

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate

Number SA3649NM

This Certificate issued to Aero Twin, Inc.
2404 Merrill Field Drive
Anchorage,, AK 99501

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product Type Certificate Number : A37CE
Make : Cessna
Model : 208, 208A and 208B.

Description of Type Design Change: Fabrication and Installation of Aero Twin, Inc. Rudder Gust Lock Kit No. AT-RL-1001 in accordance with Aero Twin, Inc. Master Descriptive Data List No. AT-RL-1001-D dated December 13, 1996, or later FAA approved revision.

Limitations and Conditions: Compatibility of this design change with previously approved modifications must be determined by the installer. FAA approved Airplane Flight Manual Supplement (AFMS) dated September 22, 1988*, or later FAA approved revision, and FAA approved Instructions for Continued Airworthiness dated September 1, 1988, or later FAA approved revision, are required parts of this modification. *AFMS published by Cessna is included with the POH/AFM for factory-equipped airplanes; AFMS published by Aero Twin, Inc. is supplied with kits for retrofit.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : October 21, 1987

Date reissued :

Date of issuance : September 22, 1988

Date amended : February 03, 1997



By direction of the Administrator

Michael K. Dahl

(Signature)

Michael K. Dahl
Manager
Anchorage Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

AERO TWIN, INC.
2404 Merrill Field Dr.
Anchorage, Alaska 99501
(907) 274-6166

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
CESSNA 208, 208A, OR 208B

REGISTRATION NO. _____

SERIAL NO. _____

This Supplement must be attached to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the AERO TWIN, INC. CESSNA CARAVAN RUDDER GUST LOCK KIT No. AT-RL-1001 is installed in accordance with Supplemental Type Certificate number SA3649NM. The POH/AFM's for the Cessna Caravan models are as follows:

Model	Serial Numbers	AFM Cessna P/N
208	20800001 thru 20800060	D1286-13PH
208	20800061 and up	D1307-13PH
208A	20800007 and up	D1287-13PH
208B	208B0001 and up	D1309-13PH

The information contained herein supplements the information of the basic Airplane Flight Manual; for limitations, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

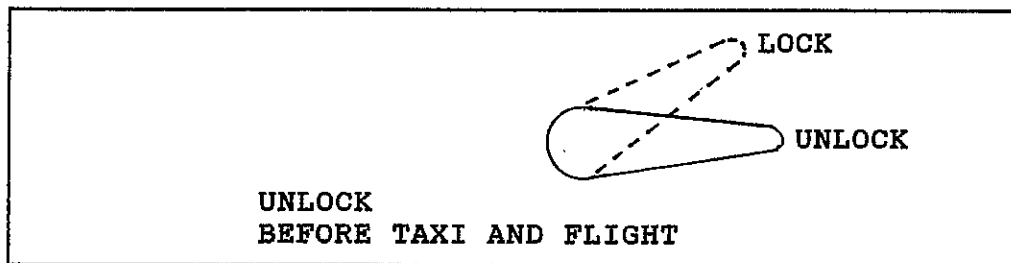
FAA APPROVED: Alan C. Strickfaden
Alan C. Strickfaden, Manager
Anchorage Aircraft Certification Field Office
Northwest Mountain Region, FAA

DATE: September 22, 1988

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1. GENERAL: Unchanged
2. LIMITATIONS:

PLACARDS: On left side of tailcone, affixed to rudder lock shaft cover plate:



3. EMERGENCY PROCEDURES: Unchanged
4. NORMAL PROCEDURES:

PREFLIGHT INSPECTION (EMPENNAGE section): Rudder Lock -
Unlock at left side of tailcone.

BEFORE STARTING ENGINE: Elevator control FULL UP to trip
fail-safe rudder lock release. Then return elevator control
to FULL DOWN and release.

SHUTDOWN AND SECURING AIRPLANE: Engage Rudder Lock at
empennage, left side of tailcone. Note: Elevator lock must
be engaged prior to rudder lock.

5. PERFORMANCE: Unchanged

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6. WEIGHT AND BALANCE/EQUIPMENT LIST:

The installed equipment list is hereby supplemented as follows. Also add to the revised weight and balance records in the airplane maintenance data file:

Description	Weight (lbs.)	Arm (in.)	Moment (in.lbs./1000)
<u>(For Model 208 or 208A:)</u>			
AERO TWIN, INC. CESSNA CARAVAN RUDDER GUST LOCK KIT No. AT-RL-1001	4.0	437.6	1.75
<u>(For Model 208B:)</u>			
AERO TWIN, INC. CESSNA CARAVAN RUDDER GUST LOCK KIT No. AT-RL-1001	4.0	485.6	1.94

Use the existing weight and balance charts in the flight manual to calculate the new C.G. position.

7. AIRPLANE AND SYSTEMS DESCRIPTIONS:

CONTROL LOCKS:

This airplane is additionally equipped with an AERO TWIN, INC., CESSNA CARAVAN RUDDER GUST LOCK KIT (Aero Twin, Inc., Kit No. AT-RL-1001), which consists of a bracket and bolt-action lock attached to the rear bulkhead and installed inside the rear tailcone below the rudder. When engaged, the lock holds the rudder in the neutral position. The operation of the rudder gust lock is described on the placard located below the lock handle shaft on the left side of the tailcone. The rudder gust lock is manually engaged and disengaged on the ground by turning the airfoil-shaped handle mounted on the shaft projecting from the left side of the tailcone. The lock is engaged by turning the handle so that its trailing edge points upward at an angle of about 60 degrees to the horizontal. The lock is manually disengaged by turning the handle so that its trailing edge points nearly due aft. The rudder gust lock also has a fail-safe connection to the elevator control system to ensure that it will always be disengaged before the airplane becomes

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airborne. This fail-safe connection automatically disengages the lock when the elevator is deflected upward. This Supplement to the Pilots's Operating Handbook and FAA Approved Airplane Flight Manual instructs the pilot to disengage the rudder gust lock manually during the preflight inspection, and also to operate the fail-safe disengagement mechanism by deflecting the elevator to the full up position momentarily after the elevator gust lock is disengaged and before the engine is started. If these instructions are not followed STEERING ON THE GROUND BY USING THE RUDDER PEDALS WILL NOT BE POSSIBLE. In the event that the engagement of the rudder gust lock still goes completely unnoticed and the pilot commences a takeoff run with the rudder and steering inoperative, initiation of the rotation to take off will deflect the elevator upward sufficiently to disengage the rudder gust lock.

8. AIRPLANE HANDLING, SERVICE AND MAINTENANCE:

GROUND HANDLING AND TOWING, after "CAUTION -- Remove any external rudder locks before towing.": Disengage AERO TWIN, INC. CESSNA CARAVAN RUDDER GUST LOCK at the left side of the tailcone before towing, starting the engine, or moving the airplane on the ground in any manner.

GROUND HANDLING, PARKING: engage AERO TWIN, INC. CESSNA CARAVAN RUDDER GUST LOCK at left side of tailcone.

9. SUPPLEMENTS:

This supplement is added to the basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

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