

		<b>Continued Airworthiness</b>			Doc. No. LTK-5-AFMS
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Replaces	Revision A	Prep. by Sam Yrlund	Insp. by	Approved by	Date 2017-12-11

**AIRCRAFT FLIGHT MANUAL SUPPLEMENT**  
**Mid Continent Instruments USB Charger TA102**  
**RAM mount p/n RAM-B-238U**  
**Cessna 172R / FAA TCDS 3A12 Rev 84**



This airplane flight manual supplement must be attached to the approved Airplane Flight Manual when the Mid Continent Instruments dual port USB charger p/n TA102 and the RAM ball mount p/n RAM-B-238U is installed in accordance with installation work order Samionics WO20171211SELTK and engineering order 2017/12/11-SELTK.

This document and the installation is classified as an EASA standard change and approved in accordance with EASA CS-STAN and documented on EASA Form 123.

**Section 1 – General**

This document describes the operating instructions and limitations (if any) associated with this particular installation.

**Section 2 – Limitations**

The RAM ball mount shall not be used for weight loads over 0.6kg.

**Section 3 – Emergency/abnormal procedures**

Mid Continent instruments dual port USB charger TA102

The USB charger has multiple protections circuits built in and the whole system is protected by an external circuit breaker. Disconnect all USB attached devices – do not use until problem has been located on ground.

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## Section 4 – Normal procedures

Co-Pilot side RAM ball mount and USB charger panel.



Nexus connector for Garmin GTN650 data in/out. I.e. external traffic advisory system.

MCI TA102 dual port USB charger 5V/2A.

3.5mm audio input (non muted audio panel input, mono with only tip connected).

### RAM ball mount p/n RAM-B-238U

The ball mount is suitable for different accessories from “RAM mounts”. In this particular installation the RAM mount is limited to a total weight load of 0.6kg. This is enough to support the RAM mount, Ipad 4 mini holder and an Ipad 4 mini.

### Mid Continent Instruments TA102 dual port USB charger

The TA102 is specified for an output of 5V / 2.1 Amp on each port. The USB D+ and D- data lines communicate with the USB portable device to tell the device it is a dedicated charging port (DCP), capable of a higher current than a standard USB port. This allows the USB portable device to draw up to 2.1 Amps.

The unit is a DC-to-DC converter that regulate current applied to that output. Each port independently reduces the output current to a safe level if the USB portable device draws excess current, is shorted or has a fault.

The TA102 has short circuit protection, over-current protection, low input voltage shutdown (<10VDC) and over temperature protection (reduces charging current to 1 Amp).

## Section 5 – Performance

No change.

## Section 6 – Weight and balance

No change. See aircrafts current weight and balance data.

## Section 7 – System description

See section 1, 2 and 4.

## Section 8 – Handling, service and maintenance

No change.