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FAA-APPROVED  
AIRPLANE FLIGHT MANUAL SUPPLEMENT

FOR  
Cessna 172SP  
Make and Model Airplane  
Reg. No. N513WF  
Ser. No. 17289756

This supplement must be attached to the FAA-approved Airplane Flight Manual dated 20 MAY 2021 when an engine modified per STC SE04349CH is installed into an airframe in accordance with STC SA04378CH. The information on this document supplements or supersedes the basic manual only in those areas listed. For limitations, procedures, performance and loading information not contained in this supplement, consult the basic Airplane Flight Manual.

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Date ~~AUG 27 2019~~

LOG OF REVISIONS

Revision	Issue Date	Pages Affected	Approval	Approval Date
A	08 FEB 2019	All		
B	27 AUG 2019	2	JH	27 AUG 2019

I. LIMITATIONS:

- 1) Do not operate aircraft with low battery voltage or an inoperative charging system.
- 2) If SureFly Ignition Module (SIM) is configured for advance timing mode;
  - 2.1) Use 100 LL or equivalent approved aircraft fuel only. Auto fuel is not approved for use in advanced timing mode.
  - 2.2) Do not operate aircraft with inoperative Cylinder Head Temperature (CHT) monitoring system.

Notes:

When configured for advanced timing mode, the engine can experience slightly elevated cylinder head temperatures if operated lean of peak. When leaning, exercise increased caution and always follow the baseline AFM/POH and engine manufacturer leaning recommendations, as well as all published oil temperature and CHT limitations.

SureFly Installation Mode: (installing mechanic to identify configured mode below)

<input checked="" type="checkbox"/>	SureFly ignition installed in advanced timing mode.
<input type="checkbox"/>	SureFly ignition installed in fixed timing mode.

II. PROCEDURES:

- 1) If the aircraft battery charging system becomes inoperative, load shed all non-essential equipment and land at first suitable airport.
- 2) If the aircraft electrical system drops below 8.5V or the SIM malfunctions, the loss of the SureFly system may be characterized as a magneto failure.
- 3) In the event of an actual or suspected SIM failure, follow procedures in the AFM/POH for the loss of a magneto.

III. PERFORMANCE:

NO CHANGE

IV. LOADING INFORMATION:

NO CHANGE

V. SYSTEM DESCRIPTION (not approved data):

The SureFly Ignition Module (SIM) is an electronic ignition system that replaces one of the existing magnetos on the airplane's engine(s).

Only one SIM is installed per engine.

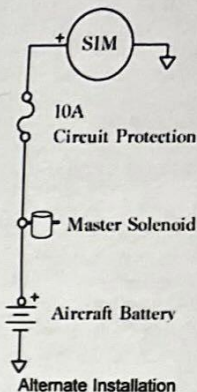
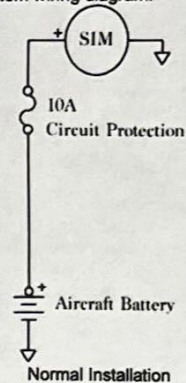
The SIM operates in either fixed or advance timing mode depending on installed configuration.

The SIM is configured at installation and is not pilot controlled.

The SIM operates and is controlled like the magneto it replaces.

The SIM requires a constant, external supply of 8.5 – 30VDC power to operate.

System wiring diagram:



The SIM consumes 1 amp of power and will deplete the main battery in the event of a generator or alternator failure even with battery/master switch off.

Turning the Ignition switch off is the only means to remove the SIM electrical load from battery.