

***Hodge Flight Services***

**Cessna 172R N9520D Avionics Manuals**

**DAVTRON MODEL 803  
DIGITAL CLOCK/O.A.T/VOLT METER**



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

**CESSNA MODEL 172R  
AIRPLANES 172R80001 AND ON  
SUPPLEMENT 9  
DAVTRON MODEL 803  
CLOCK/O.A.T.**

SERIAL NO.	<u>17280385</u>
REGISTRATION NO.	<u>N9520D</u>

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the Davtron Clock/O.A.T. is installed.

FAA APPROVAL FAA APPROVED UNDER FAR 21 SUBPART J The Cessna Aircraft Co Delegation Option Manufacturer CE-1 <i>Richard D. Haldy</i> Executive Engineer Date: 3 April 2000
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 Member of GAMA  
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**SUPPLEMENT  
DIGITAL CLOCK/O.A.T.**

**SECTION 1  
GENERAL**

The Davtron Model 803 digital clock combines the features of a clock, outside air temperature gauge (O.A.T.) and voltmeter in a single unit. The unit is designed for ease of operation with the use of three buttons. The upper button is used to control sequencing between temperature and voltage. The lower two buttons control reading and timing functions related to the digital clock. Temperature and voltage functions are displayed in the upper portion of the unit's LCD window, and clock/timing functions are displayed in the lower portion of the unit's LCD window.

The digital display features an internal light (back light) to ensure good visibility under low cabin lighting conditions and at night. The intensity of the back light is controlled by the PANEL LT rheostat. In addition, the display incorporates a test function which allows checking that all elements of the display are operating.

**SECTION 2  
LIMITATIONS**

There is no change to the airplane limitations when the digital clock/O.A.T. is installed.

**SECTION 3  
EMERGENCY PROCEDURES**

There is no change to the airplane emergency procedures when the digital clock/O.A.T. is installed.

**CLOCK OPERATIONS**

The lower portion of the LCD window is dedicated to clock and timing operations. Pushing the SELECT button will sequence the window from universal time (UT) to local time (LT) to flight time (FT) to elapsed time (ET), and back again to universal time. Pushing the CONTROL button allows for timing functions within the four SELECT menus. Setting procedures are as follows:

**SETTING UNIVERSAL TIME**

Use the SELECT button to select universal time (UT). Simultaneously press both the SELECT and the CONTROL buttons to enter the set mode. The tens of hours digit will start flashing. The CONTROL button has full control of the flashing digit, and each button push increments the digit. Once the tens of hours is set the SELECT button selects the next digit to be set. After the last digit has been selected and set with the CONTROL button, a final push of the SELECT button exits the set mode. The lighted annunciator will resume its normal flashing, indicating the clock is running in universal time mode.

**SETTING LOCAL TIME**

Use the SELECT button to select local time (LT). Simultaneously press both the SELECT and the CONTROL buttons to enter the set mode. The tens of hours digit will start flashing. The set operation is the same as for UT, except that minutes are already synchronized with the UT clock and cannot be set in local time.

**FLIGHT TIME RESET**

Use the SELECT button to select flight time (FT). Hold the CONTROL button down for 3 seconds, or until 99:59 appears on the display. Flight time will be zeroed upon release of the CONTROL button.

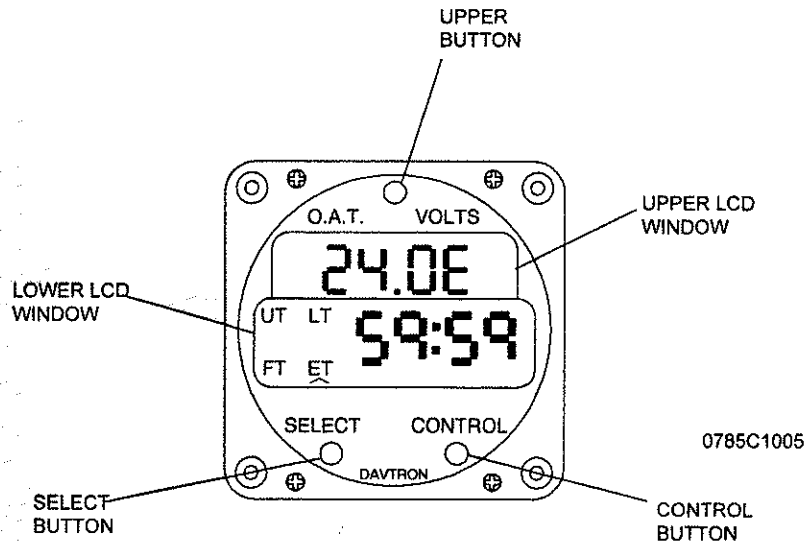


Figure 1. Clock/OAT Gauge

**SECTION 4  
 NORMAL PROCEDURES**

**TEST MODE**

The unit may be tested by holding the SELECT button down for three seconds. Proper operation is indicated by the display 88:88 and activation of all four annunciators.

**O.A.T. / VOLTMETER OPERATION**

The upper portion of the LCD window is dedicated to O.A.T. and voltmeter operations. The voltmeter reading is preselected upon startup and is indicated by an "E" following the display reading. Pushing the upper control button will sequence the window from voltage to fahrenheit ("F") to centigrade ("C"), and back again to voltage.

#### SETTING FLIGHT TIME FLASHING ALARM

Use the SELECT button to select flight time (FT). Simultaneously press both the SELECT and the CONTROL buttons to enter the set mode. The tens of hours digit will start flashing. The set operation is the same as for UT. When actual flight time equals the alarm time, the display will flash. Pressing either the SELECT or CONTROL button will turn the flashing off and zero the alarm time. Flight time is unchanged and continues counting.

#### SETTING ELAPSED TIME COUNT UP

Use the SELECT button to select elapsed time (ET). Press the CONTROL button and elapsed time will start counting. Elapsed time counts up to 59 minutes, 59 seconds, and then switches to hours and minutes. It continues counting up to 99 hours and 59 minutes. Pressing the CONTROL button again resets elapsed time to zero.

#### SETTING ELAPSED TIME COUNT DOWN

Use the SELECT button to select Elapsed Time (ET). Simultaneously press both the SELECT and the CONTROL buttons to enter the set mode. The tens of hours digit will start flashing. The set operation is the same as for UT, and a count down time can be set from a maximum of 59 minutes and 59 seconds. Once the last digit is set, pressing the SELECT button exits the set mode and the clock is ready to start the countdown. Pressing the CONTROL button now will start the countdown. When countdown reaches zero, the display will flash. Pressing either the SELECT or CONTROL button will reset the alarm. After reaching zero, the elapsed time counter will count up.

#### Button Select Disable

When there is no airplane power applied to the unit, the CONTROL and SELECT buttons are disabled.

### SECTION 5 PERFORMANCE

There is no change to the airplane performance when this equipment is installed. However, installation of this O.A.T. probe will result in a minor reduction in cruise performance.