stabilizer (STB) Mode and allows use of the turn knob (Item 11) to command turn rate desired. When the system is operating a momentary actuation will disengage the system and cancel all annunciations.
5. Altitude Mode Switch (ALT) - Momentary actuation will engage altitude hold mode or disengage altitude mode if previously engaged. This function is also available by use of an optional control wheel mounted altitude engage/disengage switch, for added convenience.
6. Navigation Mode Switch (NAV) - Momentary activation will engage the VOR Tracking Mode. This mode provides low system gain for comfortable cross country tracking.
7. Approach Mode Switch (APR) - Momentary actuation will engage the VOR or Localizer Tracking Mode. This mode provides a higher level of system gain for more active tracking of VOR or Localizer front course signals.
8. Reverse Approach Mode Switch (REV) - Momentary activation will engage the reverse tracking mode for use when tracking a localizer backcourse. This mode provides the same system gain as the APR Mode with reverse needle sensing.
9. Down TRIM Light (DN) - This light illuminates to indicate the need for nose down trim. When both the UP and DN lights are not lighted, the aircraft is in trim longitudinally.
10. UP Trim Light (UP) - This light illuminates to indicate the need for nose UP trim.
11. Turn Knob and Heading Switch - The turn knob allows the selection of turn rates up to standard rate ( $3^{\circ}/\text{sec.}$ ) either right or left. Turning the knob to the right or left will cause a turn that is proportional to the displacement of the knob from center. For level flight the electronics provide a small dead zone of approximately  $10^{\circ}$  at the center indice. To actuate heading mode, momentarily depress the turn knob. To return to STB Mode from HDG, depress the turn knob. When the system is operating in any radio mode and the system is equipped with a D.G., depressing the turn knob will return the system to HDG Mode directly.
12. Autopilot Master ON-OFF Test Switch - Refer to Pre-Flight Procedures for operating details.

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13. Optional remote AP disconnect switch and/or remote altitude hold engage-disengage switch.

4-2 PRE-FLIGHT PROCEDURES

NOTE: During system functional checks the system must be provided adequate DC voltage (12 or 24 VDC minimum as appropriate)

MANDATORY PRE-FLIGHT TEST

1. AP Master Switch - Move to TEST position.
  - a. Observe all lights and annunciators illuminate.
  - b. Observe the following light sequence of the trim indicators: (Sequence requires 9 seconds)
    1. Initially both trim UP & DN lights are illuminated.
    2. Up light extinguishes momentarily and relights.
    3. DN light then extinguishes and will remain off.
2. AP Master Switch - Move to ON position, observe ready (RDY) light illuminates. Autopilot can be engaged and disengaged repeatedly without repeating the test sequence until electrical power is removed. Once power is interrupted the test must be reconducted to get a ready indication. If the ready light does not illuminate after the test a failure to pass the test is indicated and the system will require service. NOTE: ALTITUDE MODE CANNOT BE ENGAGED UNLESS POWER IS ON FOR MORE THAN 15 SECONDS.

SYSTEM FUNCTIONAL TEST

3. Depress ON-OFF Switch - STB Annunciator illuminates. Rotate turn knob left and right, observe control wheel moves in corresponding direction. Center turn knob.
4. Set D.G. and place bug under lubber line (if installed) push turn knob to engage HDG mode. Observe HDG annunciator. Move HDG bug left and right observe proper control wheel motion.
5. Overpower Test - Grasp control wheel and overpower roll servo left and right. Overpower action should be smooth with no noise or jerky feel. If unusual-sounds or excessive play is detected, have the servo installation inspected prior to flight.
6. Radio Check - A. Turn on NAV Radio, with valid NAV signal, engage NAV Mode and move VOR OBS so that VOR needle moves left and right - control wheel should follow the direction of needle movement.

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- B. Select REV Mode - the control wheel should rotate in opposite direction of the NAV needle.
  - C. Select APR Mode - the control wheel should again follow radio needle movement and with more authority than produced by NAV Mode.
7. Move control wheel to level flight position - Engage ALT Mode. Move control wheel fore and aft to overpower pitch servo clutch. Overpower action should be smooth with no noise or jerky feel. If unusual sounds or excessive play is detected, have the servo installation inspected prior to flight.
  8. Trim Check - Manually apply back pressure to control wheel for 2-3 seconds - observe the DN trim light illuminates. Apply forward pressure to the control wheel for 2-3 seconds, observe the UP trim light illuminates. Move the control wheel to center - observe both UP/DN lights extinguish.
  9. Hold control wheel and depress ON-OFF Switch - note that roll and pitch servo release. Move control wheel to confirm roll and pitch motions are free, with no control restriction or binding. If the optional disconnect switch is installed it may be used to effect the disconnect for this check.

4-3 IN-FLIGHT PROCEDURES

NOTE: The required pre-flight test can be conducted in the air if necessary. It should be noted, however, that when the UP/DN lights are flashing the pitch servo will momentarily engage and disengage. This alternate engage-disengage sequence is part of the test function. Because of the engage-disengage sequence the test should not be conducted while maneuvering.

1. Check - RDY light on.
2. Trim aircraft for existing flight condition.
3. Center turn-knob - depress ON-OFF Switch.
4. Set turn knob to level or turning flight, as desired.
5. Set HDG bug to desired heading (if installed) and depress turn knob to engage heading mode, select headings as desired.
6. At desired altitude, depress ALT Mode Switch. Trim aircraft as necessary to establish cruise condition - disengage ALT Mode to climb or descend.

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VOR TRACKING AND VOR-LOC APPROACH

1. Tune NAV receiver and select radial.
2. Maneuver aircraft to selected radial (or localizer) within  $\pm 1$  needle width and within  $10^0$  of the course heading.
3. Engage NAV Mode for VOR tracking.
4. Engage APR Mode for VOR or LOC approach.

To track the localizer front course outbound to the procedure turn area, maneuver to the localizer center and, when on the outbound heading, select REV Mode. To track the localizer back course inbound, maneuver to the localizer back course center and, when on the inbound heading, select REV Mode.

Approach Mode may be used to track VOR radials cross country, if desired. Use of APR Mode for cross country tracking may result in some course scalloping if the VOR signal is weak or otherwise "noisy". In areas of poor signal quality NAV Mode may provide more accurate tracking even with reduced gain.

SECTION V

OPERATIONAL DATA

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SECTION VI

REQUIRED OPERATING EQUIPMENT

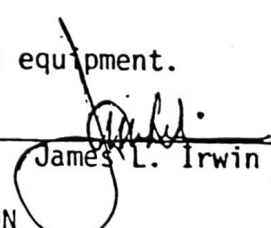
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SECTION VII

WEIGHT AND BALANCE

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APPROVED BY \_\_\_\_\_

  
James L. Irwin

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