DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

	A-765
	Revision 78
	Textron Aviation
3N	E18S-9700
3NM	C-45G,TC-45G
3TM	C-45H, TC-45H
JRB-6	TC-45J or
D18C	UC-45J (SNB-5)
D18S	RC-45J (SNB-5P)
E18S	
G18S	
H18	
	November 27, 2017

TYPE CERTIFICATE DATA SHEET NO. A-765

This data sheet which is a part of Type Certificate No. A-765 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder Textron Aviation Inc.

One Cessna Boulevard Wichita, KS 67215

Type Certificate Holder Record Beech Aircraft Corporation transferred to

Raytheon Aircraft Company on April 15, 1996

Raytheon Aircraft Company transferred to

Hawker Beechcraft Corporation on March 26, 2007

Hawker Beechcraft Corporation transferred to Beechcraft Corporation on April 12, 2013

Beechcraft Corporation transferred to Textron Aviation Inc. on October 12, 2016

I. Model D18S, 10 PCLM, Approved April 26, 1946

Engines Two (2) P&W Wasps Jr. SB-3 with one 4-1/2N and one 9N damper each

See Item 113 for optional engines

Fuel 80/87 minimum grade aviation gasoline

Engine Limits Maximum continuous

(See Item 605 for (Sea level) 34.5 in. Hg. 2200 rpm (400 hp.)

higher limits) Straight line manifold pressure variation with altitude to 5000 ft.

33.5 in. Hg, 2200 rpm (400 hp.)

Takeoff (one minute)

36.5 in. Hg, 2300 rpm (450 hp.)

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Model D18S (cont'd)

Maneuvering Airspeed Limits 153 mph. (133 knots) (TIAS) Cruising 205 mph. (178 knots) Never exceed 257 mph. (223 knots) Flaps extended 120 mph. (104 knots) Landing gear extended 125 mph. (109 knots)

(See Item 208 for higher speed)

C.G. Range (Landing Gear Extended)

(+109.8) to (+117.7)

Moment due to retraction of landing gear is +12000 in.-lb.

See Item 605 for higher weight

8500 lb. with Item 1 installed; 8750 lb. with Item 2 or 5 installed Maximum Weight

See Item 605 for higher weight

No. of Seats Maximum 10 (2 crew at +87). See loading instructions for passenger loading.

Anti-ice Fluid Capacity

3 gal. (20 lb. at +97)

See Item 502 for optional installation

Nose compartment: 600 lb. at +28. When auxiliary fuel tank is installed combined Maximum Baggage

weight of fuel and baggage may not exceed 600 lb.

Rear compartment: 300 lb. at +243

See Item 407 for additional baggage provisions.

See NOTES 2 and 5

Fuel Capacity 202 gal. usable (four tanks in wings, two 76 gal. tanks at +126,

two 25 gal. tanks at +155).

See Items 108, 115 and 122 for optional fuel tanks.

See NOTE 1 for data on system fuel

Oil Capacity 17 gal. usable at +93 with Item 1 or 5

14 gal. usable at +94 with Item 2

(8½ gal. total capacity tank in each nacelle. With Item 2, total capacity includes 9.5 lb. feathering oil in each tank)

See NOTE 1 for data on system oil

Control Surface Movements

Wing flaps			Down	45°
Elevator trim tab	Up	18°	Down	13°
Elevator	Up	35°	Down	25°
Aileron trim tab	Up	22°	Down	19°
Aileron	Up	38.5°	Down	21°
Rudder trim tab (S/N A-1 through	Right	31°	Left	32°
A 60 one tob and midder bunges)				

A-68 one tab and rudder bungee)

Right 28° to 33° Left 28° to 33° Rudder trim tab (S/N A-1

through A-68 left hand rudder tab extension per Dwg. 404-001071

"B" revision. No bungee)

28° to 33° Rudder trim tabs (S/N A-69 Right 28° to 33° Left

and up two tabs and no bungee)

Rudder 25° 25° Right Left

A-1 through A-1035 (See rudder trim tab control surface movements). Serial Nos. Eligible

> CA-57 only (formerly Canadian Model 3N eligible for certification and redesignation as a D18S when modified per Bristol Aerospace Limited

E.R. 2227 except BAL Dwg. 112-84012 not eligible).

Items 1 or 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 105, 109, 201, 202, 301, 302, Required Equipment

401(a). (Item 105 not required when Item 2 or 5 or 7 or 8 or 9 installed).

II. Model D18C, 10 PCLM, Approved July 16, 1947

Engines Two (2) Continental R9-A

Fuel 91 minimum grade aviation gasoline

Engine Limits Maximum continuous

(Sea level) 41.5 in. Hg, 2300 rpm (500 hp.)

Straight line manifold pressure variation with altitude to 4000 ft.

40.0 in. Hg, 2300 rpm (500 hp.)

Takeoff (2 minutes)

43.0 in. Hg, 2300 rpm (525 hp.)

Airspeed Limits Maneuvering 153 mph. (133 knots)
(TIAS) Cruising 205 mph. (178 knots)
Never exceed 256 mph. (222 knots)

Flaps extended 120 mph. (104 knots) Landing gear extended 134 mph. (117 knots)

C.G. Range (Landing (+109.8) to (+117.7) at 9000 lb. Gear Extended) (+105.0) to (+117.7) at 6487 lb. or less

Moment due to retraction of landing gear is +12000 in.-lb.

Maximum Weight 9000 lb.

No. of Seats Maximum 10 (2 crew at +87). See loading instructions for passenger loading.

Anti-icer Fluid Capacity 3 gal. (20 lb. at +97)

Maximum baggage Nose compartment: 600 lb. at +28. When auxiliary fuel tank is installed combined

weight of fuel and baggage may not exceed 600 lb.

Rear compartment: 300 lb. at +243.

See Item 407 for additional baggage provisions.

See NOTES 2 and 5

Fuel capacity 202 gal. usable (four tanks in wings, two 76 gal. tanks at +126,

two 25 gal. tanks at +155).

See NOTE 1 for data on unusable fuel

Oil capacity 14 gal. usable at +93 (8½ gal. total capacity tank in each nacelle includes 9.5 lb.

feathering oil in each tank).

See NOTE 1 for data on unusable oil

Control surface movements Wing flaps Down 25° or 45°

Elevator trim tab 14° Up 20° Down Elevator 2.5° 35° Up Down Aileron trim tab 20° 20° Up Down Aileron 37.5° 20° Up Down Rudder trim tab Right 30° 30° Left Rudder Right 25° Left 25°

Serial Nos. Eligible AA-1 through AA-31

Required Equipment Items 2 or 5 or 7 or 8 or 9, 101, 102, 104, 112, 114, 201, 202, 302, 306, 401(a), 600

III. Model E18S, 10 PCLM, Approved July 19, 1954

Engines Two (2) P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each

(Crankshaft modified for hydraulic propeller, Item 2)

See Item 128 for optional engines

Fuel 80/87 minimum grade aviation gasoline

Engine Limits For all operations:

Sea level

36.5 in. Hg, 2300 rpm. (450 hp.)

Straight line manifold pressure variation with altitude to 3500 ft.

35.5 in. Hg, 2300 rpm. (450 hp.)

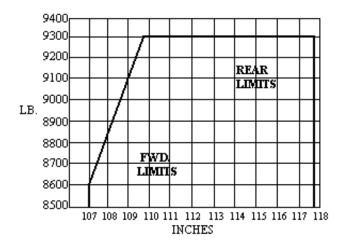
Airspeed Limits Maneuvering 153 mph. (133 knots) (TIAS) Cruising 205 mph. (178 knots)

Never exceed 256 mph. (222 knots) Flaps extended 120 mph. (104 knots) Landing gear extended 160 mph. (139 knots)

C.G. Range (landing gear extended)

(+109.8) to (+117.7) at 9300 lb. (+107.0) to (+117.7) at 8600 lb. or less Straight line variation between points given

Moment due to retraction of landing gear is +12000 in.-lb.



Maximum Weight 9300 lb.

See Items 126 and 611 for increased weights

No. of Seats Maximum 10 (2 crew at +87). See loading instructions for passenger loading.

Anti-icer Fluid Capacity 3 gal. (20 lb. at +97). See Item 502 for optional installation.

Maximum Baggage Rear compartment: 300 lb. at +271

See NOTES 2 & 5

Fuel Capacity 275 gal. usable (four tanks in wing, two 76 gal. tanks at +126,

two 23 gal. tanks at +155; one nose tank 77 gal. at +32)

See Item 122 for optional fuel tanks See NOTE 1 for data on unusable fuel

III. Model E18S (cont'd)

Oil Capacity 14 gal. usable at +93 with Item 2

17 gal. usable at +93 with Item 5 (8½ gal. total capacity oil tank in each nacelle)

With Item 2, total capacity includes 9.5 lb. feathering oil each tank.

See NOTE 1 for data on unusable oil

Control Surface Movements Wing flaps Down 45°

Elevator trim tab Up 18° Down 13° 25° Elevator Up 35° Down Aileron trim tab Down 19° Up 22° Down 21° Aileron Up 33-1/2° Left 29° Rudder trim tab Right 29° Left 25° Right 25° Rudder

Serial Nos. Eligible BA-1 through BA-402 and BA-497 (See Item 611 for eligibility to convert these

airplanes to the Model E18S-9700)

Required Equipment Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109, 117 with Item 2 or 120 with Item 5,

201, 202, 301, 308, 401(a), 415, 601

IV. Model C-45G, TC-45G, C-45H, TC-45H, Approved March 3, 1958; TC-45J or UC-45J (SNB-5), Approved April 10, 1962; RC-45J (SNB-5P), Approved January 14, 1969; 10 PCLM

Engines Two (2) P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each

See Item 113 for optional engines

Fuel 80/87 minimum grade aviation gasoline

Engine (See Item 605 Maximum continuous

for higher limits) Sea level

34.5 in. Hg, 2200 rpm. (400 hp.)

Straight line manifold pressure variation with altitude to 5000 ft.

33.5 in. Hg, 2200 rpm. (400 hp.)

Takeoff (one minute)

36.5 in. Hg, 2300 rpm. (450 hp.)

Airspeed Limits Maneuvering 153 mph. (133 knots)

(TIAS)

Cruising

Never exceed

Flaps extended

Landing gear extended

205 mph. (178 knots)

227 mph. (223 knots)

120 mph. (104 knots)

125 mph. (109 knots)

(See Item 208 for higher speed)

C.G. Range (landing (+109.8) to (+117.7)

gear extended) Moment due to retraction of landing gear is +12000 in.-lb.

See Item 605 for revised limits

No. of Seats Maximum 10 (2 crew at +87). See loading instructions for passenger loading.

Maximum Weight 8500 lb. with Item 1 installed

8750 lb. with Item 2 or 5 installed

See Items 605 and 616 for higher weights; TC-45J not eligible

Anti-icer Fluid Capacity 3 gal. (20 lb. at +97). See Item 502 for optional installation.

IV. Models C-45G, TC-45G, C-45H, TC-45H (cont'd)

Nose compartment: 600 lb. at +28. When auxiliary fuel tank is Maximum Baggage

installed combined weight of fuel and baggage may not exceed 600 lb.

Rear compartment: 300 lb. at +243.

See Item 407 for additional baggage provisions

See NOTES 2 & 5

Fuel Capacity 202 gal. usable (four tanks in wings, two 76 gal. tanks at +126,

two 25 gal. tanks at +155)

See NOTE 1 for data on unusable fuel

16 gal. usable at +93 with Item 1 or 5 Oil Capacity

> 13 gal. usable at +93 with Item 2 (8 gal. capacity tank in each nacelle) With Item 2, total capacity includes 9.5 lb. feathering oil in each tank

See NOTE 1 for data on unusable oil

Control Surface Movements Wing flaps Down 45°

Elevator trim tab 13° Up 18° Down Elevator Up 35° Down 2.5° 22° Aileron trim tab Down 19° Up 38.5° 21° Aileron Up Down Rudder trim tab Right 28° to 33° Left 28° to 33° Right 25° Left 25° Rudder

See NOTE 4. Serial Nos. Eligible

Items 1 or 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109, 125, 201, 202, 301, 302, Required Equipment

401(a). (Item 125 not required when Item 2 or 5 or 7 or 8 or 9 installed).

V. Model E18S-9700, 10 PCLM, Approved January 19, 1959

Two (2) P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each Engines

See Item 128 for optional engines

Fuel 80/87 minimum grade aviation gasoline

Engine Limits For all operations:

Sea level

36.5 in. Hg, 2300 rpm. (450 hp.)

Straight line manifold pressure variation with altitude to 3500 ft.

35.5 in. Hg, 2300 rpm. (450 hp.)

Airspeed Limits Maneuvering 153 mph. (133 knots)

(TIAS) Cruising 205 mph. (178 knots) Never exceed 256 mph. (222 knots)

Flaps extended - power off 140 mph. (121 knots) - power on 120 mph. (104 knots)

Landing gear extended 160 mph. (139 knots)

C.G. Range (landing (+111.4) to (+120.5) at 9700 lb. (maximum takeoff weight) gear extended)

(+110.2) to (+120.5) at 9400 lb. (maximum landing weight)

(+107.0) to (+120.5) at 8600 lb. or less Straight line variation between points given

Moment due to retraction of landing gear is +12000 in.-lb.

C.G. diagram same as Section VI

V. Model E18S-9700 (cont'd)

Maximum Weight 9700 lb., takeoff weight (See Item 126 for increased weight)

9400 lb., landing weight

No. of Seats Maximum 10 (2 crew at +87). See loading instructions for passenger loading.

Anti-icing Fluid Capacity 6 gal. (40 lb. at +152)

Maximum Baggage Rear compartment: 300 lb. at +271

See NOTE 2

Fuel Capacity 198 gal. usable (4 tanks in wings, two 76 gal. tanks at +126,

two 23 gal. tanks at +155)

See Items 108 and 122 for optional fuel tanks See NOTE 1 for data on unusable fuel

Oil Capacity 17 gal. usable at +93 (8½ gal. total capacity tank in each nacelle)

See NOTE 1 for data on unusable oil

Control Surface Movements Wing flaps Down 45°

Elevator trim tab Up 18° 13° Down Elevator Up 35° Down 25° Aileron trim tab 22° 19° Up Down 21° 38-1/2° Aileron Up Down 29° 29° Rudder trim tab Right Left Rudder Right 25° Left 25°

Serial Nos. Eligible BA-403 through BA-460, except BA-434

Required Equipment Items 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109(c), 120, 201, 202, 301, 308, 401(a),

415, 601

VI. Model G18S, 10 PCLM, Approved October 8, 1959

Engines Two (2) P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each

See Item 128 and 129 for optional engines

Fuel 80/87 minimum grade aviation gasoline

Engine Limits For all operations:

Sea level

36.5 in. Hg, 2300 rpm. (450 hp.)

Straight line manifold pressure variation with altitude to 3500 ft.

35.5 in. Hg, 2300 rpm. (450 hp.)

Airspeed Limits Maneuvering 153 mph. (133 knots) (TIAS) Cruising 205 mph. (178 knots)

Never exceed 256 mph. (222 knots)
Flaps extended - power off - power on Landing gear extended 160 mph. (139 knots)

- 100 mph. (139 knots)

VI. Model G18S (cont'd)

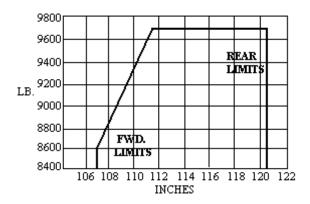
C.G. Range (landing gear extended)

(+111.4) to (+120.5) at 9700 lb. (maximum takeoff weight) (+110.2) to (+120.5) at 9400 lb. (maximum landing weight)

(+107.0) to (+120.5) at 8600 lb. or less

Straight line variation between points given

Moment due to retraction of landing gear is +12000 in.-lb.



Maximum Weight

9700 lb., takeoff weight (See Item 126 for increased weight)

9400 lb., landing weight

No. of Seats

Maximum 10 (2 crew at +87). See loading instructions for passenger loading.

Anti-icing Fluid Capacity

6 gal. (40 lb. at +152)

Maximum Baggage

Rear compartment: 300 lb. at +271;

Nose compartment (when Item 615 is installed): 300 lb. at +28; Inboard wing baggage compartment (when Item 618 is installed):

100 lb. left, 10 lb. right at +155

See NOTE 2

Fuel Capacity

318 gal. usable (six tanks in wings - two 76 gal. tanks at +126, two 23 gal. tanks at +155, two 60 gal. tanks at +139) 272 gal. usable (when Item 618 installed) (four tanks in wings, two 76 gal. tanks at +126, two 60 gal. tanks at +139)

See NOTE 1(e) for data on unusable fuel

Oil Capacity

17 gal. usable at +93 (8½ gal. total capacity tank in each nacelle)

See NOTE 1 for data on unusable oil

Control Surface Movements

		Down	45°
Up	18°	Down	13°
Up	35°	Down	15°
Up	22°	Down	19°
Up	38-1/2°	Down	21°
Right	29°	Left	29°
Right	25°	Left	25°
	Up Up Up Right	Up 18° Up 35° Up 22° Up 38-1/2° Right 29° Right 25°	Up 18° Down Up 35° Down Up 22° Down Up 38-1/2° Down Right 29° Left

Serial Nos. Eligible

BA-434, BA-461 through BA-617, except BA-563 (See Item 619) and BA-580 and

BA-497

Required Equipment

Items 2 or 5 or 7 or 8, 101, 102, 103(b) and 109(c), 120, 201, 202, 301, 308, 401(a),

415 and 601

VII. Model H18, 11 PCLM, Approved July 11, 1962

Engines Two (2) P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each

Fuel 80/87 minimum grade aviation gasoline

Engine Limits For all operations:

Sea level

36.5 in. Hg, 2300 rpm. (450 hp.)

Straight line manifold pressure variation with altitude to 3500 ft.

35.5 in. Hg, 2300 rpm. (450 hp.)

Airspeed Limits Maneuvering 153 mph. (133 knots) (TIAS) Cruising 205 mph. (178 knots)

Cruising 205 mph. (178 knots) Never exceed 256 mph. (222 knots) Flaps extended - power off 140 mph. (121 knots)

- power on 120 mph. (104 knots) - 30° position 160 mph. (139 knots) (with Item 639 only)

- 15° position 180 mph. (156 knots) (with Item 639 only)

Landing gear extended 160 mph. (139 knots)

C.G. Range (landing gear extended)

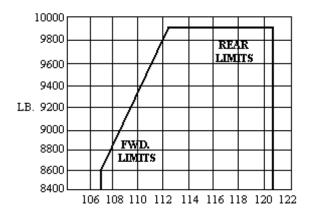
(+112.2) to (+120.5) at 9900 lb. (maximum takeoff weight)

See Item 126 for increased weight

(+110.6) to (+120.5) at 9500 lb. (maximum landing weight)

(+107.0) to (+120.5) at 8600 lb. or less Straight line variation between points given

Moment due to retraction of landing gear is +8200 in.-lb.



Maximum Weight 9900 lb. takeoff weight (See Item 126 for increased weight)

9500 lb. landing weight

No. of Seats Maximum 11 (2 crew at +87). See loading instructions for passenger loading.

Anti-icing Fluid Capacity 6 gal. (40 lb. at +152)

Maximum Baggage Rear compartment: 300 lb. at +271;

Nose compartment (when Item 615 is installed): 300 lb. at +28

See NOTES 2 & 5

VII. Model H18 (cont'd)

Fuel Capacity 318 gal. usable (six tanks in wings - two 76 gal. tanks at +126,

two 23 gal. tanks at +155 and two 60 gal. tanks at +139)

OR 318 gal. usable (four tanks in wings - two 99 gal. tanks at +128

and two 60 gal. tanks at +139)

See NOTE 1 for data on unusable fuel.

Oil Capacity 14 gal. usable at +93 (8½ gal. total cap. tank in each nacelle)

See NOTE 1 for data on unusable oil.

Control Surface Movements Wing flaps Down 45°

Elevator trim tab 13° Up 18° Down Elevator 35° 15° Up Down 22° Aileron trim tab 19° Up Down Up 38-1/2° Aileron 21° Down Rudder trim tab Right 29° Left 29° Rudder Right 25° Left 25°

Serial Nos. Eligible BA-580, BA-618 through BA-765

Required Equipment Items 2 or 7 or 8, 101(b), 102(w), 102(x), 103(b), 109(c), 122, 201(c)

and 202 or 632, 301(a) or 307(d) or 309, 308, 401(v) or (w), 415, 601

VIII. Model JRB-6, 10 PCLM, Approved August 30, 1963

Engines Two (2) P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each

See Item 113 for optional engines.

Fuel 80/87 minimum grade aviation gasoline

Engine Limits Maximum continuous

Sea level

34.5 in. Hg, 2200 rpm. (400 hp.)

Straight line manifold pressure variation with altitude to 5000 ft.

33.5 in. Hg, 2200 rpm. (400 hp.)

Takeoff (one minute)

36.5 in. Hg, 2300 rpm. (450 hp.)

Airspeed Limits Maneuvering 153 mph. (133 knots) (TIAS) Cruising 205 mph. (178 knots)

Cruising 205 mph. (178 knots) Never exceed 257 mph. (223 knots) Flaps extended 120 mph. (104 knots) Landing gear extended 125 mph. (109 knots)

C.G. Range (landing (+109.8) to (+117.7)

gear extended) Moment due to retraction of landing gear is +12000 in.-lb.

See Item 605 for revised limits

Maximum Weight 8240 lb. (takeoff)

7850 lb. (landing)

See Item 631 for higher weights

No. of Seats Maximum 10 (2 crew at +87). See loading instructions for passenger loading.

Anti-icer Fluid Capacity 3 gal. (20 lb. at +97)

Maximum Baggage Nose compartment, 600 lb. at +28. Rear compartment, 300 lb. at +243

See NOTES 2 & 5

VIII. Model JRB-6 (cont'd)

Fuel Capacity 202 gal. usable (4 tanks in wings, two 76 gal. tanks at +126, two 25 gal. tanks at +155).

See NOTE 1 for data on unusable fuel

Oil Capacity 16 gal. usable at +93 with Item 1

13 gal. usable at +93 with Item 2 (8 gal. tank in each nacelle) With Item 2, total capacity includes 9.5 lb. feathering oil in each tank

See NOTE 1 for data on unusable oil

Control Surface Movements Wing flaps Down 45°

13° Elevator trim tab Up 18° Down Elevator 25° 35° Up Down 22° 19° Aileron trim tab Up Down 38.5° 21° Aileron Up Down Rudder trim tab Right 28° to 33° Left 28° to 33° Right 25° Rudder Left 25°

Serial Nos. Eligible See NOTE 4

Required Equipment Items 1 or 2, 101, 102, 103, 104, 109, 201(d), 202(b), 301, 302, 612

(Item 105 or 125 required when Item 1 installed)

IX. Models 3N, 3NM, 3TM, 10 PCLM, Approved January 31, 1968

Engines Two (2) P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each

See Item 113 for optional engines

Fuel 80/87 minimum grade aviation gasoline

Engine Limits Maximum continuous

Sea level

34.5 in. Hg, 2200 rpm. (400 hp.)

Straight line manifold pressure variation with altitude to 5000 ft.

33.5 in. Hg, 2200 rpm. (400 hp.)

Takeoff (one minute)

36.5 in. Hg, 2300 rpm. (450 hp.)

Airspeed Limits Maneuvering 153 mph. (133 knots) (TIAS) Cruising 205 mph. (178 knots)

Never exceed 257 mph. (223 knots) Flaps extended 120 mph. (104 knots) Landing gear extended 125 mph. (109 knots)

C.G. Range (landing (+109.8) to (+117.7)

gear extended) Moment due to retraction of landing gear is +12000 in.-lb.

Maximum Weight 8750 lb.

Anti-icer Fluid Capacity 3 gal. (20 lb. at +97)

Maximum Baggage Nose compartment: 600 lb. at +28. When auxiliary fuel tank installed,

combined weight of fuel and baggage may not exceed 600 lb.

Rear compartment: 300 lb. at +243

See NOTES 2 & 5

FuelCcapacity 282 gal. usable (four tanks in wings, two 76 gal. tanks at +126,

two 25 gal. tanks at +155, one nose tank, 80 gal. at +32)

See NOTE 1 for data on system fuel

IX. Models 3N, 3NM, 3TM (cont'd)

Oil Capacity 16 gal. usable at +93 with Item 5 or 7

13 gal. usable at +93 with Item 2 (8 gal. capacity tank in each nacelle) With Item 2, total capacity includes 9.5 lb. feathering oil in each tank.

See NOTE 1 for data on unusable oil

Control Surface Movements Wing flaps Down 45°

Elevator trim tab 13° Up 18° Down Up 35° 25° Elevator Down Aileron trim tab 22° Down 19° Up 38.5° 21° Aileron Up Down 28° to 33° Rudder trim tab Right 28° to 35° Left Rudder Right 25° Left 25°

Serial Nos. Eligible See NOTE 4

Required Equipment Items 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301 or 307,

308(1) or (m), 401(x)

Specifications Pertinent to All Models

Datum 102 inches forward of centerline of main wing spar (placard denoting

datum installed on bottom of fuselage)

Leveling Means Models 3N, 3NM, 3TM, SNB-5, JRB-6, D18C, D18S, and C-45 Series -

leveling lugs on top of fuselage, forward of cabin.

Models E18S, E18S-9700, G18S and H-18 - two extended screws on right

side of airplane at bulkhead No. 8, aft of emergency exit.

Plumb bob is used to level.

Certification Basis Part 03 of the Civil Air Regulations effective November 13, 1945, and Part 3 effective

November 1, 1949, as amended by 3-14 (paragraph 3.242) (Normal Category) Type

Certificate No. A-765 issued April 26, 1946

Production Basis Production Certificate No. 8

Models G18S and H18: Delegation Option Manufacturer No. CE-2 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal

Aviation Regulations.

Required Equipment A plus (+) or minus (-) sign preceding the weight of an item of equipment indicates net

weight change when that item is installed. Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer except those items preceded by an asterisk (*). This symbol denotes that approval has been obtained by someone other than the aircraft manufacturer. An item so marked may not have been manufactured under an FAA monitored or approved quality control system. Conformity must be determined if the item is not identified by Form FAA-186, PMA or

other evidence of FAA production approval.

	1	1		C-45G			1		1
Propeller and Propeller Accessories (excepting Deicing Equipment)	D18S	D18C	E18S	TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
Two Ham. Std. constant speed propeller installation									
(a) Hubs 2D30 with									
(1) Blades 6167-15	X			X				X	
Pitch settings at 42 in. sta.: high 29°, low 14°									
157 lb. ea. (+35)									
or (2) Blades 6101-21									
Pitch settings at 42 in. sta.: high 28°, low 13°									
162 lb. ea. (+35)									
For interchangeable blade models, see Propeller									
Spec. 206 (Note 6)									
Diameter: max. 8'3-1/8", min. allowable for					••••••			•••••	
for repairs 8' 7/8". No further reduction									
permitted.									
and (b) Governor - Hamilton Standard 1A2	X			X				X	
5 lb. ea. (+66)								•••••	
and (c) Controls installation	X			X				X	
11 lb. (+68)									
2. Two Hamilton Standard hydromatic full-feathering									
propeller instln. (required with Item 605 or 637)									
(a) Hubs 22D30, blades 6531-15 (Model D18S,	X		X	X	X	X	X	X	
E18S and C-45) or blades 6533-21, 6533-21S									
or 6533-22S (Model D18S, C-45, 3N, 3NM,									
3TM only)	X			X					X
176 lb. ea. (+34)									
For interchangeable blade models, see Propeller									
Spec. 736 (Note 6)									
Pitch settings at 42 in. sta.:									
6531-15 blades: high 86°, low 13°									
6533-21 blades: high 84°, low 12°									
Diameter: max. 8' 3-3/8", min. allowable for repairs									
8' 1/8". No further reduction permitted.									
and (b) Governor - Hamilton Standard 4B2	X		X	X	X	X	X	X	X
5 lb. ea. (+66)									
and (c) Two feathering pumps	X		X	X				X	
LH - One Beech 900-189071-2 (Pesco 1E-521-DC)									
or 404-189075 (Pesco 1E-521-HC or HAC)	1								
11 lb. ea. (+103)	"								
or Ham Std 66166-12 (Pesco 1E-777-BLB-1)	X		X	X				X	
11 lb. ea. (+103)	··								
or Beech 404-189080 (Pesco 1E-VR-280-BHC)	X		X	X				X	
20 lb. (+103)	·· 		<u> </u>						
and RH - One Beech 900-189071-4									
(Pesco 1E-521-DC)	X		X	X				X	
11 lb. ea. (+103)	"								
or Hamilton Standard 66094-1 (Pesco) 1E521-HC or HAC)	X		X	X				X	
or Hamilton Standard 66166-12 (Pesco) 1E-777-BLB-1)			1					1	
11 lb. (+103)	1						1		
or Pesco 1E-VR-280-BHC	X		X	X			1	X	
20 lb. (+103)	- 1			^1			1		
and (d) Controls installation	X		X	X			1	X	
32 lb. (+79)				Λ		<u> </u>			
Beech 404-189804 oil tank standpipe is required with this		1					 		
propeller.									
proponer.	1	1	1	l .	l	1	ı	1	

	1	1	1	0.450	1	ı		ı	
Propeller and Propeller Accessories (excepting Deicing Equipment)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
3. Two spinner installations (with Item 1 only)	X							X	
(a) Air Associates, HC-1027									
5 lb. ea. (+31)									
or (b) Harry F. Montgomery Metal Spinning Works Model E-236	X							X	
12 lb. ea. (+34)									
or (c) Beech 734-189071	X			X				X	
				Λ				Λ	
5 lb. ea. (+31)									
Two Hamilton Standard hydromatic full feathering propeller installations									
(a) Hubs 22D30, blades 6597-21		X							
For interchangeable blade models, see Prop. Spec. No. 736 (Note 6)									
Pitch settings at 42 in. sta.: high 86°, low 14°									
Diameter: maximum 8'3-1/2", min. allowable for repairs 7' 10"									
No further reduction permitted.									
When diameter exceeds 8' 0", following placard is									
required;									
"Avoid continuous operation between									
1850 and 2000 rpm."									
176 lb. ea. (+30)									
and (b) Governor - Ham. Std. 4G8-P30M or 4G8-P63M		X							
7 lb. ea. (+38)		21							
and (c) Feathering pump		X							
One Beech 900-189071-2 (LH) and		Λ							
One Beech 900-189071-2 (EH) and One Beech 900-189071-4 (RH)									
11 lb. ea. (+103)									
5. Two Hartzell 3-blade full-feathering propeller installations per Dwg. 404-001058 or 414-189070									
(a) Hub and blade assemblies									
(1) HC-B3Z30-2 series hubs with 10160-6 blades and 836-16 spinner	X		X	X	X	X			X
132 lb. ea. (+ 35)									
or 10160B-6 blades and 836-17 spinner	X		X	X	X	X			X
133 lb. ea. (+ 35)									
or (2) HC-B3W30-2E hub with W10160-6 blades and 836-16 spinner						X			
132 lb. ea. (+ 35)									
or W10160B-6 blades and 836-16 spinner modified per						v			
Item 506			1			X			
133 lb. ea. (+ 35)									
Pitch settings at 30 in. sta.: high 87°, low 17° Diameter: 95 in. No cutoff permitted									
Engine tachometer is to be marked with red arc between			 						
1600 and 1800 rpm. indicating restriction against									
continuous operation in this range.									
and (b) Governor - Hartzell C-3 or Woodward 210205, 210402,	+		 						
210494, 210495 or 210496	X		X	X	X	X			X
6 lb. ea. (+ 66)									
(c) Deleted June 9, 1960									

Propeller and Propeller Accessories (excepting Deicing Equipment)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
(d) Controls installation	X		X	X	X	X			X
Beech 404-189804 oil tank standpipe is not to be used									
with this propeller									
32 lb. (+79)									
Item 401(a) revised January 30, 1961, Model E18S, and (k); or (g) and (k); or (h) and (k); or (i) and (k) required with Item 5(a).									
Propeller unfeathering systems									
Two unfeathering pumps	X		X	X	X	X	X		
(LH) One Pesco 111059-011-01									
7 lb. ea. (+ 103)									
or Beech 900-189071-2 (Pesco 1E-521-DC)									
or 404-189075 (Pesco 1E-521-HC or HAC)									
or Ham. Std. 66166-12 (Pesco 1E-777-BLB-1)									
11 lb. ea. (+ 103)									
or Beech 404-189080 (Pesco 1E-VR-280-BHC)									
20 lb. ea. (+ 103)									
and (RH) One Pesco 111059-011-01									
7 lb. ea. (+ 103)									
or Beech 900-189071-4 (Pesco 1E-521-DC)									
or Ham. Std. 66094-1 (Pesco 1E-521-HC or HAC)									
or 66166-12 (Pesco 1E-777-BLB-1)									
11 lb. ea. (+ 103)									
or (Pesco 1E-VR-280-BHC)									
20 lb. ea. (+ 103)									
or Unfeathering accumulators (one 210362 and 210384									
accumulator installation (Woodward))							X		
9 lb. (+ 66) 7. Two Hartzell 3-blade full-feathering propeller installations									
per Dwg. 18-960000, 414-189070 or 414-001068 (a) Hub and blade assemblies									
(1) HC-B3Z30-2E with 10152-5-1/2 blades and 836-16									
spinner	X		X	X	X	X	X		X
129 lb. ea. (+ 35)									
or 10152B-5-1/2 blades and 836-17S spinner	X		X	X	X	X	X		X
130 lb. ea. (+ 35)	Λ		Λ	Λ	Λ	Λ	Λ		Λ
(2) HC-B3W30-2E hubs with W10152-5-1/2 blades and									
836-16 spinner	X		X	X	X	X	X		
129 lb. ea. (+ 35)									
or W10152B-5-1/2 blades and 836-16 spinner modified	 		 						
per Item 506						X	X		
130 lb. ea. (+ 35)									
Pitch settings at 30 in. sta.: high 87°, low 17°	+		 						
	· 		-						
Diameter: 95-1/2 in. No cutoff permitted.	· 		-						
Engine tachometer to be marked with yellow arc between 1500 and 1700 rpm. and between 2100 and 2275 rpm.									
indicating restriction against continuous operation in this									
range.									
(b) Governor - Woodward 210402 or 210404	X		X	X	X	X	X		X
77 11 00 1710	· _ ^		Λ	Λ	Λ	Λ		1	Λ
or Hartzell C3 except for H18 6 lb. ea. (+ 66)			 						
0 10. ca. (± 00)			1		i		l	L	

	Propeller and Propeller Accessories (excepting Deicing Equipment)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
	(c) Controls installation	X		X	X	X	X	X		X
	32 lb. (+ 79)									
	AFM Supplement P/N 130225 dated September 5, 1962,									
	or April 15, 1963, or April 14, 1964 (D18S, C-45G and									
	H, and TC-45G and H, E18S-9700) or P/N130352 dated									
	April 12, 1963 (G18S) required.									
Ω	Two Hartzell 3-blade full feathering propeller installations									
	per Dwg. 404-001058, 414-001068, 414-189070 or 18-960000									
	(a) Hub and blade assemblies HC-B3R30-2E hubs with									
	R10152-5-1/2 blades and 836-16 spinner	X		X	X	X	X	X		X
	125 lb ag (+ 25)									
	or R10152B-5-1/2 blades and 836-17S spinner	X		X	X	X	X	X		X
	136 lb. ea. (+ 35)			Λ	Λ	Λ	Λ	Λ		Λ
	or R10152B-5-1/2 blades and 836-16 spinner modified per						X	X		
	Item 506									
	136 lb. ea. (+ 35)									
	Pitch settings at 30 in. sta.: high 87°, low 17°									
	Diameter: 95-1/2 in. No cutoff permitted.									
	Engine tachometer to be marked with yellow arc between									
	1500 and 1700 rpm. and between 2100 and 2275 rpm.									
	indicating restriction against continuous operation in this									
	range.									
	(b) Governor, Hartzell C-3 or Woodward 210205, 210494,	v		v	V	v	v			V
	210495 or 210496	X		X	X	X	X			X
	or Woodward 210402 or 210404	X		X	X	X	X	X		X
	6 lb. ea. (+ 66)									
	(c) Controls installation	X		X	X	X	X	X		X
	+32 lb. (+ 79)									
	AFM Supplement P/N 130705 dated March 13, 1967 (G18S									
	and H18) or P/N 130713 dated March 14, 1967 (D18S, E18S,									
	E18S-9700, C-45G, TC-45G, C-45H, TC-45H, TC-45J)									
	required									
	Two Hartzell 3-blade full-feathering propeller installations									
	per Dwg. 414-001068.									
	k									
	(a) Hub and blade assemblies HC-B3P30-2E hubs with	X		X	X	X	X	X		X
	P10152-5-1/2 blades and 836-16 spinner									
	135 lb. ea. (+ 35)			37	37	77	37	37		37
	or P10152B-5-1/2 blades and 836-17S spinner	. X		X	X	X	X	X		X
	136 lb. ea. (+ 35)									
	or P10152B-5-1/2 blades and 836-16 spinner modified per	X		X	X	X	X	X		X
	Item 506									
	136 lb. ea. (+ 35)									
	Pitch settings at 30 in. sta.: high 87°, low 17°									
	Diameter: 95-1/2 in. No cutoff permitted.									
[Tachometer to be marked with yellow arc between 1500									
	and 1700 rpm. and between 2100 and 2275 rpm.									
	indicating restriction against continuous operation in this									
	range.									
	(b) Governor - Hartzell C-3 except H-18	X		X	X	X	X			X
·	or Woodward 210205, 210494, 210495, 210496,	X		X	X	X	X		X	X
		1	1					1	1	1
	210402, or 210404									

Propeller and Propeller Accessories (excepting Descing Equipment)										
(c) Controls installation		D18S	D18C	E18S	TC-45G C-45H TC-45H TC-45J		G18S	H18	JRB-6	3NM
Sa Discrete Post 130225 dated August 18, 1967	(c) Controls installation	Y		X			Y		Y	X
Engine and Engine Accessories - Fuel and Oil Systems		·		Λ	Λ		Λ		Λ	Λ
Engine and Engine Accessories - Fuel and Oil Systems 101,(a) Two 7" x 9" oil radiators with intake system (G & 0) X										
101_(a) Two 7" x 9" oil radiators with intake system (G & 0)	Al Wi Supplement 1/W 130223 dated August 16, 1907	1				1	1		1	
101_(a) Two 7" x 9" oil radiators with intake system (G & 0)	E 1 1070	1	ı			1		1	1	
20 lb. ea. (+ 80)										
Or Two 7" x9" oil radiators with intake system (Harrison)		X	X	X	X	X	X		X	X
15 lb. ea. (+ 80)										
(a) Two 7" x9" thermostatically controlled oil coolers 10 lb. ea. (+ 80) 102.Fuel pumps (a) Two wobble-United Aircraft U-550-BE		X	X	X	X	X	X		X	X
10 lb. ea. (+ 80)	· · · · · · · · · · · · · · · · · · ·									
(a) Two wobble-United Aircraft U-550-BE	(b) Two 7" x 9" thermostatically controlled oil coolers							X		
(a) Two wobble-United Aircraft U-550-BE	10 lb. ea. (+ 80)									
4 1b. ea. (+86)	102.Fuel pumps									
or (b) Two wobble-United Aircraft U-550-BO	(a) Two wobble-United Aircraft U-550-BE	X	X						X	X
4 lb. ca. (+ 86) or (c) Two wobble-Romec Pump Co. RXD-1563-1 X X X 4 lb. ca. (+ 86) or (d) Two wobble-Army Type D-11 X X X X X X X X X X X X X X A Lb. ca. (+ 86) or (f) Two electric booster - Beech X X X X X X X X X X X X X X X X X X X	4 lb. ea. (+86)									
4 lb. ca. (+ 86) or (c) Two wobble-Romec Pump Co. RXD-1563-1 X X X 4 lb. ca. (+ 86) or (d) Two wobble-Army Type D-11 X X X X X X X X X X X X X X A Lb. ca. (+ 86) or (f) Two electric booster - Beech X X X X X X X X X X X X X X X X X X X	or (b) Two wobble-United Aircraft U-550-BO	X	X						X	X
or (c) Two wobble-Romec Pump Co. RXD-1563-1										
4 lb. ea. (+ 86) or (d) Two wobble-Army Type D-11 X X X 4 lb. ea. (+ 86) or (r) Two electric booster - Beech X X X X X X X X X X X X X X X X X X X		X	X						X	X
or (d) Two wobble-Army Type D-11										
4 lb. ea. (+ 86) or (f) Two electric booster - Beech		. Y	X						Y	X
or (r) Two electric booster - Beech	4 lb og (+ 86)		21						71	21
694-189641-4 (Adel 24000-3) 694-189641-8 (Adel 26900-3) 694-189641-8 (Adel 26900-3) 994-189641-18 (Adel 27447) Pesco 122799-120 3 lb. ea. (+ 126) (Modified main fuel tanks, a revised fuel system and Item 401. FAA Approved Flight Manual Rev. November 25, 1952, or a later date, required with this item for D18S and C-45 only) (i) Two electric booster Pesco 122799-120 installed per Beech Dwg. 404-001069 3 lb. ea. (+ 25) 3 lb. ea. (+ 25) (with Items 128 and 129 only) 3 lb. ea. (+ 126) (y) Two engine-driven Beech 50-921560-5 (with Item 128 only) 3 lb. ea. (+ 62) or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 3 lb. ea. (+ 26) or (y) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62) and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 -1, Pesco 122799-120 and (e) Two engine-driven Amy Type G6 X X X X X X X X X X X X X X X X X X X		· V		v	v	v	v			v
694-189641-8 (Adel 26900-3) 694-189641-12 (Adel 27447) Pesco 122799-120 3 lb. ea. (+ 126) (Modified main fuel tanks, a revised fuel system and Item 401. FAA Approved Flight Manual Rev. November 25, 1952, or a later date, required with this item for D18S and C-45 only) (I) Two electric booster Pesco 122799-120 installed per Beech Dwg. 404-001069 3 lb. ea. (+ 56) (I) Two electric booster pumps - Adel 70146 X X X X X X X X X X X X X X X X X X X		Λ		Λ	Λ	Λ	Λ			Λ
694-189641-12 (Adel 27447) Pesco 122799-120 3 lb. ca. (+ 126) (Modified main fuel tanks, a revised fuel system and Item 401. FAA Approved Flight Manual Rev. November 25, 1952, or a later date, required with this item for D18S and C-45 only) (I) Two electric booster Pesco 122799-120 installed per Beech Dwg. 404-001069 3 lb. ca. (+ 56) (I) Two electric booster pumps - Adel 70146 (II) Two electric booster pumps - Adel 70146 (IV) Two electric booster pumps - Adel 70146 (IV) Two engine-driven Beech 50-921560-5 (IV) Two engine-driven Beech 50-921560-5 (IV) Two engine-driven Beech 50-921560-3 or -23 3 lb. ca. (+ 62) or (IV) Two engine-driven Beech 50-921560-3 or -23 3 lb. ca. (+ 62) or (IV) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 -02 or Adel 28550-1 3 lb. ca. (+ 62) or (IV) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-38141-11 (with Item 129 only) 3 lb. ca. (+ 62) or (IV) Two engine-driven Beech 50-921560-1, Pesco 22799-120 and (EV) Two engine-driven Any Type 66 X X X X X X X X X X X X X X X X X X										
Pesco 122799-120	······································									
3 lb. ea. (+ 126) (Modified main fuel tanks, a revised fuel system and Item 401. FAA Approved Flight Manual Rev. November 25, 1952, or a later date, required with this item for D18S and C-45 only) (I) Two electric booster Pesco 122799-120 installed per Beech Dwg. 404-001069 3 lb. ea. (+ 56) (a) Two electric booster pumps - Adel 70146 (b) Two electric booster pumps - Adel 70146 (c) Two electric booster pumps - Adel 70146 (c) Two electric booster pumps - Adel 70146 (d) Two electric booster pumps - Adel 70146 (e) Two engine-driven Beech 50-921560-5 (f) Two engine-driven Beech 50-921560-5 (g) Two engine-driven Beech 50-921560-3 or -23 (g) Two electric booster pumps - Pesco 122799-120-01 or Albert 20 or (g) Two engine-driven Beech 50-921560-9 or -29 (g) Two engine-driven Army Type G6 (g) Two engine-driven Army Type G7						-	-		-	
(Modified main fuel tanks, a revised fuel system and ltem 401. FAA Approved Flight Manual Rev. November 25, 1952, or a later date, required with this item for D18S and C-45 only) (I) Two electric booster Pesco 122799-120 installed per Beech Dwg, 404-001069 3 lb. ca. (+ 56) (u) Two electric booster pumps - Adel 70146 (v) Two electric booster pumps - Adel 70146 (v) Two engine-driven Beech 50-921560-5 (w) Two engine-driven Beech 50-921560-3 or -23 3 lb. ca. (+ 62) or (w) Two engine-driven Beech 50-921560-9 or -29 or (y) Two engine-driven Beech 50-921560-9 or -29 and (s) One electric fuel booster pump in nose tank. Beech 694.189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type 66 X X X X X X X X X X X X X X X X X X										
Item 401. FAA Approved Flight Manual Řev. November 25, 1952, or a later date, required with this item for D18S and C-45 only)		-								
25, 1952, or a later date, required with this item for D18S and C-45 only) (1) Two electric booster Pesco 122799-120 installed per Beech Dwg. 404-001069 3 lb. ea. (+ 56) (u) Two electric booster pumps - Adel 70146 (with Items 128 and 129 only) 3 lb. ea. (+ 126) (v) Two engine-driven Beech 50-921560-5 (with Item 128 only) 3 lb. ea. (+ 62) or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 3 lb. ea. (+ 128) or (y) Two engine-driven Beech 50-921560-9 or -29 or (w) Two engine-driven Army Type G6 X X X X X X X X X X X X X X X X X X X										
and C-45 only										
(i) Two electric booster Pesco 122799-120 installed per Beech Dug. 404-001069 3 lb. ea. (+ 36) (ii) Two electric booster pumps - Adel 70146 X X X X X X X X X X X X X X X X X X X										
Beech Dwg. 404-001069		-								
3 lb. ea. (+ 56) (u) Two electric booster pumps - Adel 70146		X								
(u) Two electric booster pumps - Adel 70146										
(with Items 128 and 129 only) 3 lb. ea. (+ 126) (v) Two engine-driven Beech 50-921560-5 (with Item 128 only) 3 lb. ea. (+ 62) or (w) Two engine-driven Beech 50-921560-3 or -23 3 lb. ea. (+ 62) or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 3 lb. ea. (+ 128) or (y) Two engine-driven Beech 50-921560-9 or -29 or (x) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62) and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type G6 X X X X X X X X X X X X X X X X X X X				37		37	37	37		
3 lb. ea. (+ 126) (v) Two engine-driven Beech 50-921560-5 X X X X X (with Item 128 only) 3 lb. ea. (+ 62) or (w) Two engine-driven Beech 50-921560-3 or -23 X X X 3 lb. ea. (+ 62) or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 3 lb. ea. (+ 128) or (y) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62) and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type G6 X X X X X X X X X X X X X X X X X X X				X		X	X	X		
(v) Two engine-driven Beech 50-921560-5										
(with Item 128 only) 3 lb. ea. (+ 62) or (w) Two engine-driven Beech 50-921560-3 or -23 X X 3 lb. ea. (+ 62) X X or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 X X 3 lb. ea. (+ 128) X X or (y) Two engine-driven Beech 50-921560-9 or -29 X X or Beech 50-389141-11 (with Item 129 only) X X 3 lb. ea. (+ 62) X X and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 X X and (e) Two engine-driven Army Type G6 X X X X X 3 lb. ea. (+ 62) X X X X X X or (f) Two engine-driven - AN-4100-1 X X X X X X X X										
3 lb. ea. (+ 62) or (w) Two engine-driven Beech 50-921560-3 or -23 3 lb. ea. (+ 62) or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 3 lb. ea. (+ 128) or (y) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62) and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type G6 X X X X X X X X X X X X X X X X X X X				X		X	X			
or (w) Two engine-driven Beech 50-921560-3 or -23 X X 3 lb. ea. (+ 62) 3 lb. ea. (+ 62) X										
3 lb. ea. (+ 62) or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 3 lb. ea. (+ 128) or (y) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62) and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type G6 X X X X X X X X X X X X X X X X X X X										
or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 X							X	X		
-02 or Adel 28550-1 3 lb. ea. (+ 128) or (y) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62) and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type G6 x X X X X X X X X X X X X X X X X X X	<u></u>									
-02 or Adel 28550-1 3 lb. ea. (+ 128) or (y) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62) and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type G6 X X X X X X X X X X X X X X X X X X X				x		x	x	x		
or (y) Two engine-driven Beech 50-921560-9 or -29 X X X or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62) 4 lb. ea. (+ 62) 5 lb. ea. (+ 62) 5 lb. ea. (+ 62) 6 lb. ea. (+ 62) </td <td></td> <td></td> <td></td> <td>7.</td> <td></td> <td>71</td> <td>71</td> <td>21</td> <td></td> <td></td>				7.		71	71	21		
or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62) and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type G6										
3 lb. ea. (+ 62) and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type G6 X X X X X X X X X X X X X							X	X		
and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120 and (e) Two engine-driven Army Type G6 X X X X X X X X X X X X X										
and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco X 122799-120 X <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>										
122799-120 Image: Control of the co	and (s) One electric fuel booster pump in nose tank. Beech]
and (e) Two engine-driven Army Type G6 X X X X X X X 3 lb. ea. (+ 62)				X						
3 lb. ea. (+ 62) or (f) Two engine-driven - AN-4100-1 X X X X X X X X X X X X X X X X X X X										
3 lb. ea. (+ 62) or (f) Two engine-driven - AN-4100-1 X X X X X X X X X X X X X X X X X X X		X	X	X	X	X	X		X	
	3 lb. ea. (+ 62)									
3 lb. ea. (+ 62)	or (f) Two engine-driven - AN-4100-1	X	X	X	X	X	X		X	
	3 lb. ea. (+ 62)									

Engine and Engine Accessories - Fuel and Oil Systems	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
or (g) Two engine-driven - Romec RD-3890	X	X	X	X	X	X		X	
3 lb. ea. (+ 62)									
or (h) Two engine-driven - Pesco 2P-R400-BRD	X	X	X	X	X	X		X	X
3 lb. ea. (+ 62)									
or (i) Two engine-driven - Pesco 2P-R400-BRS	X	X	X	X	X	X		X	X
3 lb. ea. (+ 62)									
or (j) Two engine-driven - Pesco 2P-R400-BR 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
or (k) Two engine-driven - Chandler Evans 9141	X	X	X	X	X	X		X	X
3 lb. ea. (+ 62)	•								
or (l) Two engine-driven - Chandler Evans 9105	X	X	X	X	X	X		X	X
3 lb. ea. (+ 62)		71	71	2.	7.	2.		71	- 21
or (m) Two engine-driven - Chandler Hill H2E3 or CH4502-1									
or CH4502-11	X	X	X	X	X	X			X
3 lb. ea. (+ 62)		37	37	37	37	37		37	37
or (n) Two engine-driven - TFD-400-1 or TF-400-1	. X	X	X	X	X	X		X	X
3 lb. ea. (+ 62)									
or (o) Two engine-driven Thompson TFD-400 or TF-400	X	X	X	X	X	X		X	X
3 lb. ea. (+ 62)									
or (p) Two engine-driven - Thompson TFD-900-1, TF-900-1	X	X	X	X	X	X		X	X
or TF-900-3		21	21	21	21	21		21	21
3 lb. ea. (+ 62)									
or (q) Two engine-driven - Romec RD-4190	X	X	X	X	X	X		X	X
3 lb. ea. (+62)									
103.Two carburetor air heaters (weight and arm for the air scoop									
valve and one set of heater muffs)									
(a) For use with 109(a) or (b)	X		X	X				X	X
21 lb. ea. (+ 62) 16 lb. ea. (+ 61) (on E18S)									
(b) For use with 109(c)					X	X	X		X
15 lb oo (+ 61)									
104.Two oil radiator by-pass valves - S80	X	X	X	X	X	X		X	X
1 lb. (+ 79)									
105.Exhaust collector gas analyzer - Combridge No. 10555-1	X	X							
10 lb. (+ 77)									
106.Two vacuum pumps. At the engine cruising rpm. the output									
of each pump should be sufficient to provide the									
recommended pressure in each instrument case to supply the									
air flow requirements for all the instruments connected to the									
system.									
(a) Type B-12	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64)									
or (b) Eclipse-Pioneer 683-3	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64)									
or (c) Eclipse-Pioneer 683-4	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64)		- 11	- 11	21	- 11			- 11	41
or (d) Eclipse-Pioneer 549-5	X		X	X	X	X		X	X
5 lb. ea. (+ 64)	Λ		Λ	Λ	Λ	Λ		Λ	- /1
or (e) Pesco 3P-207-JA	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64)	· ^	Λ	Λ	Λ	Λ	Λ		Λ	Λ
or (f) Pesco 3P-207-J or 3P-207-JE	. X	v	v	v	X	v	-	v	v
	- A	X	X	X	Λ	X		X	X
5 lb. ea. (+ 64)									

Engine and Engine Accessories - Fuel and Oil Systems	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
or (g) Aro Equipment 207-JA	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64)									
or (h) Aro Equipment A-505-DD or A-505-CDD	X	X	X	X	X	X	X	X	X
5 lb. ea. (+ 64)									
or (i) Romec RD-3880	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64)									
or (j) Beech 50-380090 or 50-380090-1						X	X		
5 lb. ea. (+ 64)									
107.Starters - Eclipse E-80, Army Type J-1 or Eclipse 756-21C or 756-9C	X	X	X	X	X	X	X	X	X
20 lb. ea. (+ 70)									
108.77 gal. (80 gal. in D18S & D18C) aux. fuel tank in nose									
baggage compartment. Combined weight of baggage and fuel must not exceed 600 lb. at +32. (No baggage permitted	X	X	X	X	X				X
E18S or E18S-9700).									
23 lb. (+ 36)									
109.Carburetor air intake system									
(a) With filters	X			X				X	X
14 lb. ea. (+ 45)									
or (b) Without filters									
4 lb. ea. (+ 48)	X			X				X	X
6 lb. ea. (+ 50)			X						
or (c) Carburetor ram air scoop and air valve per Dwg. 404-001024 or 414-185906 or 18-910013 (G18S and H18 only)	X		X	X	X	X	X		X
-3 lb. (+ 27)									
110.Engine compartment pressure fire extinguisher and system									
with									
(a) Walter Kidde 7-1/4 lb. CO ₂	X	X	X	X	X	X		X	X
33 lb. (+ 56)									
or (b) Walter Kidde 5 lb. CO ₂		X							
(Including detector system)									
57 lb. (+ 111)					1				
or (c) Walter Kidde or American LaFrance	X		X	X	X	X	X	X	X
(8 lb. CB)							İ		
39 lb. (+ 114)									
111.Oil dilution system							İ		
2 lb. ea. (+ 79) (1 lb. ea. (+ 79) (on D18C)	X	X	X	X	X	X	X	X	X
112.Two carburetor air heater installations.		X							
9 lb. ea. (+ 59)									

Engine and Engine Accessories - Fuel and Oil Systems D18S D18C E18S C-45G TC-45G TC-45G C-45H TC-45J RC-45J RC-45J G18S H18 JRB-1 JRB-	3N 3NM 3TM X
Use act. wt. change on all engine changes. (a) P&W Wasp Jr. SB-2 (limits same as for SB-3 and R985-AN-14B) or (b) Military R-985-AN-4 (limits same as for SB-3 and R-985-AN-14B) or (c) Military R-985-AN-14B (limits same as for SB-3) or (d) P&W Wasp Jr. B-5 (same power limits as for SB-3 if Best Power Mixture used) or (e) Military R-985-AN-1 (limits same as for R-985-AN-14B)	X
(a) P&W Wasp Jr. SB-2 (limits same as for SB-3 and R985-AN-14B) or (b) Military R-985-AN-4 (limits same as for SB-3 and R-985-AN-14B) or (c) Military R-985-AN-14B (limits same as for SB-3) or (d) P&W Wasp Jr. B-5 (same power limits as for SB-3 if Best Power Mixture used) or (e) Military R-985-AN-1 (limits same as for R-985-AN-14B)	X
(a) P&W Wasp Jr. SB-2 (limits same as for SB-3 and R985-AN-14B) or (b) Military R-985-AN-4 (limits same as for SB-3 and R-985-AN-14B) or (c) Military R-985-AN-14B (limits same as for SB-3) or (d) P&W Wasp Jr. B-5 (same power limits as for SB-3 if Best Power Mixture used) or (e) Military R-985-AN-1 (limits same as for R-985-AN-14B)	X
R985-AN-14B A	X
or (b) Military R-985-AN-4 (limits same as for SB-3 and R-985-AN-14B) or (c) Military R-985-AN-14B (limits same as for SB-3) X X X X X X X X X X X X X X X X X X X	
R-985-AN-14B) or (c) Military R-985-AN-14B (limits same as for SB-3) or (d) P&W Wasp Jr. B-5 (same power limits as for SB-3 if Best Power Mixture used) or (e) Military R-985-AN-1 (limits same as for R-985-AN-14B)	
or (c) Military R-985-AN-14B (limits same as for SB-3) X X X X X X X X Or (d) P&W Wasp Jr. B-5 (same power limits as for SB-3 if Best Power Mixture used) X X X X X X X X X X X X X X X X X X X	X
or (d) P&W Wasp Jr. B-5 (same power limits as for SB-3 if Best Power Mixture used) or (e) Military R-985-AN-1 (limits same as for R-985-AN-14B)	
Best Power Mixture used) or (e) Military R-985-AN-1 (limits same as for R-985-AN-14B)	+
or (e) Military R-985-AN-1 (limits same as for R-985-AN-14B)	
for engines with NAR9A or NAR9B or NAR9CE X X	
carburetors	
or (f) Military R-985-AN-3 (limits same as for R-985-AN-1) X X	
or (g) Military R-985-39 (limits same as for R-985-AN-1) X X	
or (h) P&W Wasp Jr. SB-3 (limits same as for R-985-AN-14B) X X X	
or (i) Military R985-AN-1M1 when Item 5 used (limits same	
as for R985-AN-14B)	
or (j) Military R985-AN-2 when Item 5 used (limits same as for R985-AN-14B)	
or (k) Military R985-AN-10 when Item 5 used (limits same as	
for R985-AN-14B)	
114.Two carburetor air filters X	
2 lb. ea. (+ 73)	
115.47 gal. aux. fuel tank in nose baggage compt. This	
installation must be modified per Beech Dwg. 404-001101-3	
(C-45), 404-001101-1 (TC-45J) to be eligible for X X X	
certification. Combined weight of baggage and fuel must not	
exceed 600 lb. (arm of fuel + 38)	
45 lb. (+ 38)	
*116.Engine cooling air outlet baffles installation per Continental	
Motors Dwg. 516935	
1 lb. (+ 50)	
117.Fuel flowmeter installation (with Pioneer 9054-5A	
transmitters and 6007 indicator or Beech 414-180824	
transmitters and 414-180838 indicator)	
(a) With separate inverter X	
24 lb. (+ 77)	
or (b) Powered from radio inverter	
18 lb. (+ 75)	+
118.Jet stack installation (E18 type per Dwg. 404-001019) X X	+
-45 lb. (+80)	+
119.Cowl support brackets, improved type per Dwg. 404-001029 X X X	+
h-h-m-m-i-m-h-m-m-i-m-h-m-m-i-m-i-m-m-i-m-m-i-m-m-i-m-i	+
2 lb. (+ 46)	
120.Fuel flowmeter installation per Dwg. 404-001020 or	
414-180804 (See Item 124)	37
(a) With separate inverter X X X X X X X	X
25 lb. (+ 123) (D18S, C-45G, etc.)	
25 lb. (+ 77) (All other)	
or (b) Powered from radio inverter X X X X X X X	X
18 lb. (+78) (D18S, C-45G, etc.)	
18 lb. (+ 75) (All other)	

	D100	D10G	F100	C-45G TC-45G C-45H	E18S-	C100	1110	IDD 6	3N
Engine and Engine Accessories - Fuel and Oil Systems	D18S	D18C	E18S	TC-45H TC-45J RC-45J	9700	G18S	H18	JRB-6	3NM 3TM
121.Improved oil radiator cooling air valve per Dwg. 404-001025 Negligible weight	X		X	X					
122.Auxiliary wing fuel cells, 60 gal., bladder type, per Dwg.									
404-001027 or 414-920000 (arm of fuel + 139) (Nose tanks,									
Item 108 or 115 to be removed if installed). AFM	X		X	X	X	X			
Supplement, P/N 404-001055 dated June 19, 1958, or AFM	Λ		Λ	Λ	Λ	Λ			
Supplement P/N 404-001049 dated June 20, 1958, required.									
96 lb. (+ 137)									
(a) With landing lights relocated per Dwg. 404-001027	X			X					
0 lb. ea. (+ 100 in lb.)	21			21					
123.Improved engine crankcase vent per Dwg. 404-001032	X		X	X					
5 lb. (+ 82)	71		21	71					
124 Fuel flowmeter dial face, P/N 414-180838-11 (converts									
Item 125 to 120)				X					
No change in weight									
125.Fuel flowmeter installation (with Beech 414-180824									
transmitter and 404-001036 indicator)									
(a) With separate inverter				X					
25 lb. (+ 123)									
or (b) Powered with radio inverter				X					
18 lb. (+ 78)									
126.Two Aerojet 15NS-250 or 12NS-350 or 12NS-350CBA									
Rocket Engine installations (per Dwg. 414-18911 or Kit	v	v	v	v	v	v	v		v
Dwg. 404-001059) Note: Model 18 aircraft with tricycle	X	X	X	X	X	X	X		X
gears (STC SA111WE) not eligible for this installation.									
(a) 15NS-250 charged									
100 lb. (+ 125)									
(b) 12NS-350 or 12NS-350CBA charged									
108 lb. (+ 125)									
(c) 15NS-250 expended									
58 lb. (+ 124)									
(d) 12NS-350 or 12NS-350CBA expended									
64 lb. (+ 124)									
(e) Engines removed									
16 lb. (+ 120)	**		37	37	37	37	37		
For 15NS-250 AFM Supplement 404-001065 dated April 16,	X		X	X	X	X	X		
1961, or Item 401(f) required.	X			X					
For 12NS-350, AFM Supplement 404-001065 dated February 27, 1964, or 12NS-350CBA AFM Supplement	Λ			Λ					
dated March 10, 1965, required for D18S, C-45G, TC-45G,									
C-45H, TC-45H and TC-45J at the standard gross weight of									
8750 lb. or as modernized per Item 605, 616, 617, 620, 621									
or per STC SA4-113 and amended March 24, 1959, or per									
STC SA2-820 amended January 14, 1960.									
404-001065 dated July 1, 1964, or March 10, 1965, required	X			X					
for: D18S, C-45G, TC-45G, C-45H, TC-45H and TC-45J at									
the standard gross weight of 8750 lb. or as modernized per									
Item 605, 616, 617, 620, 621, 622, 624, 627, 628, 629, 635,									
636 or per STC SA4-113 and amended March 24, 1959, or									
			7.		7.				
			X		X				
ē ē]	
Item 611, 623, 630 or 633.]	
per STC SA2-820 amended January 14, 1960 18-001032 dated February 26, 1964, required for E18S and E18S-9700 at standard gross weights of 9300 and 9700 lb. respectively 18-001032 dated July 2, 1964, or March 11, 1965, required for E18S and E18S-9700 at standard gross weights of 9300 and 9700 lb. respectively or modernized per			X		X				

Engine and Engine Accessories - Fuel and Oil Systems	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
18-001032 dated July 2, 1964, or March 11, 1965, required for E18S and E18S-9700 at standard gross weights of 9300 and 9700 lb. respectively or modernized per Item 611, 623, 630 or 633.			X		X				
18-001021 dated February 25, 1964, required for G18S and H18 at standard gross weights of 9700 and 9900 lb. respectively.						X	X		
18-001021 dated July 3, 1964, or March 12, 1965, required for G18S and H18 at standard gross weights of 9700 and 9900 lb. respectively or G18S modernized per Item 630.						X	X		
For 12NS-350CBA, Supplement required is 404-001065 dated March 10, 1965 for:	X			X					
D18S, C-45G, TC-45G, C-45H, TC-45H, TC-45J at standard gross weight of 8750 lb. or as modernized per Item 605, 616, 617, 620, 621, 622, 624, 627, 628, 629, 635 or 636 or per STC SA4-113 and SA4-113 amended March 25, 1959, or per STC SA2-820 amended January 14, 1960.									
18-001032 dated March 11, 1965, for E18S and E18S-9700 at standard gross weights of 9300 and 9700 lb. respectively or modernized per Item 611, 623, 630 or 633.			X		X				
18-001021 dated March 12, 1965, for G18S and H18 at standard gross weights of 9700 and 9900 lb. respectively or G18S modernized per Item 630.						X	X		
127.Heated fuel tank vents	X		X	X	X				X
(a) Wing fuel tanks, Beech Dwg. 404-001073									
Negligible weight									
(b) Nose fuel tank, Beech Dwg. 404-001075									
Negligible weight									
128.P&W Military R985-AN-14B with one 4-1/2N and one 9N damper each and one fuel injection system per STC SE3-612 installed per Beech Dwg. 18-91001 or 414-001036, Item 401(u) required for G18S in lieu of 401(a). AFM Supplement 414-001042 dated April 12, 1961, required for E18S and E18S-9700.			X		X	X			
Use act. wt. change									
129.Two P&W Military IR985-AN-14B with one 4-1/2N and one 9N damper each per STC SE4-1136 installed per Beech Dwg. 18-920002 and STC SA4-1427. Bendix AFM Supplement dated February 1, 1962, required for G18S and AFM Supplement dated July 18, 1962, required for H18.						X	X		
Use act. wt. change									
130.Power pkg. installation (H18 type per Dwg. 414-001088)	. X		X	X					
Use act. wt. change									
131.Power pkg. installation (H18 type per Dwg. 414-000013) Use act. wt. change	X		X	X	X	X			

	1			ı	1			1	
Landing Gear	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
201.(a) Main gear, Goodyear L12HBM, 11.00-12, Type III,									
wheel-brake assembly with 11.00-12 8-ply tires and	X	X	X	X	X	X			X
tubes	21			11	11	- 11			21
Wheel assembly 530884-M or 530884-G									
Brake assembly 530886-M or 530886-SG									
95 lb. ea. (+ 92)									
or (b) Main gear, Goodyear L12HBM, 11.00-12 Type III, wheel-brake assembly with 11.00-12 8-ply rating nylon tubeless tires. Tubeless wheel assembly 9531432, brake 9531637 or 530886-SG	X		X	X	X	X			Х
79 lb. ea. (+ 92)									
or (c) Main gear, Goodyear PD185-10 or PD185-12, Type III wheel-brake assembly with 8.50-10 10-ply rating nylon tubeless tires.							X		X
Wheel assembly 9532489 or 9542623									
Brake assembly 9532491									
55 lb. ea. (+ 92)									
or (d) Two main gear, 33 in. smooth contour wheels (Bendix								X	X
B-4) with 13-2-1/2 brakes (Bendix 59799) and 8-ply tires									
104 lb. ea. (+ 92)									
202.(a) 14.50 tail wheel (Hayes Industries or B.F. Goodrich	X	X	X	X	X	X	X	X	X
D-3-180M) with 6-ply S.C. tire and tube	Λ	Λ	Λ	Λ	Λ	Λ	Λ	Λ	Λ
14 lb. (+ 354)									
or (b) 12 x 5-3 tail wheel and tire (Goodyear)								X	X
8 lb. (+ 354)									
203.Hand operated parking brakes	X	X	X	X	X	X	X	X	X
3 lb. (+ 51)		21	7.	- 11	- 11			2.	21
204.Landing gear oleo drag leg assembly (404-188027) replacing standard drag legs (404-118405)	X	X		X					
24 lb. (+ 100)									
205.Martin landing oleo drag leg assembly (90-1000003)	X	X		X					
replacing standard drag legs (404-188405)									
21 lb. (+ 100)									
206.Cross-wind gear									
(a) Installation 414-188003-1, -2 replacing standard			37		37	37			
installation (414-188000)			X		X	X			
17 lb. (+ 86)									
(b) Installation 414-188003-103, -104, replacing standard									
installation (18-800000-1, and -2)							X		
17 lb. (+ 86)							-		
207.Cross-wind gear installation 414-188003-101, -102,									
replacing standard gear installation 404-188000 or	X			X					
694-188000. Item 207 not to be used when Item 204 or 205									
is installed.							-		
17 lb. (+ 86)									
208.Improved landing gear doors (E18 Type), Dwg. 404-001021.									
Landing gear ext. airspeed limit 160 mph. (139 knots)	X			X					
35 lb. (+ 111)									
l		•		•	•	•	•		

Electrical Equipment	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
301.Two 50 a. generators									
(a) Leece Neville 24506	X		X	X	X	X	X	X	X
20 lb. ea. (+ 64)									
or (b) Beech 404-189240	X		X	X	X	X		X	X
20 lb. ea. (+ 64)									
302.Two batteries									
(a) 24 v. (17 a. hr. min.)	X	X		X				X	
49 lb. ea. (+ 87)									
or (b) 24 v. Sonotone batteries P/N 18A26 per Beech Dwg. 404-001060-5	X			X					
58 lb. ea. (+ 87)									
or (c) One 24 v. Sonotone battery, P/N 18A26 per Beech Dwg. 404-001060-7	X			X					
58 lb. (+ 87)									
305.Landing lights									
(a) Grimes G-3001	X	X	X	X				X	
7 lb. ea. (+ 139)									
or (b) GE 4557			X	X	X	X	X		
2 lb. ea. (+ 105)									
or (c) Leading edge landing & taxiing light installation per Dwg. 404-001033	X	X	X	X					
14 lb. (+ 104)									
Landing Gear									
306.Two 75 a. generators									
(a) Eclipse Type 1298-1		X							
23 lb, ea. (+ 67)									

307.Two 100 a. generators (a) Leece Neville 24501, Type 0-3	X		X	X					X
32 ID. ea. (+ 04)									
or (b) Leece Neville 2473-G12, 15482, Type 0-5	X			X					X
32 lb, ea. (+ 64)									
or (c) Eclipse-Pioneer, Type 30E16-1 (-A, -B, etc.)	X		X	X	X	X			X
39 lb. ea. (+ 64)	"								
or (d) Beech Dwg. 414-180515-13	X		X		X	X	X		X
39 lb. ea. (+ 64)									

Landing Gear	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
308.Battery									
(a) Two Reading R-33, 12 v. 33 a. hr. with Beech case			X		X	X	X		
50 lb. (+ 87)									
or (b) Four Reading R-33, 12 v. 33 a. hr. with two Beech cases	•		X		X	X			
118 lb. (± 102)	1								
or (c) Two Reading R-33, 12 v. 33 a. hr. with Beech case (not	•		X		X	X	X		
eligible when nose fuel tank installed)									
59 lb. (+ 4)	·								
or (d) One Saft AV02022, 24 v. with Beech case, Item 307(c)			X		X	X			
required			71		71	71			
59 lb. (+ 4)									
	•		X		X	X			
or (e) One Gulton AV02022, 24 v., Item 307(c) or (d) required 54 lb. (+4)			Λ		Λ	Λ			
Relay, cables, support structure and misc. hardware	•		X		v	X			
			Λ		X	Λ			
5 lb. (+ 4)			37		77	77			
or (f) One Gulton AV02022, 24 v., Item 307(c) or (d) required			X		X	X			
54 lb. (+ 87)									
Relay, cables, support structure and misc. hardware	,								
3 lb. (+ 87)									
or (g) Two Sonotone, (1) 22000 Type CA24A and (1) 22000 Type CA24B in Beech battery box per Mod. C.O. B41524 or per Beech Dwg. 404-001060-1. (Not eligible with nose fuel tank installed)			X		X	X	X		
55 lb. (+ 4)									
or (h) Two Sonotone (1) 22000 Type CA24A and (1) 22000 Type CA24B in Beech battery box per Mod. C.O. B41264 per Beech Dwg. 404-001060-3 55 lb. (+ 87)			X		X	X	X		
or (i) Two Reading R-33, 12 v. 33 a. hr. with Beech case;							X		
59 lb. (+ 6)									
or (j) Two Sonotone, (1) 22000 Type CA24A and (1) 22000									
Type CA24B with Beech case; optional with Item 632 55 lb. (+ 6)							X		
or (k) Two General Electric (1) RB211-1 and (1) RB212-1 with	•								
Beech case							X		
52 lb. (+ 87)									
	 	-	-						
or (l) Two Reading R-33, 12 v. 33 a. hr. or equivalent when installed per AC 43.13-2, Change 3 (use actual weight)									X
or (m) Two AR-12-36, 12 v. 36 a. hr.		ļ							X
31 lb. (+ 87) 309.Two 140 a. Westinghouse 976J162-3 or Beech 18-380024	-								
alternator-rectifiers	<u> </u>								
(a) Installed per Beech Dwg. 414-001090	X		X	X	X	X	X		X
30 lb. (+ 64)									
(b) Installed per Beech Dwg. 18-361011							X		
30 lb. (+ 64)									

	Interior Equipment	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
	oved Airplane Flight Manual and pertinent oplicable to the particular model and serial	2/9/48 Rev. 11/25/52	7/16/47 Rev. 7/12/48	7/19/54 Rev. 10/21/58 or 10/10/61	2/28/58 or 4/10/62	1/16/59 Rev. 1/30/61	9/29/59 or Rev. 1/30/61	6/22/62	3/8/63	
(b) FAA Appro Item 605	oved Airplane Flight Manual required with	6/20/58			6/19/58					
(d) FAA Appro 2 required	oved Airplane Flight Manual Supplement No. with Item 108 installed with Item 605	6/20/58			6/19/58					
(e) FAA Appro	oved Airplane Flight Manual Supplement No.	6/20/58 Rev. 12/16/60			6/19/58 Rev. 12/16/60					
	oved Airplane Flight Manual Supplement th Item 126			Rev. 6/18/59		Rev. 11/15/60	Rev. 11/6/59	11/6/59 or 6/8/62		
4 required	oved Airplane Flight Manual Supplement No. with Item 5 on D18S and C-45 Series weight 8750 lb.)	1/14/59 Rev. 7/29/60 or Rev 1/30/61			1/14/59 Rev. 7/29/60 or Rev. 1/30/61					
	oved Airplane Flight Manual Supplement No. with Item 5 on C-45 Series (maximum weight				1/12/59 or Rev. 1/30/61					
1 required lb.)	oved Airplane Flight Manual Supplement No. with Item 5 in D18S (maximum weight 8750	1/13/59 or Rev. 1/30/61								
(j) FAA Appro required wi	oved Airplane Flight Manual Supplement th Item 613	12/11/59		12/11/59	12/11/59	12/11/59	12/11/59			
required wh	oved Airplane Flight Manual Supplement nen Item 6 not installed	12/30/59		12/30/59	12/30/59	12/30/59				
(n) FAA Appro Item 617	oved Airplane Flight Manual required with	5/31/60 Rev. 1/30/61		6/1/60	Rev. 1/30/61					
130017 reg	oved Airplane Flight Manual Supplement uired with Item 421			11/3/61		11/3/61	11/3/61			
	oved Airplane Flight Manual P/N 118682 th Item 128 when installed on G18S.						4/8/61			
	oved Airplane Flight Manual P/N -5 (BA-580, BA-618 through BA-631)							6/14/63		
· ,	oved Airplane Flight Manual P/N -7 (BA-632 and up)							6/14/63 or 1/31/64 or 3/24/66		
	oved Airplane Flight Manual P/N 404-001164									10/31/6 7
	oved Airplane Flight Manual P/N 130721 rachute flares - International						4/26/67			
23 lb. ea. (-	+ 261)	X	X		X					
23 lb. ea. (-	+ 290)			X		X	X			

Interior Equipment	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
403.Two portable fire extinguishers									
(a) Pilot's compartment Fyr-Fyter A-2	X	X	X	X				X	X
7 lb. (+ 79)									
Passenger compartment Fyr-Fyter A-2	X	X	X	X				X	X
7 lb. (+ 227)	"								
or (b) Pilot's compartment Stop Fire MM-45			X						
1 lb. (+ 102)									
Passenger compartment Stop Fire AT22A			X						
10 lb (+ 227)									
or (c) Pilot's compartment Stop Fire MM-45			X		X				
$1 \text{Lib} \ (\pm 107)$			71		21				
Passenger compartment Kidde 8900			X		X				
7 lb. (+ 214)			- 11					<u> </u>	
or (d) Pilot's compartment Stop Fire MM-45			X		X	X			
1 lb. (+ 102)			Λ		Λ	Λ			
Passenger compartment Kidde 8900			X		X	X			
7 lb. (+ 177)			Λ		Λ	Λ			
404.Chemical toilet									
7 lb. (+ 249)	v	X		v				v	v
7 lb. (+ 249) 7 lb. (+ 242)	X	Λ	X	X	v	X	v	X	X
Placard: "THIS ROOM NOT TO BE OCCUPIED DURING			Λ		X	Λ	X		
TAKEOFF AND LANDING" (required on door on D18S, D18C, C-45, JRB-6 and on No. 9 bulkhead on E18S, E18S-9700, G18S and H18.									
405.Air conditioning system including cabin heater									
50 lb. (+ 121)	X	X		X					
(Models D18S, D18C and C-45 using engine exhaust heat		21		21					
exchangers)									
82 lb. (+ 131)	•		X		X	X	X		
(Models E18S, E18S-9700, G18S and H18 equipped with									
Surface Combustion 93A22 fuel burning heaters)									
407.Passenger cabin baggage rack and tie-down provision									
installation.									
6 lb. (+ 205)	X	X		X					
5 lb. (+ 205)			X		X	X			
Cabin rack 400 lb. (+ 205). Cabin tie-down provisions in	"								
accordance with Dwg. 901-180204, 400 lb. (+ 205) with									
bulkhead 9 web removed maximum baggage forward of									
bulkhead 9 must be reduced to 200 lb.									
408. Eclipse-Pioneer Type A-10 automatic pilot installation.							·		
(a) Operating unit installation	X								
70 lb. (+ 67)									
and (b) Aileron servo installation (Model EP-2-15-1-A)	X								
16 lb. (+ 77)									
and (c) Elevator servo installation (Model EP-2-15-1-A)	X								
12 lb. (+ 59)									
and (d) Rudder servo installation (Model EP-2-15-1-A) 13 lb. (+43)	X								
409.Lear Autopilot Model L201 (Lear installation Dwg. No. 34900)									
61 lb. (+ 22)	X								
410.Windshield wiper - Marquette									
11 lb. (+ 43)	X	X	X	X	X	X	X		X

Interior Equipment	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
411.Control system lock									
1 lb. (+ 62)	X	X	X	X	X	X	X	X	X
412.Sperry A-12 Autopilot Model S1-104-20-B (Sperry Dwgs.	X								
5245-90027, -90028, -90044, -90045)									
194 lb. (+ 150)									
413.Lear automatic pilot installation (See also Item 409)									
*(a)Model 1101A (L-5) installed per Lear Dwg. list of June									
6, 1949, and Dwg. 78749. Airplane Flight Manual									
should be supplemented to include the following:	X	X							
"Before takeoff, check that automatic pilot is 'OFF'.									
During flight, to engage automatic pilot, (1) Center 'Turn' manual control									
(2) Turn automatic pilot switch to 'Ready''									
(3) Turn automatic pilot switch to 'ON'									
(It will not be possible to turn switch to 'ON' until									
automatic switch is ready for operation). To disengage									
automatic pilot, turn automatic switch to 'OFF'. Before									
landing, check that automatic pilot is 'OFF'."									
76 lb. (+ 247)									
*(b)Model L-2C and optional equipment installed per Lear									
Dwg. as follows:									
(1) 91250C	X	X							
55 lb. (+ 200)									
Servo stall torque measured at servo on ground:									
Aileron 75 ±5 in lb.									
Rudder 75 ±5 in lb.									
Elevator 75 ±5 in lb.									
Servo drum pitch diameters for all three axes are									
1.375 in. Item 413(b)(6) required.									
(2) 95658 and 95658G	X	X							
58 lb. (+ 209)									
Servo stall torque measured at servo on ground:									
Aileron 150 ±5 in lb.									
Elevator 150 ±5 in lb.									
Rudder 150 ±5 in lb.									
Servo drum pitch diameters for all three axes are									
2.67 in. Item 413(b)(6) required.									
(3) Model 1404B altitude controller installation per Lear	X	X							
Dwg. 95658 (optional)			 			1			
2 lb. (+ 283)	X	X	-			-			
(4) Model 2203 altitude controller installation per Lear Dwg. 95658G (optional)	Λ	Λ							
2 lb. (+ 283)			 			 	 		
(5) Model 1305B approach coupler installation per Lear	X	X				-			
Dwg. 95658G (optional equip.) Item 413(b)(7)	Λ	Λ							
required.									
Use act. wt. & arm			1			1			

	1	1	1		1	1	1	1	
				C-45G TC-45G					22.7
I. C. T. C.	D100	D10C	F100	C-45H	E18S-	C100	1110	IDD 6	3N
Interior Equipment	D18S	D18C	E18S	TC-45H	9700	G18S	H18	JRB-6	3NM
				TC-45J					3TM
				RC-45J					
(6) Lear FAA Approved Airplane Flight Manual									
Supplement dated April 5, 1951, or revisions dated									
September 2, 1952, or November 29, 1954.									
Following placards required on airplane with Flight Manual Supplements dated April 5, 1951, or revision									
dated September 2, 1952: "DO NOT USE									
AUTOPILOT BELOW 300 FEET ABOVE									
TERRAIN IN CRUISE CONFIGURATION."									
"DO NOT USE AUTOPILOT BELOW 100 FEET									
ABOVE TERRAIN IN APPROACH									
CONFIGURATION."									
(7) Lear FAA Approved Airplane Flight Manual									
Supplement dated November 29, 1954 (with									
approach coupler)									
(c) Model L-2 installed per Beech Dwg. 414-187260									
80 lb. (+ 152)			X		X	X			
Rev. A (similar to Lear Kit 703292) rudder, aileron and]]			
elevator stall torques, 150 \pm 5 in lb., pulley p.d. 2.67 in.									
Lear Airplane Flight Manual Supplement dated July 17,									
1956, required.									
(d) Model L-2 installed per following Beech Dwgs. (similar to Lear Kit 703292).									
(1) 414-187260 Rev. A (with Approach Coupler and									
Altitude Control)									
80 lb. (+ 152)			X		X	X			
(2) 414-187260-35 Rev. A (less Approach Coupler with									
Altitude Control, add sub. box 702893-02)			**		**	•••			
75 lb. (+ 160)			X		X	X			
(3) 414-187260-37 Rev. A (with Approach Coupler, less									
Altitude Control)			X		X	V			
77 lb. (+ 147) (4) 414-187260-39 Rev. A (less Approach Coupler and			Λ		Λ	X			
Altitude Control, add sub. box 702893-02)									
72 lb. (+ 154)			X		X	X			
Slip Clutch Torque Settings			Λ		Λ	Λ			
Rudder: 150 +5 -15 inlb.									
Elevator: 150 +5 - 15 inlb.									
Aileron: 100 +15 -5 inlb.									
Pulley p.d. 2.67 in. Lear Airplane Flight Manual									
Supplement dated June 11, 1959, required.									
*414.Retractable entry step per Installation Procedure and Dwg.									
62149 and 50 for kit installation by the Reed Company,									
Municipal Airport, 3200 Dewey Street, Santa Monica,									
Calif.									
Flite Step 9 lb. (+ 208)	X	X							
Power Unit 5 lb. (+ 221)	X	X							
415.Electrically heated stall warning indicator installation	X		X	X	X	X	X		X
(a) Safe-Flight indicator No. 180F									
2 lb. (+75)									
or (b) Safe-Flight indicator No. 180A									
2 lb. (+ 75)									
Per Beech Dwg. 414-180611 or 404-001046									
This item required with Items 616, 617, 620, 621 and 622.	<u></u>			<u>I</u>					

Interior Equipment	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
416.High pressure oxygen system									
(a) Beech Dwg. 414-180480 and 414-180074									
68 lb. (+ 258)			X						
(b) Beech Dwg. Mod. C.O. T5259									
58 lb. (+ 53)					X				
(c) Beech Dwg. 414-189720 and 414-180074									
68 lb (+ 51)					X	X	X		
(d) Beech Dwg. 18-410011 or Beech Dwg. 404-001088-3									
and -1									
68 lb. (+ 48)			X		X	X	X		
(e) Beech Dwg. 404-001088-2 and -1									
73 lb. (+ 123)	1		X		X	X			
(f) Beech Dwg. 414-001046-1, -3 or -5 and 414-001058 or									
414-001059									
Use actual weight change	1		X		X	X			
417.Collins autopilot, Model AP-101, with flight dir. FD-104									
Servo stall torque measured at servo clutch:									
Aileron 24 in lb. max., 19 in lb. min.									
Rudder 24 in lb. max., 19 in lb. min.	,								
Elevator 24. in lb. max., 19 in lb. min.									
Pulley Diameter 4 in., all three axes									
(a) Collins Dwg. 49-0018-40F-2 Rev. 3									
152 lb (+ 45 5)	X								
334C-2 servos are acceptable substitute for 334C-1									
servos									
Collins Airplane Flight Manual Supplement required									
November 21, 1995 (334C-1 Servos)									
November 17, 1958 (334C-2 Servos)									
(b) Collins Dwg. 49-0022-126F Collins Airplane Flight									
Manual Supplement dated March 23, 1956, required.									
155 lb. (+ 46.5)			X						
*418.Collins radar weather mapping Model WP-101, Collins			Λ						
Dwg. 49-002-123D									
Use actual weight change									
419.Combustion heater installation									
(a) Surface combustion 93A22 fuel burning heater with heat	1								
and vent modifications per Dwg. 404-001023 and									
404-001031									
62 lb. (+ 122)	X			X					
(b) Two Stewart-Warner Model 8253A (Beech P/N									
404-001039-1) fuel burning heaters installation with									
defroster modification per Dwg. 404-001030 Sheets 1									
and 2									
75 lb. (+ 124)	X			X					
(c) One Stewart Warner 8253A (Beech P/N 404-001039-1)									
fuel burning heater installation with defroster									
modification per Dwg. 404-001030 Sheets 1 and 2									
40 lb. (+ 124)	X			X					
420.Collins autopilot AP-102 with flight director FD-107							1		
installed per Beech Dwg. Mod. C.O. B47947 and Collins									
STC SA3-417 as amended December 22, 1959. Collins FAA									
Approved Airplane Flight Manual Supplement as revised									
December 22, 1959, required for E18S and E18S-9700.									
DMCR Approved Flight Manual Supplement Rev. April 12,									
1960		1	1			37		1	
140 lb. (+ 50)		l		<u> </u>		X			

Interior Equipment	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
421.Sperry SP-3 automatic pilot installation Item 401(t), AFM Supplement dated November 3, 1961, required (E18S,									
E18S-9700). AFM Supplement dated March 28, 1962, required (G18S, H18).									
(a) Installed per Beech Dwg. 18-500000 or 414-001035	+		X		X	X	X		
33 lb. (+ 202)									
(b) With altitude hold installed per Beech Dwg. 18-500000-101 or 414-001035			X		X	X	X		
38 lb. (+ 213)									
(c) With course director coupler installed per Beech Dwg. 18-500000. Eligible with Item 421(a) or (b) when used			X		X	X	X		
in conjunction with ARC-CD-4 course directors. 5 lb. (+ 288)									
422. Cabin floor provisions, high density seating (9 chairs)									
(a) Per Beech Dwg. Mod. C.O. T5250 or 414-001053	. X		X		X	X	X		X
Use act. wt. change	. X		X		V	V	V		v
(b) Per Beech Dwg. 404-001128 423.Beech H-14 autopilot installation AFM Supplement 130043	. A		Λ		X	X	X		X
dated August 10, 1962, or 18-001031 dated January 17, 1964, or March 5, 1964, or July 10, 1964 (G18S or H18); or 130346 dated March 15, 1963, or 18-001033 dated August 19, 1964 (E18S and E18S-9700) required. Item 106(h) or (j) required on left engine. Installation per Beech Dwg. 18-500002 or 414-001067 for basic autopilot and accessories			X		X	X	X		
and Dwg. 414-001105 for optional autopilot modification. (a) Autopilot - basic (with or without Items 504 and/or 632)									
50 lb. (+ 164)									
(b) Altitude controller (accessory)									
1 lb. (+ 41)									
(c) Autotrim (accessory)									
2 lb. (+ 263)									
(d) ILS coupler (accessory)	.,								
1 lb. (+ 41)				**		**			**
424.Air conditioner 88 lb. (+ 110)	. X		X	X	X	X	X		X
Item 307 generators required with this installation. Fuel vent system must be modified on aircraft equipped with nose fuel									
tank. (a) Installed per Beech Dwg. 414-001064 or 18-554001.									
AFM Supplement 130073 dated May 25, 1962, required. (b) Installed per Beech Dwg. 414-001064. AFM									
Supplement 130074 dated May 10, 1962, required. 425.Cargo honeycomb floorboard installation per Beech Dwg. 404-001130 (use actual weight change)	X		X	X	X	X	X		
Allowable loadings are as follows:	· 				-				
Bulkhead Maximum									
5 to 6 650									
6 to 7 650									
7 to 8 650									
8 to 9 350									
9 to 10 300									

	1	ı		0.450	1	1	1	1	
Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
501.Surface deicers									
(a) Two wing boots (removable) Goodrich Type 2, Model 270	Х			X				X	
14 lb. ea. (+ 109)									
(b) Two stabilizer boots (removable) Goodrich Type 2, Model 270	X	X		X				X	
5 lb. ea. (+ 350)									
(c) Deicer installation (fixed position)	X	X		X				X	
41 lb. (+ 117) (d) Two wing boots (removable) Goodrich Type W, Model 270 with Beech 407-180483 (LH) and 407-180484 (RH) stall strips in lieu of Item 600	X	X							
14 lb. (+ 109)									
502.Propeller anti-icer									
(a) 3 gal. fluid tank, pump and lines 11 lb. (+ 85)	X	X	X	X				X	X
or (d) 6 gal. fluid tank, pump and lines, per Dwg. 414-189692 or 404-001064	X		X	X	X	X	X		X
13 lb. (+ 123)									
and (b) Two slinger rings - Air Associates HC-469-M-1 or HC-469 (for use with propeller Item 1)	X			X				X	
1 lb. (+ 40)									
or (c) Two slinger rings - Ham. Std. 54884C or Beech Mod. C.O. 69206 or Beech 644-189656 (for use with propeller Item 2 or 4). Only (a) or (d) eligible with Item 5(a)(1).	X	X	X	X				X	X
1 lb (± 40)	-								
503.Windshield deicing system	X	X	X	X	X	X	X		X
1 lb. (+ 55)		21	71	21	71	71	71		71
504.Surface deicers									
(a) Two wing boots (removable) Goodrich Type 12, Model 270	X			X				X	
12 lb. ea. (+ 109)	1								
(b) Two stabilizer boots (removable) Goodrich Type II, Model 270	X	X	X	X	X	X	X	X	X
5 lb. ea. (+ 350)		37	37	37	77	37	37	37	***
(c) Deicer installation (fixed position) 41 lb. (+ 117) (D18S, D18C & C-45 Series) 41 lb. (+ 109) (All others)	X	X	X	X	X	X	X	X	X
		V							
(d) Two wing boots (removable) Goodrich Type 12, Model 270 with Beech 407-180483 (LH) and 407-180484 (RH) stall strips in lieu of Item 600		X							
14 lb. ea. (+ 109)	+					<u> </u>	1		
(e) Four wing boots (removable)	+					t			
Two Goodrich 12-270-13-1	+		X			<u> </u>	1		
or Two Goodrich 12-270-14-1	+		X		X	X	X		
and Two Goodrich 12-270-12-1 with Beech 414-181011-3 and 115101-02400 (LH) and 414-181011-4 and 115101			71		71	71	71		
02400 (RH) stall strips in lieu of Item 601 27 lb. (+ 108)									
(f) Two vertical fin boots (removable) Goodrich Type II, Model 270	X		X	X	X	X	X	X	X
11 lb. (+ 352)						1			

	1	1			1	ı		1	
Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
505.Deicer system modifications including rubber stall strips									
required on aircraft equipped with deicer boots when installing Modernization Kits per									
(a) Dwg. 404-001040-1, -4 required with Items 305(c), 419 and 603	X			X					
9 lb. (+ 122)									
(b) Dwg. 404-001040-2, -4 required with Items 419 and 603 9 lb. (+ 122)	X			X					
(c) Dwg. 404-001040-3, -4 required with Items 305(c) and 419	X			X					
7 lb. (+ 119)									
(d) Dwg. 404-001050-5 required with Item 208	X			X					
1 lb. (+ 300)									
(e) Dwg. 404-001040-6 required with Item 305(c)			X						
Negligible weight	1								
506.B.F. Goodrich electrical propeller deicing system									
(a) Installation per Beech Dwg. 18-960013						X	X		
11 lb. (+ 45)						71	7.1		
AFM Supplement P/N 130068 dated April 13, 1962,									
required									
(b) Installation per Beech Dwg. 18-960013-1, B.F. Goodrich									
AFM Supplement P/N 60-732 dated September 22, 1960,						X	X		
required						Λ	Λ		
11 lb. (+ 45)									
507.Electrically heated windshields									
(a) Pilot's (P/N 18-380019-1) installed per Beech Dwg.						X	X		
414-001100									
10 lb. (+ 63) (b) Co-pilot's (P/N 18-380019-2) installed per Beech Dwg.									
						X	X		
414-001100									
6 lb. (+ 66)									
(c) Pilot's (P/N 18-380019-1) and Co-pilot's (P/N 18-380019-2) installed per Beech Dwg. 414-001100						X	X		
16 lb. (+ 64)									
(d) Pilot's (P/N 18-380018-1) installed per Beech Dwg. 414-001092	X		X	X	X				
7 lb. (+ 61)									
Miscellaneous (not listed above)									
600.Metal stall strips, Beech installation 407-181211 (LH) and 407-181212 (RH)		X							
Negligible weight									
601.Metal stall strips, Beech installation 414-181011-1 and -3	1		l _		_	_			
(LH) and 414-181011-2 and -4 (RH) 1 lb. (+ 80)			X		X	X	X		
	X		1	V					
602.Stabilizer angle of incidence change per Dwg. 404-001018 2 lb. (+ 367)	A			X					

Miscellaneous (not listed above)	D18S	D18C	E18S	C-45G TC-45G C-45H	E18S-	G18S	H18	JRB-6	3N 3NM
This contains and the characters (i.e.,				TC-45H TC-45J RC-45J	9700				3TM
603.Extended wing tips (E18 Type) and stall warning system per Dwg. 404-001028 and 404-001046 (Item 401(e) required)	X			X					
22 lb. (+ 140)									
NOTE: This item is not eligible at a gross weight in excess								t	
of 9000 lb. unless the modifying agency complies with the									
limitations and inspections set forth by Beech Dwg.									
404-000015. If this item has been installed in conjunction									
with Item 122, and if structural limitation placard (Beech P/N									
404-001084) is installed, the aircraft does not have to comply									
with Beech Dwg. 404-000015. If, however, the inspection									
and limitations set forth in Dwg. 404-000015 and complied									
with, the placard (P/N 404-001084) may be omitted.									
604.Rudder return spring installation, per Dwg. 404-001051	X			X					
Negligible weight						1	1		
Deicing Equipment (Propellers, Wing and Windshield								ļ	
605.Modernization kits covering basically	X			X					
(1) Installation Model E18S power plant and fuel burning									
heater									
(2) Revisions to stabilizer, rudder return spring and landing									
gear doors per Dwg. 404-000011									
Engine limits: For all operations									
Sea level 36.5 in. HG. 2300 rpm. (450 hp.)									
Straight line manifold pressure variation with altitude									
3500 ft. 35.5 in. HG. 2300 rpm. (450 hp.)									
Fuel: 80/87 min. grade aviation fuel with Item 2 or 5									
C.G. range (landing gear extended)									
(+ 109.8) to (+ 117.7) at 9000 lb.									
(+ 107.0) to (+ 117.7) at 8600 lb. or less									
Straight line variation between points given									
Moment due to retraction of landing gear is +1200 in lb.									
9000 REAR LIMIT									
8600 FWD.									
INCHES									
Maximum weight 9000 lb.			1		1	1	1	<u> </u>	
Required equipment: Items 2 or 5 or 8 or 9, 109(c), 118, 120, 208, 401(b), 602, 604									
(Item 600 is required on S/N's A-1 through A-68)									
Use actual weight change								ļ	
(Not eligible for TC-45J)									
606.Right hand rudder tab installation per Dwg. 404-000010,									
Sheet 6 (required on D18S aircraft prior to S/N A-69 when	X			X					
Item 605 is installed. See Item 612.									
7 lb. (+ 378)	1	1			I	1			

		•							
Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
607.Stall strips for use on aircraft with or without deicer boots									
(a) Stall strip installation per Dwg. 404-001048-1 (required	37			37					
when Item 605 installed without Item 603)	X			X					
Negligible weight									
(b) Stall strip installation per Dwg. 404-001048-2 (required when Item 603 installed with Item 602, or when Item 602 installed with Item 605)	X			X					
1 lb. (+ 80)									
(c) Stall strip installation per Dwg. 404-001048-3 (required when Item 616 or 617 or 620 or 622 is installed) Negligible weight	. X			X					
608.Extended tail wheel installation per Dwg. 404-001054	X			X					
5 lb. (+ 351)				Λ					
609.Nose section radio shelf installation per Dwg. 414-001021	+								
(nose tanks, Items 108 or 115, to be removed if installed) 19 lb. (+ 26)			X						
610.E18S type nose section installation per Dwg. 404-001057	X			X					
24 lb. (+ 17)	· A			Λ					
611.Conversion from E18S to E18S-9700 per Dwg. 414-001028	+		X						
(applicable to E18S S/N BA-2 and up). All E18S-9700 (Part			Λ						
V) limitations appliable									
Use actual weight change	+								
612.Left hand rudder tab extension per Beech Dwg. 404-001071	-			X				X	
(this item may be installed in lieu of Item 606 on C-45 Series) 1 lb. (+ 370)				A				A	
	X		X	X	X	X	X	X	X
613.Emergency static source installation per Beech Dwg. 404-001070 (See Item 401(j) required with this item)			Λ	Λ	Λ	Λ	Λ	Λ	Λ
1 lb. (+ 61)	. X			37		-		-	
614.E18S type removable nose installation per Beech Dwg. 404-001080	. X			X					
25 lb. (+ 22)									
(a) With 77 gal. auxiliary fuel tank per Dwg. 404-001080	. X			X					
Combined weight of fuel and baggage must not exceed 600 lb. (arm of fuel + 32)									
55 lb. (+ 30)									
Approved AFM Supplement P/N 118698 dated June 23, 1961, required.									
615.Nose baggage provisions per Beech Dwg. 18-410012 or 18-041004	X			X		X	X		
5 lb. (+ 37)									
Placard: "LOAD IN ACCORDANCE WITH AIRPLANE FLIGHT MANUAL. MAXIMUM STRUCTURAL CAPACITY 600 LB." required.									
616.9300 lb. gross weight basic modernization kit per Beech Dwg. 404-000012 covering basically:	X			X					
(1) Modification of power plant package and installation of Hartzell 3-blade full-feathering propellers									
(2) Revisions to stabilizer, rudder return spring and landing gear doors.									
(3) Limitations: Structural: To be eligible for this item or Item 617									
below, all D18S airplanes S/N's A-1 through A-471 and A-474 through A-482 must have the center section truss									
reinforcements, P/N 513412-10 and -11, per Beech Dwg. 404-001081, or Beech Service Bulletin D18-58									

Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
Engine limits: For all operations: Sea level 36.5 in. Hg 2300 rpm. (450 hp.)									
Straight line manifold pressure variation with altitude									
(3500 ft.)									
35.5 in. Hg 2300 rpm. (450 hp.)									
Fuel: 80/87 min. grade aviation gasoline									
C.G. range (landing gear extended): (+ 109.8) to (+ 120.5) at 9300 lb.,									
(+ 107.0) to (+ 120.5) at 9500 lb., (+ 107.0) to (+ 120.5) at 8600 lb. or less									
Straight line variation between points given									
Moment due to retraction of landing gear is									
+12000 inlb.									
Maximum weight: 9300 lb. (takeoff or landing)									
Required equipment: Item 5 or 8 or 9, 109(c), 118, 208,									
415, 602, 604, 607(c), 612 (on aircraft without dual rudder tabs)									
Use actual weight change									
AFM P/N 404-001062 dated May 26, 1961, or AFM P/N									
404-001089 dated May 29, 1961, required									
(Not eligible for TC-45J)									
617. 9500 lb. gross weight modernization kit per Beech Dwg.	X			X					
404-000013 covering basically									
(1) Modification of power plant package and installation of Hartzell three-blade full-feathering propellers									
(2) Revisions to stabilizer, rudder return spring and landing									
gear doors									
(3) Installation of E18S type wing tips									
(4) Limitations:									
Structural: To be eligible for this item, aircraft must									
comply with the limitations and inspections set forth in Beech Dwg. 404-000015. NOTE: Aircraft previously									
modified per earlier revisions of Beech Dwg.									
404-000013, which incorporate the outboard wing									
auxiliary fuel cells and the 404-001084 structural									
limitation placard, do not have to comply with Beech									
Dwg. 404-000015. If, however, the inspections and limitations set forth in Dwg. 404-000015 are complied									
with, the placard (P/N 404-001084) may be omitted.									
Engine limits: For all operations:									
Sea level 36.5 in. Hg 2300 rpm. (450 hp.)									
Straight line manifold pressure variation with altitude									
(3500 ft.)									
35.5 in. Hg 2300 rpm. (450 hp.) Fuel: 80/87 min. grade aviation gasoline									
C.G. range (landing gear extended)									
(+ 110.6) to (+ 120.5) at 9500 lb. At 8600 lb. or less									
(+ 107.0) to (+ 120.5)									
Straight line variation between points given Moment due to retraction of landing gear is									
+12000 inlb.									
Maximum weight: Landing 9400 lb., takeoff 9500 lb.									
Required equipment: Items 5 or 8 or 9, 109(c), 118, 208,									
415, 602, 603, 604, 607(c), 612 (on aircraft with dual									
rudder tabs)									
Use actual weight change 401(n) or FAA Approved Airplane Flight Manual									
118687 dated May 12, 1961, or Airplane Flight Manual									
P/N 118688 dated May 15, 1961, as required									

Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
618.Luggage and/or radio compartment in inboard wings installed per Beech Mod. C.O. B41277 in lieu of aft fuel tanks. Combined weight of luggage and/or radio equipment						X			
must not exceed 200 lb. (100 lb. each wing)									
24 lb. (+ 155)									
AFM as revised July 1, 1960, is required when this item is used.									
619.Serial BA-563, G18S-Modified 9150 lb. gross weight, equipped with Modification Contract Order B54995, internal carburetor filter air induction installation									
Engine limits: For all operations:									
Sea level 36.5 in. Hg 2300 rpm. (450 hp.) Straight line manifold pressure variation with altitude to 3500 ft.)									
35.5 in. Hg 2300 rpm. (450 hp.) Fuel: 80/87 minimum grade aviation gasoline C.G. range (landing gear extended):									
(+ 109.2) to (+ 120.5) at 9150 lb. (+ 107.0) to (+ 120.5) at 8600 lb. or less									
Straight line variation between points given Moment due to retraction of landing gear is + 12000 inlb. Airplane Flight Manual Supplement P/N18-590012, dated									
December 22, 1960, required. Maximum weight 9150 lb. Required equipment: Items 5 or 8 or 9, 101, 102, 103(a),									
109(a), 120, 210, 202, 301, 308, 401(u), 415, 601.									
620.8950 lb. gross weight basic modernization kit per Beech Dwg. 404-000016 covering basically:	X			X					X
(1) Installation of E18S type wing tips	"								
(2) Limitations: Engine limits, fuel grade and C.G. range are the same as set forth in Section I and IV of this specification									
Maximum weight: 8950 lb. (takeoff or landing) Required equipment: Items 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301, 302 (AFM dated June 7, 1961, or January 26, 1968, P/N 118691) (or dated									
October 13, 1966, P/N 130651, TC-45J only), 415, 603, 607(c), 612 (on aircraft without dual rudder tabs). Use actual weight change									
621.9000 lb. gross weight basic modernization kit per Beech Dwg. 404-000017 covering basically:	X			X					
(1) Modification to power plant package by installing jet exhaust stacks									
(2) Installation of stabilizer angle of incidence change									

				r					
Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
(3) Limitations:									
Engine, for all operations: Sea level 36.5 in. Hg 2300 rpm. (450 hp.) Straight line manifold pressure variation with altitude 3500 ft. 35.5 in. Hg 2300 rpm. (450 hp.) Fuel: 80/87 minimum grade aviation gasoline C.G. range (landing gear extended) (+ 108.6) to (+ 120.5) at 9000 lb. (+ 107.0) to (+ 120.5) at 8500 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear +12000 inlb. Maximum weight: 9000 lb. (takeoff or landing) Required equipment: Items 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 118, 201, 202, 301, 302, (AFM dated June 8, 1961, P/N 118693) (or dated October 14, 1966, P/N									
130652, TC-45J only), 415, 604, 607(c), 612 (on aircraft without dual rudder tabs). Use actual weight change									
622.9200 lb. gross weight basic modernization kit per Beech	X			X					
Dwg. 404-000018 covering basically:									
 Modification to power plant package by installing jet exhaust stacks. 									
(2) Installation of stabilizer angle of incidence change.									
(3) Installation of E18S type wing tips	-								
(4) Limitations: to be eligible for this item aircraft must comply with limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits, for all operations: Sea level 36.5 in. Hg 2300 rpm. (450 hp.) Straight line manifold pressure variation with altitude 3500 ft. 35.5 in. Hg 2300 rpm. (450 hp.) Fuel: 80/87 min. grade aviation gasoline. C.G. range (landing gear extended): (+ 109.4) to (+ 120.5) at 9200 lb. (+ 107.0) to (+ 120.5) at 8600 lb. or less Straight line variation between points given. Moment due to retraction of landing gear +12000 inlb. Maximum weight: 9200 lb. (takeoff or landing) Required equipment: Items 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 118, 201, 202, 301, 302 (AFM dated June 9, 1961, P/N 118692) (or dated October 17, 1966, P/N									
130653, TC-45J only), 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs.) Use actual weight change									

				C-45G			I		
Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
623.9600 lb. gross weight modernization per Beech Dwg.									
404-000020									
Engine limits and fuel grade same as E18S-9700 C.G. range (landing gear extended):									
(+111.4) to (+120.5) at 9600 lb.									
(+107.0) to (+120.5) at 8600 lb. or less.									
Straight line variation between points given.			X						
Moment due to retraction of landing gear +12000 inlb.			21						
Maximum weight: 9600 lb. (takeoff), 9400 lb. (landing).									
Required equipment: Items 2, 101, 102, 103, 104, 109(c), 201, 202, 301, 308.									
Use actual weight change.									
Approved AFM P/N 130029 dated September 21, 1961,									
required.									
624. 9600 lb. gross weight basic modernization kit per Beech	X			X					
Dwg. 404-000019 covering basically:				Λ					
(1) Modification to power plant package by installing jet									
exhaust stacks and carburetor ram air scoop and mixer									
valve.									
(2) Installation of stabilizer angle of incidence change. (3) Installation of E18S type wing tips									
(4) Installation of improved landing gear doors									
(5) Limitations:									
Structural: to be eligible for this item aircraft must									
comply with limitations and inspections set forth in									
Beech Dwg. 404-000015.									
Engine limits and fuel grade same as E18S-9700.									
C.G. range (landing gear extended):									
(+ 111.0) to (+ 120.5) at 9600 lb.									
(+ 107.0) to (+ 120.5) at 8600 lb. or less Straight line variation between points given.									
Moment due to retraction of landing gear +12000 inlb.									
Maximum weight: 9600 lb. (takeoff), 9400 lb. (landing)									
Required equipment: Items 2 or 5 or 8 or 9, 101, 102,									
103, 104, 109(c), 118, 201, 202, 208, 301, 302 (AFM									
dated September 21, 1961, P/N 404-001112) (or dated									
October 18, 1966, P/N 130654, TC-45J only), 415, 603,									
604, 607(c), 612 (on aircraft without dual rudder tabs), required.									
Use actual weight change.									
625.Cargo door installation per									
(a) Kit 726-1, Beech Dwg. 414-001051	X			X					
(b) Kit 18-4010, Beech Dwg. 18-4010			X		X	X	X		
Following data applies to both cargo doors:									
Approved for flight with or without cargo door panel and									
cabin entrance door installed. Beech placards									
414-001057, 414-001074 and 414-001075									
Use actual weight change.			37	*7	***	*7	37		37
626.Rear center section baggage bays (two) per Dwg. 404-001122 in lieu of rear auxiliary fuel tanks.	X		X	X	X	X	X		X
404-001122 in field of rear auxiliary fuel tanks.			 		 				
AFM Supplement dated October 26, 1962 (Beech P/N	· 		<u> </u>						
18-001028) required									
1		•	•		•		•	•	

Deicing Equipment (Propellers, Wing and Windshield) DisS DisC E18S C-54H TC-45H TC			1			1			
404-000024 covering basically: (1) Installation (188 byte wing tips (2) Installation (188 byte wing tips (3) Limitations: Engine limits and fuel grade are the same as set forth in Sections 1 and Tv of this specification. C.G. range (landing gear extended): (+108.4) to (+120.5) at 8500 lb. of less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 in -lb. Maximum weight 8950 lb. (takeoff or landing) Required equipment: limit 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301, 302, 415, 602, 603, 607(c), 612 (on anieraft without dual rudder tabs) Use actual weight change. AFM dated December 3, 1962, PN 18-001029, (or dated October 20, 1966, PN 13056s, TC-451 only), required. 628.9800 lb. gross weight modernization kit per Beech Dwg. A04-000021 covering basically: (1) Installation of E18S bype wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of stabilizer angle of incidence change (4) Installation of Installations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg, 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (lackoff), 9400 lb. (landing). Required equipment: lems 2 or 5 or 7 or 8, 101, 102, 103, 104, 109, 101, 101, 101, 101, 101, 101, 101	Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45H TC-45H TC-45J	G18S	H18	JRB-6	3NM
(2) Installation of stabilizer angle of incidence change (3) Limitations: Engine limits and fuel grade are the same as set forth in Sections land IV of this specification. C.G. range (landing gear extended): (+108.4) to (+120.5 at 8590 lb. (+107.0) to (+120.5 at 8590 lb. to less. Straight line variation between points given. Moment due to retraction of landing gear is 12000 in -lb. Maximum weight 8590 lb. (takeoff or landing) Required equipment: lem? 2 of 5 of 8 of 9. 101, 102, 103, 104, 109, 201, 202, 301, 302, 415, 602, 603, 607(c). 612 (on aircraft without dual molder tabs). Use actual weight change. APM dated December 3, 1962, PN 18-001029, (or dated October 20, 1966, PN 130656, TC-451 only), required. 628-9800 lb gross weight modernization kit per Beech Dwg. 40+000021 covering basically: (1) Installation of E18S by ewing tips (2) Installation of stabilizer angle of incidence change (3) Installation of stabilizer angle of incidence change (4) Installation of Installation		X			X				
(2) Installation of stabilizer angle of incidence change (3) Limitations: Engine limits and fuel grade are the same as set forth in Sections land IV of this specification. C.G. range (landing gear extended): (+108.4) to (+120.5 at 8590 lb. (+107.0) to (+120.5 at 8590 lb. to less. Straight line variation between points given. Moment due to retraction of landing gear is 12000 in -lb. Maximum weight 8590 lb. (takeoff or landing) Required equipment: lem? 2 of 5 of 8 of 9. 101, 102, 103, 104, 109, 201, 202, 301, 302, 415, 602, 603, 607(c). 612 (on aircraft without dual molder tabs). Use actual weight change. APM dated December 3, 1962, PN 18-001029, (or dated October 20, 1966, PN 130656, TC-451 only), required. 628-9800 lb gross weight modernization kit per Beech Dwg. 40+000021 covering basically: (1) Installation of E18S by ewing tips (2) Installation of stabilizer angle of incidence change (3) Installation of stabilizer angle of incidence change (4) Installation of Installation	(1) Installation E18S type wing tips								
(3) Limitations: Engine limits and fuel grade are the same as set forth in Sections I and IV of this specification. C.G. range (landing gear extended): (+108.4) to (+120.5) at 8950 lb. (+107.0) to (+120.5) at 8860 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 in-1b. Maximum weight 8950 lb. (takeoff or landing) Required equipment: here 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301, 302, 415, 602, 603, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated December 3, 1962, PN 18-001029, (or dated October 20, 1966, PN 130656, TC-455 only), required. 628.9800 lb. gross weight modermization kit per Beech Dwg. 2 (2) Installation of 1818 type wing tips (2) Installation of 1818 type wing tips (3) Installation of 1818 type power package (4) Installation of 1818 type power package (4) Installation of 1818 type power package (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb. (akeoff), 9400 lb. (landing). Required equipment: here 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual nudder tabs) Use actual weight change. AFM dated May 3, 1963, PNA 414-001089 used with Models DISS, C-455 and H1 or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech (2) Installation of 1888 wing tips (3) Installation of 1818 wing tips (4) Installation of 1988 wing tips (4) Installation of 1980 power package	(2) Installation of stabilizer angle of incidence change								
Sections I and IV of this specification. C.G. range (landing gear extended): (+10.8.4) to (+12.0.5) at 8950 lb. (+107.0) to (+12.0.5) at 8950 lb. (+107.0) to (+12.0.5) at 8600 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight 8950 lb. (takeoff or landing) Required equipment: I lem2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301, 302, 415, 602, 603, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated December 3, 1962, PN 18-001029, (or dated October 20, 1966, PN 130656, TC-453 only), required. 628,9800 lb. gross weight moderization kit per Beech Dwg. 404-000021 covering basically: (1) Installation of F188 type wing tips (2) Installation of F188 type wing tips (3) Installation of F188 type power package (4) Installation of inflations and inspections set forth in Beech Dwg, 404-000015. Engine limits and fuel grade same as H188. C.G. range (landing gear extended); (+111.8) to (+12.0.5) at 9800 lb. (+107.0) to (+12.0.5) at 8600 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, PN 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated Pebruary 5, 1964, used with all applicable models. 629-9900 lb. gross weight basic modernization kit per Beech X Dye, 404-000022 covering: (1) Installation of H18S vep power package (3) Installation of improved landing gear doors (4) Installation of improved landing gear doors (4) Installation of H18S vep power package									
Straight line variation between points given. Moment due to retraction of landing gear is + 12000 inlb. Maximum weight 8950 lb. (takeoff or landing) Required equipment: Item 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301, 302, 415, 602, 603, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated December 3, 1962, PN 18-001029, (or dated October 20, 1966, PN 130656, TC-455 only), required. 628,9800 lb. gross weight modernization kit per Beech Dwg. 40-000021 covering basically: (1) Installation of E18S vipe wing tips (2) Installation of 1818 type power package (4) Installation of H181 type power package (4) Installation of Instructions of the structure of the	Sections I and IV of this specification. C.G. range (landing gear extended): (+108.4) to (+120.5) at 8950 lb.								
Moment due to retraction of landing gear is +12000 inlb. Maximum weight 8950 lb. (takeoff or landing) Required equipment: leme 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301, 302, 415, 602, 603, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated December 3, 1962, PN 18-001029, (or dated October 20, 1966, PN 130656, TC-451 only), required. 628, 9800 lb. gross weight modernization kit per Beech Dwg. 404-000021 covering basically: (1) Installation of E18S type wing tips (2) Installation of E18S type wing tips (3) Installation of H18 type power package (4) Installation of improved landing gear doors (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 8600 lb., or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c.), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, PN 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629-9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of insbriller angle of incidence change (3) Installation of improved landing gear doors (4) Installation of improved landing gear doors (4) Installation of improved landing gear doors (4) Installation of improved landing gear doors									
Required equipment: Item 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301, 302, 415, 602, 603, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated December 3, 1962, P/N 18-001029, (or dated October 20, 1966, P.N 130656, TC-451 only), required. 628-9800 Ib. gross weight modernization kit per Beech Dwg. 40-000021 covering basically: (1) Installation of 1818 type wing tips (2) Installation of 1818 type wing tips (3) Installation of H18 type power package (4) Installation of myroved landing gear doors (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg, 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 9800 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 in -lb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629-9900 lb. gross weight basic modernization kit per Beech Dwg, 404-000022 covering: (1) Installation of improved landing gear doors (3) Installation of improved landing gear doors (4) Installation of improved landing gear doors	Moment due to retraction of landing gear is +12000 inlb.								
612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated December 3, 1962, PN 18-001029, (or dated October 20, 1966, PN 130656, TC-45) only), required. 628.9800 Ib, gross weight modernization kit per Beech Dwg. 404-000021 covering basically: (1) Installation of E18S type wing tips (2) Installation of E18S type wing tips (3) Installation of H18 type power package (4) Installation of improved landing gear doors (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb, or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629,9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of fil8S wing tips (3) Installation of fil8S wing tips (4) Installation of improved landing gear doors (4) Installation of inproved landing gear doors									
AFM dated December 3, 1962, PN 18-001029, (or dated October 20, 1966, PN 130656, TC-451 only), required 628,9800 lb. gross weight modernization kit per Beech Dwg. X									
October 20, 1966, P/N 130656, TC-451 only), required. 628,9800 lb, gross weight modernization kit per Beech Dwg. X									
628.9800 lb. gross weight modernization kit per Beech Dwg. 404.000021 covering basically: (1) Installation of E188 type wing tips (2) Installation of H188 type power package (3) Installation of H188 type power package (4) Installation of improved landing gear doors (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 9800 lb. (round the second straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of falls (with all adming gear doors) (3) Installation of falls (with gear doors)	AFM dated December 3, 1962, P/N 18-001029, (or dated								
404-000021 covering basically: (1) Installation of E185 type wing tips (2) Installation of E185 tibizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of improved landing gear doors (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 9800 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of Stabilizer angle of incidence change (3) Installation of fil18 type power package	October 20, 1966, P/N 130656, TC-45J only), required.								
(1) Installation of E18S type wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of H18 type power package (4) Installation of improved landing gear doors (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg, 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 8000 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech X Dwg, 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of improved landing gear doors (4) Installation of H18 type power package	628.9800 lb. gross weight modernization kit per Beech Dwg.	X			X			X	
(2) Installation of stabilizer angle of incidence change (3) Installation of H18 type power package (4) Installation of improved landing gear doors (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., ress. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of H18 type power package	404-000021 covering basically:								
(3) Installation of H18 type power package (4) Installation of improved landing gear doors (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg, 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 8600 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629,9900 lb. gross weight basic modernization kit per Beech Dwg, 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of H18 type power package	(1) Installation of E18S type wing tips								
(4) Installation of improved landing gear doors (5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 8600 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of improved landing gear doors (4) Installation of H18 type power package	(2) Installation of stabilizer angle of incidence change								
(5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 8600 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of improved landing gear doors (4) Installation of H18 type power package									
(5) Limitations: Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 8600 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of improved landing gear doors (4) Installation of H18 type power package	(4) Installation of improved landing gear doors								
comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18. C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 9800 lb., or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of improved landing gear doors (4) Installation of H18 type power package									
(+111.8) to (+120.5) at 9800 lb.,	comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18.								
Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package	(+111.8) to (+120.5) at 9800 lb.,								
Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package									
Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package	Moment due to retraction of landing gear is								
Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech X Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package									
103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package									
415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech X Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package									
Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech X Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package	415, 603, 604, 607(c), 612 (on aircraft without dual								
AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package	1								
Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech X Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package									
dated February 5, 1964, used with all applicable models. 629.9900 lb. gross weight basic modernization kit per Beech X X X Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package									
Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package									
Dwg. 404-000022 covering: (1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package	629.9900 lb. gross weight basic modernization kit per Beech	X			X				X
(1) Installation of E18S wing tips (2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package									
(2) Installation of stabilizer angle of incidence change (3) Installation of improved landing gear doors (4) Installation of H18 type power package									
(3) Installation of improved landing gear doors (4) Installation of H18 type power package							İ		
(4) Installation of H18 type power package							İ		
							İ		
	(5) Installation of Hartzell 5-1/2 propellers								

Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
(6) Limitations: Structural: to be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015 Engine limits and fuel grade same as H18 C.G. range (landing gear extended) (+112.2) to (+120.5) at 9900 lb. (+107.0) to (+120.5) at 8600 lb. or less Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9900 lb. (takeoff), 9405 lb. (landing) Required equipment: Items 7 or 8 or 9, 101, 102, 103, 104, 109(c), 122, 130 or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) AFM dated May 6, 1963, or January 29, 1968, P/N 404-001154 (or dated October 19, 1966, P/N 130655, TC-45J only). Use actual weight change.									
630.9900 lb. gross weight basic modernization kit per Beech Dwg. 414-000014 covering:			X	X	X				
(1) Installation of H18 type power package									
(2) Installation of Hartzell 5-1/2 propellers									
(3) Limitations:									
Engine limits and fuel grade same as H18 C.G. range (landing gear extended) (+112.2) to (+120.5) at 9900 lb. (+107.0) to (+120.5) at 8600 lb. or less Straight line variation between points given. Moment due to retraction of landing gear is +12000 inlb. Maximum weight: 9900 lb. (takeoff), 9405 lb. (landing) Required equipment: Items 7 or 8 or 9, 101, 102, 103, 104, 109(c), 122, 130 or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change									
AFM dated May 7, 1963, P/N 414-001095			X		X				
AFM dated May 8, 1963, P/N 414-001099						X			

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Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
631.8750 lb. gross weight modification per Beech Dwg. 404-00026 covering:								X	
(1) Installation of D18 type main landing gear and tail gear									
(2) Limitations:									
All limitations of Section I are applicable.									
Use actual weight change									
AFM P/N 404-001022 dated September 4, 1963, is									
required									
632.Volpar Mark IV tricycle landing gear per Volpar Dwg. 728									
(Ref. STC SA111WE) or per Beech Dwg. 18-800001 or									
Mod. C.O. B73831.									
This item eligible with any gross weight increase kit on this									
Specification.									
Use actual weight change	X		X	X	X	X	X		X
BA-722 and after, AFM Supplement 18-001038 dated									
January 25, 1965, required when Goodrich multiple disc brake									
and wheel assembly and 8.50 x 10 8-ply or 10-ply rating type III									
tires are installed on main gears of the H18 according to Beech									
Mod. C.O. B87000A or 18-800001.									
633.9800 lb. gross weight basic modernization kit per Beech			37						
Dwg. 414-000015 covering:			X						
(1) Installation of carburetor ram air scoops									
(2) Installation of H18 type power package									
(3) Limitations:									
Engine limits and fuel grade same as H18.									
C.G. range (landing gear extended):									
(+ 111.8) to (+ 120.5) at 9800 lb.,									
(+ 107.0) to (+ 120.5) at 8600 lb. or less.									
Straight line variation between points given.									
Moment due to retraction of landing gear is									
+12000 inlb.									
Maximum weight 9800 lb. (takeoff), 9400 lb. (landing)									
Required equipment: Items 2 or 5 or 7 or 8 or 9, 101,									
102, 103, 104, 109(c), 130 or 131, 201, 202, 301, 308,									
415, 601									
Use actual weight change									
AFM dated October 30, 1963, P/N 130395.									
634.9200 lb. gross weight basic modernization kit per Beech	X			X					X
Dwg. 404-001160, covering:									
(1) Installation of power package (H18 type)									
(2) Installation of stabilizer angle of incidence change									
(3) Limitations:									
Engine limits and fuel grade same as H18.									
C.G. range (landing gear extended)									
(+ 109.4) to (+ 120.5) at 9200 lb.									
(+ 107.0) to (+ 120.5) at 8600 lb. or less									
Straight line variation between points given. Moment due to retraction of landing gear is									
+12000 inlb.									
Maximum weight 9200 lb. (takeoff or landing).									
Required equipment: Items 2 or 5 or 7 or 8 or 9, 101,									
102, 103, 104, 109(b), 130, 201, 202, 301, 302, 415, 602,									
604, 607(c), 612 (on aircraft without dual rudder tabs).					1			1	
AFM dated September 26, 1963, or January 30, 1968,									
P/N 130377 (or dated October 24, 1966, P/N 130657,									
TC-45J only)									
Use actual weight change.									
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Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
635.9400 lb. gross weight basic modernization kit per Beech	X			X					X
Dwg. 404-001159 covering:									
(1) Installation of power package (H18 type)									
(2) Installation of stabilizer angle of incidence change									
(3) Installation of E18S type wing tips									
(4) Limitations: Engine limits and fuel grade: same as H18 C.G. range (landing gear extended) (+ 110.2) to (+ 120.5) at 9400 lb. (+ 107.0) to (+ 120.5) at 8600 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is + 12000 inlb. Maximum weight 9400 lb. (takeoff and landing) Required equipment: Items 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109(b), 130, 201, 202, 301, 302, 415, 602, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs). AFM dated September 25, 1963, or January 31, 1968, P/N 130375 (or dated October 21, 1966, P/N 130658, TC-45J only). Use actual weight change									
636.Two 7" x 9" thermostatically controlled oil coolers and related oil system vent installation per Beech Dwg. 414-001102	X	X	X	X	X	X			X
10 lb. (+ 72)									
637.Hamilton Standard hydromatic propeller installation and gross weight revision on Model H18, G18S and E18S-9700, Series aircraft per Beech Dwg. 18-9008 for H18, Dwg. 18-9010 for E18S-9700, and Dwg. 18-9009 for G18S					X	X	X		
Limitations:									
All data in Section V (E18S-9700), Section VI (G18S) and Section VII (H18) apply except as noted:									
 (a) E18S-9700 and G18S, C.G. limits, C.G. range (landing gear extended): (+111.0) to (+120.5) at 9600 lb. (max. takeoff wt.) (+110.2) to (+120.5) at 9600 lb. (max. landing wt.) (+107.0) to (+120.5) at 8600 lb. or less Straight line variation between points given Moment due to retraction of landing gear is +12000 inlb. (b) H18, C.G. limits, C.G. range (landing gear extended) (+111.8) to (+120.5) at 9800 lb. (max. takeoff wt.) (+110.6) to (+120.5) at 9500 lb. (max. landing wt.) (+107.0) to (+120.5) at 8600 lb. or less Straight line variation between points given. Moment due to retraction of landing gear is +8200 inlb. 									
(c) Maximum weight, E18S-9700, 9600 lb., H18, 9800 lb.,									
G18S, 9600 lb.									

Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
 (d) Oil capacity, E18S-9700, 14 gal. usable at +93. (8-1/2 gal. total capacity oil tank in each nacelle, including 9.5 lb. feathering oil in each nacelle. See Note 1(c) for unusable oil. Oil capacity G18S and H18, 14 gal. usable at +93. (8-1/2 gal. total capacity oil tank in each nacelle, including 9.5 lb. feathering oil in each tank). See Note 1(c) for unusable oil. 									
(e) Required equipment, E18S-9700, Items 2, 101, 102, 103, 104, 109(c), 120, 201, 202, 301, 308, 415, 601 and AFM 130693 dated March 3, 1967, replacing 414-180191 dated January 30, 1961. G18S, Items 2, 101, 102, 103(b) and 109(c), 120, 201, 202, 301, 308, 415, 601, and AFM 130691 dated March 1, 1967, replacing AFM 118682 dated April 8, 1961, or AFM 130692 dated March 2, 1967, replacing AFM 18-001020 dated September 29, 1959, or revised January 30, 1961. H18, Items 2, 101(b), 102(w) and (x), 103(b), 109(c), 122, 201(c), 202 or 632, 301(b) or 307(d), 308, 415, 601, and AFM 130689 dated February 27, 1967, replacing 18-001027-7 dated June 14, 1963, or January 31, 1964, or March 24, 1966, S/N BA-632 and after or AFM 130690 dated February 28, 1967, replacing 18-001027-5 dated June 14, 1963									
638.9800 lb. gross weight basic modernization kit per Beech Dwg. 18-4023 covering:						X			
(1) Installation of power package (H18 type)									
(1) Instantation of power package (1110 type) (2) Limitations: Engine limits and fuel grade same as H18 C.G. range (landing gear extended): (+ 111.8) to (+ 120.5) at 9800 lb. (+ 107.0) to (+ 120.5) at 8600 lb. or less Straight line variation between points given. Moment due to retraction of landing gear is + 12000 inlb. Maximum weight 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8 or 9, 101, 102, 103(b) and 109(c), 120, 201, 202, 301, 308, 401(y), 415 and 601 Use actual weight change AFM dated April 26, 1967 (P/N 130721) and/or AFM dated August 18, 1965 (P/N 130225) 639.Four-position flap switch lever installed per Beech Mod.							X		
C.O. C43649. AFM Supplement 130771 dated December 18, 1967, when this item is used.							21		

NOTE 1. Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

The certificated empty weight and corresponding center of gravity location must include the following unusable fuel and oil (not included in the usable oil capacity or usable fuel capacity):

(a)	Model D18S, C-45G, C-45H, TC-45G, TC-45H,	TC-45J, JI	RB-6, 3N, 3NM, 3TM
	Fuel (two 76 and two 25 gal. wing tanks)	6 lb.	(+122)
	Fuel (47 gal. nose)	None	
	Fuel (80 or 77 gal. nose)	4 lb.	(+ 32)
	Fuel (two 60 gal. wing tanks)	7 lb.	(+145)
	Oil with Item 1	27 lb.	(+ 60)
	Oil (includes 9.5 lb. feathering oil in each	52 lb.	(+ 68)
	tank) with Item 2		
	Oil with Item 5	30 lb.	(+ 59)
(b)	Model D18C		
	Fuel	24 lb.	(+131)
	Oil (includes 9.5 lb. feathering oil in each tank)	43 lb.	(+70)
(c)	Model E18S or E18S-9700		
	Fuel (two 76 and two 23 gal. wing tanks)	6 lb.	(+122)
	Fuel (77 gal. nose tank)	4 lb.	(+ 32)
	Fuel (two 60 gal. wing tanks)	7 lb.	(+145)
	Oil with Hamilton Std. propeller, Item 2,	52 lb.	(+ 68)
	(includes 9.5 lb.feathering oil in each tank)		
	Oil with Hartzell propeller, Item 5	30 lb.	(+ 59)
(d)	Model G18S		
	Fuel (two 76 and two 23 gal. wing tanks)	6 lb.	(+122)
	Fuel (two 60 gal. wing tanks)	7 lb.	(+145)
	Oil with Hartzell propeller Item 5	30 lb.	(+ 58)
(e)	Model G18S (with Item 618 installed)		
	Fuel (two 76 gal. wing tanks)	6 lb.	(+122)
	Fuel (two 60 gal. wing tanks)	7 lb.	(+145)
	Oil with Hartzell propeller, Item 5	30 lb.	(+ 58)
(f)	Model H18		
	Fuel (two 76 and two 23 gal. wing tanks)	6 lb.	(+122)
	or Fuel (two 99 gal. wing tanks)	32 lb.	(+128)
	and Fuel (two 60 gal. wing fuel tanks)	7 lb.	(+145)
	and Oil	30 lb.	(+ 58)

NOTE 2. The following placards must be displayed:

- (a) Instrument panel, in full view of pilot:
 - (1) "This airplane must be operated in compliance with the Operating Limitations Section of the FAA Approved Airplane Flight Manual."
 - (2) "All intentional acrobatic maneuvers prohibited."
 - (3) When the diameter of the propeller (Item 4) exceeds 8'0", the following placard must be installed and the tachometer marked accordingly: "Avoid continuous operation between 1850 and 2000 r.p.m."
- (b) Toilet compartment (when installed):
 - "This room not to be occupied during takeoff and landing."
- (c) On window sill adjacent to 18-534018-1, -2, -3 cabin chairs, when installed facing aft, "Fully recline aft facing seats during takeoff and landing."
- (d) At aft baggage compartment:
 - "Maximum 150 lb./shelf, 300 lb. total. See loading schedule." (With shelf installed).
 - "Baggage loading, maximum 300 lb. See loading schedule." (Without shelf installed).
- (e) On airplanes with nose baggage provisions, on inner side of nose door:
 - "Load in accordance with Airplane Flight Manual. Maximum structural capacity of nose 600 lb."

NOTE 3. Engine nameplate:

When any of the eligible military engines are installed, the following information must be added to the engine nameplate: "FAA Specification No. 5E1".

NOTE 4. Prior to civil certification, C-45G, C-45H, TC-45G and TC-45H aircraft which have been operated by the military services must be modified in accordance with Beech Dwg. 404-001011 and Beech Spec. BS-2466; TC-45J or RC-45J aircraft which have been operated by military services must be modified in accordance with Beech Dwg. 404-001100. JRB-6 aircraft which have been operated by the military services must be modified in accordance with Beech Dwg. 404-001139. 3N, 3NM and 3TM aircraft which have been operated by the Canadian Government must be modified in accordance with Beech Dwg. 18-5011.

Serial Nos. Eligible (use manufacturer's Serial Nos. when available)

C-45G and H

Beech Serial Nos. AF Serial Nos.

AF-1 through AF-60 51-11444 through 51-11503 AF-157 through AF-468 51-11600 through 51-11911 AF-469 through AF-900 52-10539 through 52-10970

TC-45G and H

Beech Serial Nos. AF Serial Nos.

AF-61 through AF-156 51-11504 through 51-11599

89466, 67-71, 73-75, 77-79, 81-85, 87, 88, 91, 93, 94

90522, 36, 49, 69, 74, 81 140987-140991

BuAer Serial Nos.

All TC-45J or UC-45J serial numbers contain five digits except for the first group listed.

All JRB-6 serial numbers contain five digits. For brevity, when the first three digits of a group of serials are identical, the first three numbers are listed only once. A dash between adjacent numbers shows a consecutive group of serials.

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TC-45J or UC-45J
3554, 3555, 3557, 3558, 3561, 4711-4716, 4718-4721, 4725, 9771
12355, 64, 66, 67, 70-72, 74, 76-79, 81-83, 86, 88, 89
23759, 63, 68, 70, 72-74, 76, 79, 83, 86, 88, 90, 91, 95, 97, 98
23800, 02, 04, 06, 11, 15, 16, 18-25, 27 - 29, 31, 33-37, 39-47, 49, 51-54, 56
29551, 53-59, 61, 64, 65, 68-72, 75, 76, 78, 79, 81, 82, 84, 87, 88, 90-95, 97, 99
29602, 03, 08, 09, 13, 17, 19-23, 25-27, 29-33, 35-42, 44, 46-52, 55, 57, 59-64
39195, 97
39202, 05, 06, 08, 12, 13, 19, 24 - 30, 32, 33, 35, 37, 39-41, 43-57, 60, 62-67, 69, 72-78, 80-82, 84, 86,
    87, 89, 90
39749, 50, 52, 54, 58-62, 65, 67, 68, 72, 73, 75-78, 82, 88, 89, 93, 97, 99
39801, 03, 04, 06, 07, 09, 10, 12, 13, 15 16, 22, 27, 29, 38, 40-42, 47, 50, 51, 53, 54, 56, 62, 63, 65-67,
    69, 70, 75, 77, 81-83, 85-87, 89, 98, 99
65, 66, 68-70, 73, 76, 77, 80, 82, 83, 88, 90, 94
44555, 60, 65, 76, 78 - 81, 83, 88, 99
44605, 07, 10, 17, 24, 55, 58, 62, 77
48247
51026-29, 31, 32, 34, 36, 38, 39, 41, 45-47, 53-57, 61, 64-66, 68-79, 81, 83-86, 89-92, 94, 96, 98
51100, 01, 04, 05, 07, 08-10, 12, 14-22, 24-26, 28, 30-32, 35, 37-41, 43-52, 54-58, 60, 61, 63-73, 76,
    78, 80-83, 85-89, 91, 92, 94 - 98
51200, 01, 04, 06, 07-11, 13, 16, 19, 20, 24-26, 28-30, 32, 35, 37-41, 43-52, 53-57, 59-63, 68, 70-75,
    77-81, 84, 85, 87 - 91, 93 - 99
51300, 02, 03, 07, 08, 11, 12, 14, 15, 17-19, 23, 27, 30, 33-35, 38, 39, 42-46, 49
66429, 31, 43, 48, 64, 70
67103, 05, 07, 11, 12, 14 - 20, 22, 23, 26, 28, 29, 58, 59, 61 - 63, 65 - 68, 70, 74 - 77, 79, 81-85, 87,
    88, 90, 91, 93, 94, 97, 98
67200-14, 18-24, 27, 28, 30, 34 - 36, 56, 61-63, 65, 67-69, 71, 74, 75, 77-81, 85, 87, 88, 93, 94, 96-98
67300, 02, 03, 05, 11-14, 16, 17, 19 - 26, 29, 35, 37, 44 - 47, 49, 55, 61, 63, 82, 83
76740-42, 45, 46, 50, 53, 55-58, 62, 64, 65, 71, 73, 74, 76
85100, 06, 10, 15, 21, 35
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NOTE 4 (cont'd)

JRB-6 39763, 69, 71, 79-81, 83, 87, 95, 96 39814, 17, 20, 23, 30, 32, 33, 45, 46, 52, 57-59, 71, 79, 84 39901, 03, 21, 32, 40, 52, 53, 62, 64, 74, 79, 85-87, 91-93, 95-97 51035, 37, 48, 60, 67, 80, 82 67248, 76, 82-84, 86 67328, 32-36, 38-40, 43, 48, 50, 52, 57, 58, 60, 66, 74, 76, 79-81

Beech Serial Nos. A-601 through A-700

Beech Serial Nos. A-702 through A-715 A-736 through A-755 A-767 through A-769 A-780, A-782, A-784 A-786, A-788 A-790 through A-800 A-851 through A-930

<u>3TM</u>

Beech Serial Nos. A-701 A-716 through A-735 A-756 through A-766 A-770 through A-779 A-781, A-783, A-785 A-787, A-789, A-931

RC-45J 4715, 4718 09771 12354, 73, 75, 85 23789, 93 23801, 13 29566, 80, 83, 85 29604, 18, 45 39196 39203, 10, 17, 31, 34, 58 51129, 90 51214, 18, 33, 51, 67, 69 51329 66459 67108, 24, 27 67217, 32, 33

Canadian Serial Nos.

Canadian Serial Nos.

CA-1 through CA-100

CA-102 through CA-115 CA-136 through CA-155 CA-176 through CA-194 CA-201 through CA-280

Canadian Serial Nos.

CA-101 CA-116 through CA-135 CA-156 through CA-175 CA-195 through CA-200 CA-281

NOTE 5. Cargo loadings for standard cabin floorboard (bulkhead 5 is just aft of pilot's compartment at fuselage sta. 104.0)

Bulkhead	<u>Maximum</u>	Concentrated
5 to 6	450	100 PSF
6 to 7	450	100
7 to 8	450	100
8 to 9	300	100
9 to 10	300	100

Cargo loadings for cabin floorboard that has been modified per Beech Dwg. 414-001051 or 18-4010 (with or without honeycomb floorboard) (bulkhead 5 is just aft of pilot's compartment at fuselage sta. 104.0)

Bulkhead	<u>Maximum</u>	Concentrated
5 to 6	650	100 PSF
6 to 7	650	100
7 to 8	650	100
8 to 9	350	100
9 to 10	300	100

NOTE 6. Prior to civil certification of any military airplane, install wing spar strap which reinforces the lower spar cap from LWS 181 to RWS 181. Consult STC Summary or applicable AD's for eligible installation.