

THE WORLD'S MOST ADVANCED  
COMPOSITE FLOATS



*lighter. faster. smarter.*



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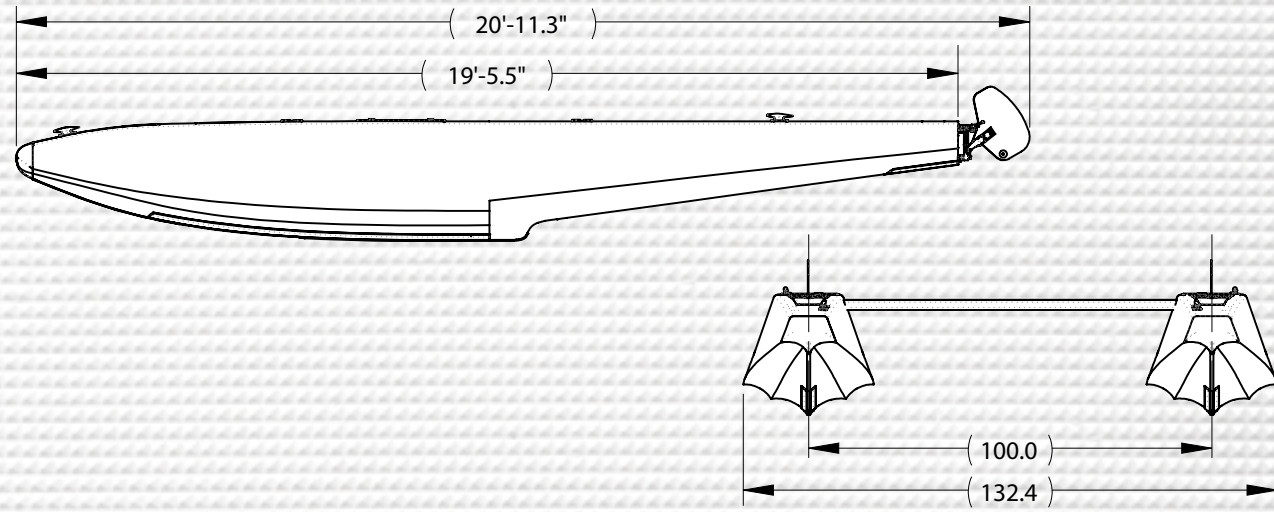
The first float plane I owned was a '76 Cessna 180 with a standard 470 engine and brand X 2960 floats. My second plane is a 1970 180 with a PPonk 520 and Aerocet 3500 Straight Floats. Both planes weighed about the same and both had the Kenmore STC for a gross weight increase to 3190 pounds. The new plane takes off in 60 percent of the distance of the old of which more than half of the savings is due to the floats. When you get near the gross weight of 3190 pounds the difference is even greater. The Aerocets with a higher displacement also have a storage locker in front of the CG which is more than twice as big as the one in my old floats. This allows me to get the weight forward which gets me on the step faster. Smooth sides and bottoms and no rivets also add to getting in the air faster and gives me a cruise speed about 4 knots faster. After ten years they still look brand new.

**TOM BASS**  
1970 Cessna 180H

**3500L**SERIES | COMPOSITE AEROSPACE FLOAT



**AEROCET**



## COMPOSITES

### Performance

- Super large sweet spot, ease of use and the most forgiving floats for novice and pro alike
- Very slippery – minimal sensation of acceleration is felt after leaving the water
- Getting on the step is reached very quickly to get you off the water and into the air fast

### Hull Design

- Double Fluted design delivers superior strength to weight ratings
- Sharp edges for reduced drag and increased hydrodynamics
- Large flat deck with molded in anti-skid
- Best design for performance in both rough water and smooth water conditions

### Construction

- No Corrosion
- No rivets means no rivet leaks
- Common aerospace E-Glass and simple easy-to-use vinyl ester resin
- Non-sandwich bottom skin, makes any field repair smooth and painless
- High impact sandwich core used on top and sides add durability and strength



# AEROCET®

**AEROCET.COM**

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## COMPARTMENTS

### • Six Watertight Compartments

- One more compartment than most
- No large holes for rudder controls (resistant to flooding)
- Large access panels with integrated preflight pumpouts
- Storage locker built into center compartment with full size locker door and optional floorboards for flat storage

## HARDWARE

### Hull Protection

- Aluminum Keel wear strip that is rugged and easily replaced
- Special aluminum chine rub strip designed to resist constant abrasion and provides another seam overlap

### Spreader Bar

- New extrusion design with internal shear web
- Impervious to crushing under forklift and clamping loads
- Simple, high strength, lightweight spreader bar socket with integral grease fittings

### Water Rudders

- Utilizes stainless tiller posts, brackets and fasteners and large bearings for overstress loads
- No rubber seals to crack and leak
- No deck cables and turnbuckles to trip on
- Maximum maneuverability with large rudders

## 3500L SERIES

<b>Airplane</b>	Cessna 180A thru H** J&K**,185, 185A thru E, A185E, A185F, P206, P206A, U206A thru G, TP206A, TU206A thru G
<b>Buoyancy</b>	3515 lbs / 1594 kg
<b>Maximum Flotation</b>	3905 lbs / 1771 kg
<b>Weight</b>	448 lbs* / 203 kg* *with all attachment rigging and internal hardware **with STC SA649NW installed

