
**Pilot's Operating Handbook and
FAA Approved Airplane Flight Manual**

**CESSNA MODEL 172R
AIRPLANES 172R80001 AND ON**

SUPPLEMENT 4

**POINTER MODEL 3000-11 OR MODEL 4000-11
EMERGENCY LOCATOR TRANSMITTER.**

SERIAL NO. _____
REGISTRATION NO. _____

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the Pointer Model 3000-11 or Model 4000-11 Emergency Locator Transmitter is installed. The Pointer Model 4000-11 Emergency Locator Transmitter is approved for use only in the USA, Canada and Japan.

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The Cessna Aircraft Co
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SUPPLEMENT 4

POINTER MODEL 3000-11 OR MODEL 4000-11 EMERGENCY LOCATOR TRANSMITTER (ELT)

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SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

<u>Number</u>	<u>Title</u>	<u>Airplane Serial Effectivity</u>	<u>Revision Incorporation</u>	<u>Incorporated In Airplane</u>
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SUPPLEMENT 4

POINTER MODEL 3000-11 OR MODEL 4000-11 EMERGENCY LOCATOR TRANSMITTER (ELT)

SECTION 1

GENERAL

This supplement provides information which must be observed when operating the Pointer Model 3000-11 or Model 4000-11 Emergency Locator Transmitter. The Pointer Model 4000-11 Emergency Locator Transmitter is approved for use only in the USA, Canada and Japan.

Both the Pointer Model 3000-11 ELT (which incorporates the english placard) and Model 4000-11 ELT (which incorporates the bilingual placard) consist of a self-contained, dual-frequency, solid-state transmitter powered by a battery pack consisting of five alkaline "C" cell batteries and is automatically activated by a deceleration sensing inertia "G" switch, which is designed to activate when the unit senses longitudinal inertia forces as required in TSO-C91A. Also, a remote switch/annunciator is installed on the top right hand side of the copilot's instrument panel for control of the ELT from the flight crew station. The annunciator, which is in the center of the rocker switch, illuminates when the ELT transmitter is transmitting. The ELT emits an omni-directional signal on the international distress frequencies of 121.5 MHz and 243.0 MHz. General aviation and commercial aircraft, the FAA and CAP monitor 121.5 MHz, and 243.0 MHz is monitored by the military.

The ELT is contained in a high impact, fire retardant, glass filled Lexon case with carrying handle and is mounted behind the aft cabin partition wall on the right side of the tailcone. To gain access to the unit, unfasten the turn fasteners on the aft cabin partition. The ELT is operated by a control panel at the forward facing end of the unit or by the remote switch/annunciator located on the top right hand portion of the copilot's instrument panel (see Figure 1).

Power for the transmitter is provided by an alkaline battery pack inside the transmitter case.

In accordance with FAA regulations, the ELT's battery pack must be replaced after 2 years shelf or service life or for any of the following reasons:

- After the transmitter has been used in an emergency situation (including any inadvertent activation of unknown duration).
- After the transmitter has been operated for more than one cumulative hour (e.g. time accumulated in several tests and inadvertent activation of known duration).
- On or before battery replacement date. Battery replacement date is marked on the battery pack and the label on the transmitter.

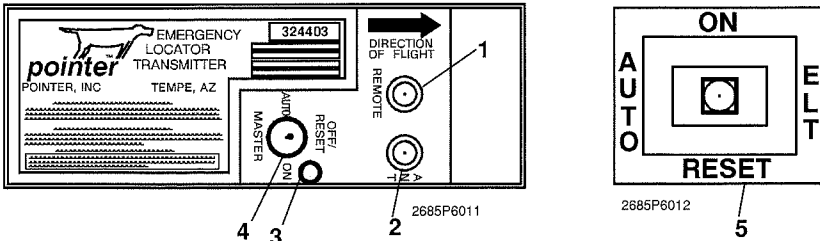


Figure 1. Pointer Model 3000-11 Emergency Locator Transmitter

1. REMOTE CABLE JACK -- Connects to ELT remote switch/annunciator located on the copilot's instrument panel.
2. ANTENNA RECEPTACLE -- Connects to antenna mounted on top of tailcone.
3. TRANSMITTER ANNUNCIATOR LIGHT -- Illuminates red to indicate the transmitter is transmitting a distress signal.
4. MASTER FUNCTION SELECTOR SWITCH (3-position toggle switch):
 - AUTO -- Arms transmitter for automatic activation if "G" switch senses a predetermined deceleration level.
 - ON -- Activates transmitter instantly. Used for test purposes and if "G" switch is inoperative. The ON position bypasses the automatic activation switch. (The red annunciator in the center of the remote switch/annunciator should illuminate).

- OFF/RESET -- Deactivates transmitter during handling, following rescue and to reset the automatic activation function. (The red annunciator in the center of the remote switch/annunciator should extinguish).
5. REMOTE SWITCH/ANNUNCIATOR (3-position rocker switch):
- ON -- Remotely activates the transmitter for test or emergency situations. Red annunciator in center of rocker switch illuminates to indicate that the transmitter is transmitting a distress signal.
 - AUTO -- Arms transmitter for automatic activation if "G" switch senses a predetermined deceleration level.
 - RESET -- Deactivates and rearms transmitter after automatic activation by the "G" switch. Red annunciator in center of rocker switch should extinguish.

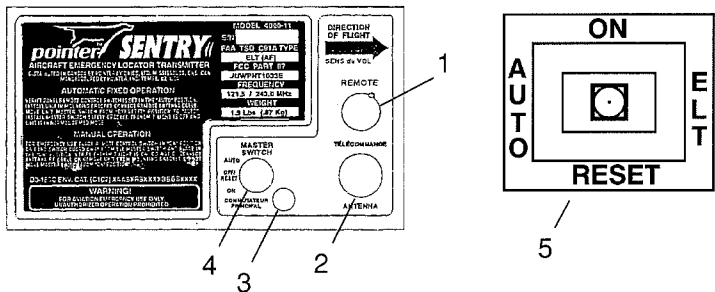


Figure 2. Pointer Model 4000-11 Emergency Locator Transmitter (ELT).

1. REMOTE CABLE JACK -- Connects to ELT remote switch/annunciator located on the copilot's instrument panel.
2. ANTENNA RECEPTACLE -- Connects to antenna mounted on top of tailcone.
3. TRANSMITTER ANNUNCIATOR LIGHT -- Illuminates red to indicate the transmitter is transmitting a distress signal.

4. MASTER FUNCTION SELECTOR SWITCH (3-position toggle switch):
- ON -- Activates transmitter instantly. Used for test purposes and if "G" switch is inoperative. The ON position bypasses the automatic activation switch. (The red annunciator in the center of the remote switch/annunciator should illuminate).
 - AUTO -- Arms transmitter for automatic activation if "G" switch senses a predetermined deceleration level.
 - OFF/RESET -- Deactivates transmitter during handling, following rescue and to reset the automatic activation function. (The red annunciator in the center of the remote switch/annunciator should extinguish).
5. REMOTE SWITCH/ANNUNCIATOR (3-position rocker switch):
- ON -- Remotely activates the transmitter for test or emergency situations. Red annunciator in center of rocker switch illuminates to indicate that the transmitter is transmitting a distress signal.
 - AUTO -- Arms transmitter for automatic activation if "G" switch senses a predetermined deceleration level.
 - RESET -- Deactivates and rearms transmitter after automatic activation by the "G" switch. Red annunciator in center of rocker switch should extinguish.

SECTION 2 LIMITATIONS

Refer to Section 2 of the Pilot's Operating Handbook (POH).

SECTION 3 EMERGENCY PROCEDURES

Before performing a forced landing, especially in remote and mountainous areas, activate the ELT transmitter by positioning the remote switch/annunciator to the ON position. The annunciator in center of the rocker switch should be illuminated.

Immediately after a forced landing where emergency assistance is required, the ELT should be utilized as follows:

NOTE

The ELT remote switch/annunciator system could be inoperative if damaged during a forced landing. If inoperative, the inertia "G" switch will activate automatically. However, to turn the ELT OFF and ON again requires manual switching of the master function selector switch which is located on the ELT unit.

1. ENSURE ELT ACTIVATION:
 - a. Position remote switch/annunciator to the ON position even if annunciator light is already on.
 - b. If airplane radio is operable and can be safely used (no threat of fire or explosion), turn ON and select 121.5 MHz. If the ELT can be heard transmitting, it is working properly.
 - c. Ensure that antenna is clear of obstructions.

NOTE

When the ELT is activated, a decreasing tone will be heard before the typical warbling tone begins.

2. PRIOR TO SIGHTING RESCUE AIRCRAFT -- Conserve airplane battery. Do not activate radio transceiver.
3. AFTER SIGHTING RESCUE AIRCRAFT -- Position remote switch/annunciator to the RESET position and release to the AUTO position to prevent radio interference. Attempt contact with rescue aircraft with the radio transceiver set to a frequency of 121.5 MHz. If no contact is established, return the remote switch/annunciator to the ON position immediately.
4. FOLLOWING RESCUE -- Position remote switch/annunciator to the AUTO position, terminating emergency transmissions.

SECTION 4 NORMAL PROCEDURES

As long as the remote switch/annunciator is in the AUTO position and the ELT master function selector switch remains in the AUTO position, the ELT automatically activates when the unit senses longitudinal inertia forces as required in TSO-C91A.

Following a lightning strike, or an exceptionally hard landing, the ELT may activate although no emergency exists. If the remote switch/annunciator illuminates, the ELT has inadvertently activated itself. Another way to check is to select 121.5 MHz on the radio transceiver and listen for an emergency tone transmission. If the remote switch/annunciator is illuminated or an emergency tone is heard, position the remote switch/annunciator in the RESET position and release to the AUTO position.

The ELT must be serviced in accordance with FAR Part 91.207.

INSPECTION/TEST

1. The emergency locator transmitter should be tested every 100 hours.

NOTE

Test should only be conducted within the first 5 minutes of each hour.

2. Disconnect antenna cable from ELT.
3. Turn airplane battery switch and avionics power switches ON.
4. Turn airplane transceiver ON and set frequency to 121.5 MHz.
5. Place remote switch/annunciator in the ON position. The annunciator should illuminate. Permit **only three** emergency tone transmissions, then immediately reposition the remote switch/annunciator to the RESET position and release to the AUTO position.
6. Place the ELT master function selector switch in the ON position. Verify that the transmitter annunciator light on the ELT and the remote switch/annunciator on the instrument panel are illuminated.

7. Place the ELT master function selector switch in the OFF/RESET position.
8. Reposition ELT master function selector switch to AUTO.
9. Reconnect antenna cable to ELT.

 **WARNING**

A TEST WITH THE ANTENNA CONNECTED SHOULD BE APPROVED AND CONFIRMED BY THE NEAREST CONTROL TOWER.

NOTE

Without its antenna connected, the ELT will produce sufficient signal to reach the airplane transceiver, yet it will not disturb other communications or damage output circuitry.

After accumulated test or operation time equals 1 hour, battery pack replacement is required.

IN-FLIGHT MONITORING AND REPORTING

Pilot's are encouraged to monitor 121.5 MHz and/or 243.0 MHz while in flight to assist in identifying possible emergency ELT transmissions. On receiving a signal, report the following information to the nearest air traffic control facility:

1. Your position at the time the signal was first heard.
2. Your position at the time the signal was last heard.
3. Your position at maximum signal strength.
4. Your flight altitude and frequency on which the emergency signal was heard -- 121.5 MHz or 243.0 MHz. If possible, positions should be given relative to a navigation aid. If the aircraft has homing equipment, provide the bearing to the emergency signal with each reported position.

**SECTION 5
PERFORMANCE**

There is no change in airplane performance when the ELT is installed.

