# DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

A-765 Revision 75 Hawker Beechcraft 3N E18S-9700 3NM G18S 3TM H18 JRB-6 C-45G, TC-45G D18C C-45H, TC-45H D18S TC-45J or E18S UC-45J (SNB-5)

March 26, 2007

RC-45J (SNB-5P)

AIRCRAFT SPECIFICATION NO. A-765

Type Certificate Holder Hawker Beechcraft Corporation

9709 E. Central Wichita, KS 67206

Type Certificate Holder Record Beech Aircraft Company transferred to

Raytheon Aircraft Company on April 15, 1996

Raytheon Aircraft Company transferred to

Hawker Beechcraft Corporation on March 26, 2007

#### I - Model D18S, 10 PCLM, Approved April 26, 1946

Engines 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 r.p.m. (400 hp.)

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

33.5 in. Hg, 2200 r.p.m. (400 hp.)

Takeoff (one minute)

36.5 in. Hg, 2300 r.p.m. (450 hp.)

Airspeed Limits Maneuvering 153 m.p.h. (133 knots) (TIAS) Cruising 205 m.p.h. (178 knots)

Never exceed 257 m.p.h. (178 knots)
Flaps extended 120 m.p.h. (223 knots)
Landing gear extended 125 m.p.h. (104 knots)
Landing gear extended 125 m.p.h. (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 higher weight

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

See Item 605 for higher weight

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

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

Capacity See Item 502 for optional installation

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 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

(8-1/2 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° Up 35° Elevator Down 25° Aileron trim tab Up 22° Down 19° Up 38.5° Aileron Down 21° Right 31° Left 32° Rudder trim tab (S/N A-1 through

A-68 one tab and rudder bungee)

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

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

"B" revision. No bungee)
Rudder trim tabs (S/N A-69 Right 28° to 33° Left 28° to 33°

and up two tabs and no bungee)

Rudder Right  $25^{\circ}$  Left  $25^{\circ}$ 

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

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).

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

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 2 Continental R9-A

Fuel 91 minimum grade aviation gasoline

Engine Limits Maximum continuous

(Sea level) 41.5 in. Hg, 2300 r.p.m. (500 hp.)

Straight line manifold pressure variation with altitude to 4000 ft.

40.0 in. Hg, 2300 r.p.m. (500 hp.)

Takeoff (2 minutes)

43.0 in. Hg, 2300 r.p.m. (525 hp.)

Airspeed Limits Maneuvering 153 m.p.h. (133 knots) (TIAS) Cruising 205 m.p.h. (178 knots)

Never exceed 256 m.p.h. (222 knots) Flaps extended 120 m.p.h. (104 knots) Landing gear extended 134 m.p.h. (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

14 gal. usable at +93. (8-1/2 gal. total capacity tank in each nacelle includes 9.5 lb. Oil capacity

feathering oil in each tank).

See Note 1 for data on unusable oil

Down 25° or 45° Control surface movements Wing flaps

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

Serial Nos. eligible AA-1 through AA-31

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

# III - Model E18S, 10 PCLM, Approved July 19, 1954

Engines 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.)

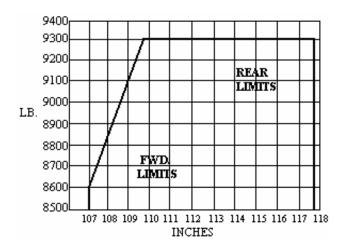
Airspeed limits 153 mph. (133 knots) Maneuvering (TIAS)

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 and 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

Oil capacity

14 gal. usable at +93 with Item 2

17 gal. usable at +93 with Item 5 (8-1/2 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°
Elevator	Up	35°	Down	25°
Aileron trim tab	Up	22°	Down	19°
Aileron	Up	33-1/2°	Down	21°
Rudder trim tab	Right	29°	Left	29°
Rudder	Right	25°	Left	25°

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

# <u>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</u>

Engines 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 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 (+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.

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 16 gal. usable at +93 with Item 1 or 5; 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 Up 18° Down 13° Elevator 35° 25° Down Up Aileron trim tab 22° 19° Down Up Aileron 38.5° Down 21° Up Right 28° to 33° Rudder trim tab Left  $28^{\circ}$  to  $33^{\circ}$ Rudder Right 25° Left 25°

Serial Nos. eligible See Note 4.

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

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

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

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

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. (8-1/2 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 Down 13° Up 18° Elevator Up 35° Down 25° Aileron trim tab Up 22° Down 19° Up 38-1/2° Aileron Down 21° Rudder trim tab Right 29° Left 29° 25° Left 25° Rudder Right

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

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

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)

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

256 mph. (222 knots) 140 mph. (121 knots) Flaps extended - power off 120 mph. (104 knots) - power on

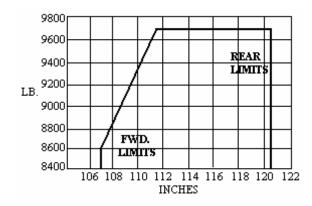
160 mph. (139 knots) Landing gear extended

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



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)

Rear compartment: 300 lb. at +271; nose compartment (when Item 615 is Maximum baggage

installed) 300 lb. at +28; inboard wing baggage compartment 100 lb.

left, 10 lb. right at +155 (when Item 618 is installed)

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 (8-1/2 gal. total capacity tank in each nacelle)

See Note 1 for data on unusable oil

Control surface movements Wing flaps Down  $45^{\circ}$ 

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

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 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)

- 15° position 180 mph. (156 knots)

(with Item 639 only)

(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)

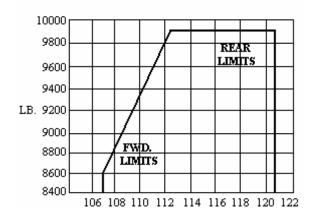
See Item 126 for increased weight

(+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 and 5

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 (8-1/2 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	Up	18°	Down	13°	
Elevator	Up	35°	Down	15°	
Aileron trim tab	Up	22°	Down	19°	
Aileron	Up	38-1/2°	Down	21°	
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

 $2\ P\&W$  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)

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 and 5

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  $45^{\circ}$ 

Elevator trim tab Up 18° Down 13° Elevator 35° 25° Down Up Aileron trim tab 22° Down 19° Up Up 38.5° Aileron Down 21° Rudder trim tab Right 28° to 33°  $28^{\circ}$  to  $33^{\circ}$ Left Rudder Right 25° 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 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 and 5

Fuel capacity 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

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  $45^{\circ}$ 

Elevator trim tab Up 18° Down 13° Up 35° Elevator Down 25° Aileron trim tab Up 22° Down 19° Up 38.5° Aileron Down 21° Rudder trim tab Right 28° to 35° Left  $28^{\circ}$  to  $33^{\circ}$ 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.

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.

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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
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			<b></b>			·			
for repairs 8' 7/8". No further reduction								1	
permitted.									
and (b) Governor - Hamilton Standard 1A2	X		·····	X		-}		X	
5 lb. ea. (+66)				Λ				71	
	X		·	X		· <b> </b>		v	
and (c) Controls installation  11 lb. (+68)	Λ			Λ				X	
11 10. (+08)									
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	Λ		Λ	Λ	Λ	Λ	Λ	Λ	
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)	- 11		21	21					
or 404-189075 (Pesco 1E-521-HC or HAC)									
11 lb. ea. (+103) or Ham Std 66166-12 (Pesco 1E-777-BLB-1)	X		v	v				X	
11 lb. ea. (+103)			X	X				Λ	
or Beech 404-189080 (Pesco 1E-VR-280-BHC) 20 lb. (+103)	X		X	X				X	
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) or Hamilton Standard 66166-12 (Pesco) 1E-777-BLB-1)	X		X	X				X	
11 lb. (+103)									
or Pesco 1E-VR-280-BHC	X		X	X				X	
20 lb. (+103)									
and (d) Controls installation	X		X	X				X	
32 lb. (+79)									
Beech 404-189804 oil tank standpipe is required with this propeller.									

-	+		1	1		1	1	1	
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	
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							
		Λ	1		+				
7 lb. ea. (+38)		X							
and (c) Feathering pump		Λ							
One Beech 900-189071-2 (LH) and									
One Beech 900-189071-4 (RH)			1						
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	X		X	X	X	X			X
836-16 spinner									
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 Item 506						X			
133 lb. ea. (+ 35)	""								
Pitch settings at 30 in. sta.: high 87°, low 17°			İ						
Diameter: 95 in. No cutoff permitted	"		1		1				
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									

		1		1	1		1	1	i
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	Λ		Λ	A	Λ	Λ	Λ		
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)									
(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.		1				<u> </u>		1	
Engine tachometer to be marked with yellow arc between	"	1				<u> </u>		1	
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
or Hartzell C3 except for H18									
6 lb. ea. (+ 66)									

			1				1		
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.									
8. 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  135 lb. ea. (+ 35)	X		X	X	X	X	X		X
or R10152B-5-1/2 blades and 836-17S spinner	X		X	X	X	X	X		X
or R10152B-5-1/2 blades and 836-16 spinner modified per Item 506						X	X		
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, 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									
9. Two Hartzell 3-blade full-feathering propeller installations per Dwg. 414-001068.									
(a) Hub and blade assemblies HC-B3P30-2E hubs with P10152-5-1/2 blades and 836-16 spinner	X		X	X	X	X	X		X
135 lb. ea. (+ 35)					1				
or P10152B-5-1/2 blades and 836-17S spinner	. X	ļ	X	X	X	X	X		X
136 lb. ea. (+ 35)		ļ			1			ļ	
or P10152B-5-1/2 blades and 836-16 spinner modified per Item 506	. X		X	X	X	X	X		X
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	<u> </u>	X	X	X	X		<u> </u>	X
or Woodward 210205, 210494, 210495, 210496, 210402, or 210404	X		X	X	X	X		X	X
6 lb. ea. (+ 66)									

Propeller and Propeller Accessories (excepting Deicing   Diss										
32.1b. (= 79)  AFM Supplement PN 150225 dated August 18, 1967  Engine and Tingine Accessories Fuel and Oil Systems 101.(a) Two 7" x 9" oil radiators with intake system (G & 0)	Equipment		D18C	+	TC-45G C-45H TC-45H TC-45J RC-45J			H18		3NM 3TM
Engine and Engine Accessories - Fuel and Oil Systems		X		X	X		X		X	X
Engine and Engine Accessories - Fuel and Oil Systems										
101,(a) Two 7" x 9" oil radiators with intake system (G & 0)	AFM Supplement P/N 130225 dated August 18, 1967									
101,(a) Two 7" x 9" oil radiators with intake system (G & 0)		1	1	1	1	+			1	
101,(a) Two 7" x 9" oil radiators with intake system (G & 0)	Engine and Engine Accessories - Fuel and Oil Systems									
Or Two 7" x 9" oil radiators with intake system (Harrison)	101.(a) Two 7" x 9" oil radiators with intake system (G & 0)	X	X	X	X	X	X		X	X
15   15   16   16   16   16   17   18   18   18   18   18   19   19   19	20 lb. ea. (+ 80)									
(b) Two 7" x 9" thermostatically controlled oil coolers 10 lb. ea. (+ 80)  (a) Two wobble-United Aircraft U-550-BE  (a) Two wobble-United Aircraft U-550-BE  (b) Two wobble-United Aircraft U-550-BE  (c) Two wobble-United Aircraft U-550-BO  (d) Two wobble-United Aircraft U-550-BO  (e) Two wobble-United Aircraft U-550-BO  (f) Two wobble-United Aircraft U-550-BO  (h) Two wobble-Mamy Type D-11  (h) Two wobble-Ampy Type D-11  (h) Two wobble-Ampy Type D-11  (h) Two electric booster - Beech  nited Aircraft U-50-BO  (h) Two electric booster - Beech United Aircraft U-50-BO  (h) Two electric booster - Beech United Aircraft U-50-BO  (h) Two electric booster - Beech United Aircraft U-50-BO  (h) Two electric booster - Beech United Aircraft U-50-BO  (h) Two electric booster - Beech United Aircraft U-50-BO  (h) Two electric booster - Beech United Aircraft U-50-BO  (h) Two electric booster - Beech United Aircraft U-50-BO  (h) Two electric booster - Beech United Aircraft U-50-BO  (h) Two electric booster - Beech United Aircraft U-50-BO  (h) Two electric - Beech United Aircraft U-50-BO  (h) Two engine-driven Beech Sto-921560-S  (h) Two engine-driven Aircraft U-50-BO  (h) Two engine-driven Aircraft U-50-BO  (h) Two engine-driven Aircraft U		X	X	X	X	X	X		X	X
101.b.ca. (+80)										
102-Fuel pamps								X		
(a) Two wobble-United Aircraft U-550-BE	10 lb. ea. (+ 80)									
(a) Two wobble-United Aircraft U-550-BE	400 5									
4 lb. ca. (+86) or (c) Two wobble-United Aircraft U-550-BO	102.Fuel pumps	37	37						37	37
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 4 lb. ca. (+ 86) or (d) Two wobble-Army Type D-11 X X X 4 lb. ca. (+ 86) or (d) Two wobble-Army Type D-11 X X X 4 lb. ca. (+ 86) or (f) Two electric booster - Beech X X X X X X X X X X X X X X X 694-189641-4 (Adel 24000-3) 694-189641-12 (Adel 270447) 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) (1) 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	4 lb. ea. (+86)	37	37						37	37
or (c) Two wobble-Romer Pump Co. RXD-1563-1	or (b) Two wordle-United Aircraft U-550-BU	X	X						X	X
4 (b. ca. (+ 86)	4 ID. ea. (+ 80)	V	v						V	V
or (d) Two wobble-Amy Type D-11		Λ	Λ						Λ	Λ
4 lb. ca. (+ 86)  or (r) Two electric booster Beech  x		v	v						v	v
or (f) Two electric booster - Beech	or (d) 1wo wobble-Affily Type D-11	Λ	Λ						Λ	Λ
694-189641-2 (Adel 24000-3) 694-189641-2 (Adel 26900-3) 694-189641-2 (Adel 27447) Pexco 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. (+ 26) (u) Two electric booster pumps - Adel 70146 (w) tit Items 128 and 129 only) 3 lb. ca. (+ 120) (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 (s) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-389141-11 (with Item 129 only) 3 lb. ca. (+ 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 ArN-4100-1  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
694-189641-12 (Adel 20900-3)		Λ		Λ	Λ	Λ	Λ			Λ
694-18964-1-2 (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)  (u) Two electric booster pumps - Adel 70146  (vi th Items 128 and 129 only)  3 lb. ea. (+ 126)  (v) Two engine-driven Beech 50-921560-5  (v) Two engine-driven Beech 50-921560-3 or -23  3 lb. ea. (+ 62)  or (w) Two electric booster pumps - Pesco 122799-120-01 or -0-20 radel 28850-1  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)  or (Beech 50-389141-11 (with Item 129 only)  3 lb. ea. (+ 62)  or (Beech 50-389141-11 (with Item 129 only)  and (c) Two engine-driven Army Type G6  x										
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)  (u) Two electric booster pumps - Adel 70146  (vith Items 128 and 129 only)  3 lb. ea. (+ 126)  (v) Two engine-driven Beech 50-921560-5  (vith 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. (+ 62)  or (y) Two engine-driven Beech 50-921560-9 or -29  or (y) 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										
(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 Reech Dwg, 404-001069  3 lb. ea. (+56)  (u) Two electric booster pumps - Adel 70146  (v) Two engine-driven Beech 50-921560-5  (vi) Two engine-driven Beech 50-921560-3 or -23  3 lb. ea. (+62)  or (v) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1  3 lb. ea. (+128)  or (v) Two engine-driven Beech 50-921560-9 or -29  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										
Item 401. FAA Approved Flight Manual Rev. 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)  (I) 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. (+ 62)  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 122799-1200  and (c) 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										
(i) Two electric booster Pesco 122799-120 installed per Beech Dwg. 404-001069  3 lb. ea. (+ 56)  (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										
(i)   Two electric booster Pesco   122799-120 installed per   X   Beech Dwg. 404-001069   X   X   X   X   X   X   X   X   X	and C-45 only)									
3   1b. ea. (+ 56)	(t) Two electric booster Pesco 122799-120 installed per									
(u) Two electric booster pumps - Adel 70146	Beech Dwg. 404-001069									
(with Items 128 and 129 only) 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  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 (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										
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 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  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	3 lb. ea. (+ 126)			***		37	***			
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	(v) 1W0 engine-driven Beech 50-921560-5		-	X		X	X			
or (w) Two engine-driven Beech 50-921560-3 or -23         X         X           3 lb. ea. (+ 62)         3 lb. ea. (+ 62)         3 lb. ea. (+ 62)           or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1         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						1	v	v		
or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1			1	1		+	Λ	Λ		
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			X		X	X	X		
or (y) Two engine-driven Beech 50-921560-9 or -29       X       X         or Beech 50-389141-11 (with Item 129 only)       3 lb. ea. (+ 62)       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       X       X         and (e) Two engine-driven Army Type G6       X       X       X       X         3 lb. ea. (+ 62)			1	<del> </del>		+	<u> </u>			
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       X         and (e) Two engine-driven Army Type G6       X       X       X         3 lb. ea. (+ 62)       X       X       X       X         or (f) Two engine-driven - AN-4100-1       X       X       X       X       X		+				1	X	X		
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		-					1			
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		-				1				
and (e) Two engine-driven Army Type G6       X	and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco			X						
3 lb. ea. (+ 62)	L	X	X	X	X	X	X		X	
or (f) Two engine-driven - AN-4100-1         X         X         X         X         X         X	3 lh ea (± 62)	- A	Λ.	/A			Α		Λ.	
		X	X	Х	X	X	X		X	
	3 lb. ea. (+ 62)	T		1		1	1			

Engine and Engine Aggregation Eval and Oil Systems	1	1	1	İ			i	1	1
Engine and Engine Accessories - Fuel and Oil Systems				C-45G TC-45G C-45H TC-45H TC-45J	E18S-			JRB-6	3N 3NM
	D18S	D18C	E18S	RC-45J	9700	G18S	H18		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	X	X	X	X	X	X		X	X
3 lb. ea. (+ 62)									
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	v	X	v	X		X	X
3 lb. ea. (+ 62)			X		X			Λ	
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)									
or (n) Two engine-driven - TFD-400-1 or TF-400-1  3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
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				**					
or TF-900-3	X	X	X	X	X	X		X	X
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. ea. (+ 61)									
104.Two oil radiator by-pass valves - S80	X	X	X	X	X	X		X	X
1 lb. (+ 79)									
105 E 1		37							
105.Exhaust collector gas analyzer - Combridge No. 10555-1	X	X							
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
(a) Type B-12 5 lb. ea. (+ 64)	· _ ^	Λ	Λ	Λ	Λ	Λ		Λ	Λ
or (b) Eclipse-Pioneer 683-3	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64)	1								
or (c) Eclipse-Pioneer 683-4	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64)									
or (d) Eclipse-Pioneer 549-5	X		X	X	X	X		X	X
5 lb. ea. (+ 64)		37	***	37	37	37		***	***
or (e) Pesco 3P-207-JA	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64) or (f) Pesco 3P-207-J or 3P-207-JE	X	X	X	X	X	X		X	X
5 lb. ea. (+ 64)	· _ ^		Λ	Λ	Λ	Λ		Λ	Λ
J 10. Ca. (⊤ U+)		<u> </u>	1	l	1	l	1	l	l

Engine and Engine Accessories - Fuel and Oil Systems	1	1	1	1	1	1		1	1
	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  5 lb. ea. (+ 64)	X	X	X	X	X	X	X	X	X
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 E18S or E18S-9700).  23 lb. (+ 36)	X	X	X	X	X				X
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
H18 only) -3 lb. (+ 27)									
110.Engine compartment pressure fire extinguisher and system with									
(a) Walter Kidde 7-1/4 lb. CO <sub>2</sub>	X	X	X	X	X	X		X	X
33 lb. (+ 56)									
or (b) Walter Kidde 5 lb. CO <sub>2</sub>		X							
(Including detector system)									
57 lb. (+ 111)									7.
or (c) Walter Kidde or American LaFrance	X	ļ	X	X	X	X	X	X	X
(8 lb. CB)							-		
39 lb. (+ 114)									
111.Oil dilution system									
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 Assessmine England Oil Contains		1	1	1	1	1	1	i	1
Engine and Engine Accessories - Fuel and Oil Systems	D100	D19C	E100	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S-	C195	1110	JRB-6	3N 3NM
112 Farriage (march bases and 4 1/0N and and 0N damage)	D18S	D18C	E18S		9700	G18S	H18		3TM
113.Engine (must have one 4-1/2N and one 9N damper)	-								
Use act. wt. change on all engine changes.  (a) P&W Wasp Jr. SB-2 (limits same as for SB-3 and	X			X				X	X
R985-AN-14B)	Λ			Λ				Λ	Λ
or (b) Military R-985-AN-4 (limits same as for SB-3 and	X			X				X	X
R-985-AN-14B)									
or (c) Military R-985-AN-14B (limits same as for SB-3)	X			X				X	X
or (d) P&W Wasp Jr. B-5 (same power limits as for SB-3 if	X			X				X	
Best Power Mixture used)									
or (e) Military R-985-AN-1 (limits same as for R-985-AN-14B)				X				X	
for engines with NAR9A or NAR9B or NAR9CE 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	X			X				X	
as for R985-AN-14B)									
or (j) Military R985-AN-2 when Item 5 used (limits same as	X			X				X	
for R985-AN-14B)									
or (k) Military K985-AN-10 when item 5 used (fillits same as	X			X				X	
for R985-AN-14B)	-								
114.Two carburetor air filters		X							
2 lb. ea. (+ 73)		Λ							
115.47 gal. aux. fuel tank in nose baggage compt. This	X	X		X					
installation must be modified per Beech Dwg. 404-001101-3									
(C-45), 404-001101-1 (TC-45J) to be eligible for									
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		X							
Motors Dwg. 516935		11							
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			1			
24 lb. (+ 77) or (b) Powered from radio inverter	-	<del>                                     </del>	v						
or (b) Powered from radio inverter  18 lb. (+75)		-	X						
10 10. (+ /3)	<del>                                     </del>	<del>                                     </del>							
118.Jet stack installation (E18 type per Dwg. 404-001019)	X	<del>                                     </del>		X					
-45 lb. (+80)		<u> </u>		71					
119.Cowl support brackets, improved type per Dwg. 404-001029	X	1	X	X	İ				
2 lb. (+ 46)									
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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
120.Fuel flowmeter installation per Dwg. 404-001020 or									
414-180804 (See Item 124)									
(a) With separate inverter	. 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
18 lb. (+ 78) (D18S, C-45G, etc.)									
18 lb. (+ 75) (All other)									
121 I	V		V	v	1				
121.Improved oil radiator cooling air valve per Dwg. 404-001025  Negligible weight	. X		X	X					
Negligiole weight									
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 Supplement, P/N 404-001055 dated June 19, 1958, or AFM Supplement P/N 404-001049 dated June 20, 1958, required. 96 lb. (+ 137)	X		X	X	X	X			
(a) With landing lights relocated per Dwg. 404-001027	. X			X					
0 lb. ea. (+ 100 in lb.)									
123.Improved engine crankcase vent per Dwg. 404-001032	X		X	X					
5 lb. (+ 82)									
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)				37					
(a) With separate inverter  25 lb. (+ 123)				X	1				
				v					
or (b) Powered with radio inverter  18 lb. (+ 78)				X					
10 10. (+ 70)									
126.Two Aerojet 15NS-250 or 12NS-350 or 12NS-350CBA Rocket Engine installations (per Dwg. 414-18911 or Kit Dwg. 404-001059) Note: Model 18 aircraft with tricycle gears (STC SA111WE) not eligible for this installation.	X	X	X	X	X	X	X		X
(a) 15NS-250 charged					1				
100 lb. (+ 125)									
(b) 12NS-350 or 12NS-350CBA charged		1			1	1			
108 lb. (+ 125)					1				
(c) 15NS-250 expended					ļ	-			
58 lb. (+ 124)		1			1	1			
(d) 12NS-350 or 12NS-350CBA expended					1		-		
64 lb. (+ 124)		ļ	<u> </u>	<u> </u>	1	]	<u> </u>	ļ	<u> </u>

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Engine and Engine Accessories - Fuel and Oil Systems				C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S-			JRB-6	3N 3NM
(e) Engines removed	D18S	D18C	E18S	KC-45J	9700	G18S	H18		3TM
16 lb. (+ 120)	+		1						
For 15NS-250 AFM Supplement 404-001065 dated April 16,	X		X	X	X	X	X		
1961, or Item 401(f) required.	- 11		71	71	11	11	21		
For 12NS-350, AFM Supplement 404-001065 dated February 27, 1964, or 12NS-350CBA AFM Supplement 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.	X			X					
404-001065 dated July 1, 1964, or March 10, 1965, required	X		1	X	1				
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 per STC SA2-820 amended January 14, 1960	11								
18-001032 dated February 26, 1964, required for E18S and			X		X				
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 Item 611, 623, 630 or 633.									
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 Hooted final tank waste	· v	<u> </u>	v	v	v	1			v
127.Heated fuel tank vents  (a) Wing fuel tanks, Beech Dwg. 404-001073	X		X	X	X				X
Negligible weight									
			1			1		I	
(b) Nose fuel tank, Beech Dwg. 404-001075  Negligible weight		-			-				

Engine and Engine Accessories - Fuel and Oil Systems				C 45C		1			
				C-45G TC-45G C-45H TC-45H TC-45J	E18S-			JRB-6	3N 3NM
	D18S	D18C	E18S	RC-45J	9700	G18S	H18		3TM
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.  Use act. wt. change			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						1			
130.Power pkg. installation (H18 type per Dwg. 414-001088)	X	<u> </u>	X	X		1		<u> </u>	
Use act. wt. change									
131.Power pkg. installation (H18 type per Dwg. 414-000013)  Use act. wt. change	X		X	X	X	X			
Ose act. wt. change	I			1		1	l	<u> </u>	I
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 tubes	X	X	X	X	X	X			X
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 79 lb. ea. (+ 92)	X		X	X	X	X			X
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.  Wheel assembly 9532489 or 9542623							X		X
Brake assembly 9532491									
or (d) Two main gear, 33 in. smooth contour wheels (Bendix B-4) with 13-2-1/2 brakes (Bendix 59799) and 8-ply tires								X	X
104 lb. ea. (+ 92)									
202.(a) 14.50 tail wheel (Hayes Industries or B.F. Goodrich D-3-180M) with 6-ply S.C. tire and tube	X	X	X	X	X	X	X	X	X
202.(a) 14.50 tail wheel (Hayes Industries or B.F. Goodrich	X	X	X	X	X	X	X	X	X

	1	1	1	1	1	1	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
203.Hand operated parking brakes	X	X	X	X	X	X	X	X	X
3 lb. (+ 51)									
204.Landing gear oleo drag leg assembly (404-188027) replacing standard drag legs (404-118405)  24 lb. (+ 100)	X	X		X					
205.Martin landing oleo drag leg assembly (90-1000003) replacing standard drag legs (404-188405) 21 lb. (+ 100)	X	X		X					
206.Cross-wind gear  (a) Installation 414-188003-1, -2 replacing standard installation (414-188000)  17 lb. (+ 86)			X		X	X			
17 lb. (+ 86) (b) Installation 414-188003-103, -104, replacing standard installation (18-800000-1, and -2) 17 lb. (+ 86)							X		
207.Cross-wind gear installation 414-188003-101, -102, replacing standard gear installation 404-188000 or 694-188000. Item 207 not to be used when Item 204 or 205 is installed.  17 lb. (+ 86)	X			X					
1710. († 00)									
208.Improved landing gear doors (E18 Type), Dwg. 404-001021.  Landing gear ext. airspeed limit 160 mph. (139 knots)	X			X					
35 lb. (+ 111)									
Electrical Equipment 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							<u></u>		
(a) 24 v. (17 a. hr. min.) 49 lb. ea. (+ 87)	X	X		X				X	
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 58 lb. (+ 87)	X			X					
205 Londing lights									
305.Landing lights (a) Grimes G-3001	. X	X	X	X				X	
7 lb. ea. (+ 139)					v	v	v		
or (b) GE 4557  2 lb. ea. (+ 105)			X	X	X	X	X		
or (c) Leading edge landing & taxiing light installation per Dwg. 404-001033	X	X	X	X					
14 lb. (+ 104)		l .	]	L	1		ļ	]	

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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
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 lb. ea. (+ 64)									
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									
or (d) Beech Dwg. 414-180515-13	. X		X		X	X	X		X
39 lb. ea. (+ 64)									
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									
or (b) Four Reading R-33, 12 v. 33 a. hr. with two Beech cases			X		X	X			
118 lb. (+ 102)									
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)			37		37	37			
or (d) One Saft AV02022, 24 v. with Beech case, Item 307(c)			X		X	X			
required 59 lb. (+ 4)									
or (e) One Gulton AV02022, 24 v., Item 307(c) or (d) required			X		X	X			
54 lb. (+ 4)			Λ		Λ	Λ			
Relay, cables, support structure and misc. hardware			X		X	X			
5 lb. (+4)			Λ		Λ	<i>A</i>			
or (f) One Gulton AV02022, 24 v., Item 307(c) or (d) required			X		X	X			
54 lb (+ 87)	-		Λ		Λ	Λ			
Relay, cables, support structure and misc. hardware									
3 lb. (+ 87)									
or (g) Two Sonotone, (1) 22000 Type CA24A and (1) 22000			X		X	X	X		
Type CA24B in Beech battery box per Mod. C.O.			21		11	71			
B41524 or per Beech Dwg. 404-001060-1. (Not eligible									
with nose fuel tank installed)									
55 lb. (+ 4)									
or (h) Two Sonotone (1) 22000 Type CA24A and (1) 22000			X		X	X	X		
Type CA24B in Beech battery box per Mod. C.O.									
B41264 per Beech Dwg. 404-001060-3									
55 lb. (+ 87)									
or (i) Two Reading R-33, 12 v. 33 a. hr. with Beech case;							X		
optional with Item 632									
59 lb. (+ 6)		1			1	1	37	1	
or (j) Two Sonotone, (1) 22000 Type CA24A and (1) 22000 Type CA24B with Beech case; optional with Item 632							X		
					1		1		
55 lb. (+ 6) or (k) Two General Electric (1) RB211-1 and (1) RB212-1 with	+		1				X		
or (k) Two General Electric (1) RB211-1 and (1) RB212-1 with Beech case							Λ		
52 lb. (+ 87)	+						-	-	
or (1) Two Reading R-33, 12 v. 33 a. hr. or equivalent when		<del> </del>			<del>                                     </del>	-	<del>                                     </del>	-	X
installed per AC 43.13-2, Change 3 (use actual weight)									1
or (m) Two AR-12-36, 12 v. 36 a. hr.	-								X
31 lb. (+ 87)					Ì				
b									

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
309.Two 140 a. Westinghouse 976J162-3 or Beech 18-380024									
alternator-rectifiers	X		X	X	X	v	v		X
(a) Installed per Beech Dwg. 414-001090	Λ		Λ	Λ	Λ	Λ	Λ		Λ
30 lb. (+ 64) (b) Installed per Beech Dwg. 18-361011							X		
30 lb. (+ 64)									

Interior Equipment

Interior Equipment									
401.(a) FAA Approved Airplane Flight Manual and pertinent revisions applicable to the particular model and serial number	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/	3/8/63	
(b) FAA Approved Airplane Flight Manual required with Item 605	6/20/ 58			6/19/58					
(d) FAA Approved Airplane Flight Manual Supplement No. 2 required with Item 108 installed with Item 605	6/20/ 58			6/19/58					
(e) FAA Approved Airplane Flight Manual Supplement No. 3	6/20/ 58 Rev. 12/16/ 60			6/19/58 Rev. 12/16/60					
(f) FAA Approved Airplane Flight Manual Supplement required with Item 126			Rev. 6/18/ 59		Rev. 11/15/ 60	Rev. 11/6/59	11/6/ 59 or 6/8/ 62		
(g) FAA Approved Airplane Flight Manual Supplement No. 4 required with Item 5 on D18S and C-45 Series (maximum 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					
(h) FAA Approved Airplane Flight Manual Supplement No. 1 required with Item 5 on C-45 Series (maximum weight 8750 lb.)				1/12/59 or Rev. 1/30/61					
(i) FAA Approved Airplane Flight Manual Supplement No. 1 required with Item 5 in D18S (maximum weight 8750 lb.)	1/13/ 59 or Rev. 1/30/ 61								
(j) FAA Approved Airplane Flight Manual Supplement required with Item 613	12/11/ 59		12/11/ 59	12/11/59	12/11/ 59	12/11/ 59			
(k) FAA Approved Airplane Flight Manual Supplement required when Item 6 not installed	12/30/ 59		12/30/ 59	12/30/59	12/30/ 59				
(n) FAA Approved Airplane Flight Manual required with Item 617	5/31/ 60 Rev. 1/30/ 61		6/1/60	Rev. 1/30/61					
(t) FAA Approved Airplane Flight Manual Supplement 130017 required with Item 421			11/3/ 61		11/3/61	11/3/ 61			
(u) FAA Approved Airplane Flight Manual P/N 118682 required with Item 128 when installed on G18S.						4/8/61			

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
(v) FAA Approved Airplane Flight Manual P/N 18-001027-5 (BA-580, BA-618 through BA-631)							6/14/		
(w) FAA Approved Airplane Flight Manual P/N 18-001027-7 (BA-632 and up)							6/14/ 63 or 1/31/ 64 or 3/24/ 66		
(x) FAA Approved Airplane Flight Manual P/N 404-001164									10/31/ 67
(y) FAA Approved Airplane Flight Manual P/N 130721						4/26/ 67			**
402.Two 3-min. parachute flares - International									
23 lb. ea. (+ 261)	. X	X		X					
23 lb. ea. (+ 290)			X		X	X			
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)		Λ	A	Λ				A	A
or (b) Pilot's compartment Stop Fire MM-45	1		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 lb (+ 102)			Λ		Λ				
1 lb. (+ 102) Passenger compartment Kidde 8900			X		X				
7 lb. (+ 214)									
or (d) Pilot's compartment Stop Fire MM-45			X		X	X			
1 lb. (+ 102)									
Passenger compartment Kidde 8900			X		X	X			
7 lb. (+ 177)									
404.Chemical toilet									
7 lb. (+ 249)	X	X		X				X	X
7 lb. (+ 242)			X		X	X	X		
Placard: "THIS ROOM NOT TO BE OCCUPIED DURING									
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) (Models D18S, D18C and C-45 using engine exhaust heat	X	X	ļ	X				ļ	ļ
(Models D18S, D18C and C-45 using engine exhaust heat exchangers)									
82 lb. (+ 131)	-		X		X	X	X	<del>                                     </del>	<del>                                     </del>
(Models E18S, E18S-9700, G18S and H18 equipped with	1					- 11			
Surface Combustion 93A22 fuel burning heaters)									

				C-45G					
				TC-45G					
				C-45H					
Interior Equipment				TC-45H TC-45J					3N
	D18S	D18C	E18S	RC-45J	E18S- 9700	G18S	ш10	JRB-6	3NM 3TM
407.Passenger cabin baggage rack and tie-down provision	D163	DISC	E103		9700	GIOS	H18	JKD-0	31W
installation.									
6 lb. (+ 205)	X	X	1	X	1				
5 lb. (+ 205)		71	X	21	X	X			
Cabin rack 400 lb. (+ 205). Cabin tie-down provisions in			Λ		Λ	Λ			
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.									
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		1	<u> </u>	+				<del>                                     </del>
12 lh (+ 59)			1	<u> </u>	+				<del>                                     </del>
and (d) Rudder servo installation (Model EP-2-15-1-A)	X				1				-
13 lb. (+ 43)	^		<del>                                     </del>		+				<del>                                     </del>
13 10. (+ 43)					1				
400 Loop Autopilet Model L201 (Loop installation Days No.									
409.Lear Autopilot Model L201 (Lear installation Dwg. No. 34900)									
61 lb. (+ 22)	X								
01 10. (+ 22)									
410.Windshield wiper - Marquette					1				
	X	X	X	X	X	X	X		X
11 lb. (+ 43) 411.Control system lock	Λ	Λ	Λ	Λ	Λ	Λ	Λ		Λ
1 lb. (+ 62)	X	X	X	X	X	X	X	X	X
1 10. (+ 02)	Λ	Λ	Λ	Λ	Λ	Λ	Λ	Λ	Λ
412.Sperry A-12 Autopilot Model S1-104-20-B (Sperry Dwgs.	X								
5245-90027, -90028, -90044, -90045)	1								
194 lb. (+ 150)									
174 10. († 130)									
413.Lear automatic pilot installation (See also Item 409)									
*(a)Model 1101A (L-5) installed per Lear Dwg. list of June	X	X							
6, 1949, and Dwg. 78749. Airplane Flight Manual	1	Λ							
should be supplemented to include the following:									
"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'	"				1				1
(It will not be possible to turn switch to 'ON' until			1		†				
automatic switch is ready for operation). To disengage									
automatic pilot, turn automatic switch to 'OFF'. Before									1
landing, check that automatic pilot is 'OFF'."									
76 lb. (+ 247)									
*(b)Model L-2C and optional equipment installed per Lear									
Dwg. as follows:			<u> </u>		<u> </u>				<u></u>
(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.	-		1		†				1
Servo drum pitch diameters for all three axes are					1		1		1
Serve diam prom diameters for all times and all	1	i .	1	1	1		1	1	Ì

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
(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)	21	21							
2 lb. (+ 283)									
(4) Model 2203 altitude controller installation per Lear	. X	X							
Dwg. 95658G (optional)	21	21							
2 lb. (+ 283)									
(5) Model 1305B approach coupler installation per Lear	. X	X							
Dwg. 95658G (optional equip.) Item 413(b)(7)									
required.									
Use act. wt. & arm									
(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			71			- 11			
elevator stall torques, 150 ±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	1								
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)					<u> </u>				
77 lb. (+ 147)			X		X	X			

		1			1	1	1		
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
(4) 414-187260-39 Rev. A (less Approach Coupler and									
Altitude Control, add sub. box 702893-02)									
72 lb. (+ 154) Slip Clutch Torque Settings			X		X	X			
Slip Clutch Torque Settings									ļ
Rudder: 150 +5 -15 in16.									<u> </u>
Elevator: 150 +5 - 15 inlb.									<u> </u>
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							ļ
Power Unit 5 lb. (+ 221)	X	X							<del>                                     </del>
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.									
A16 High pressure avvgen system									
416.High pressure oxygen system (a) Beech Dwg. 414-180480 and 414-180074			77						
68 lb. (+ 258) (b) Beech Dwg. Mod. C.O. T5259			X						
58 lb. (+ 53)					X				
(c) Beech Dwg. 414-189720 and 414-180074									ļ
68 lb. (+ 51) (d) Beech Dwg. 18-410011 or Beech Dwg. 404-001088-3					X	X	X		
and -1									
68 lb. (+ 48)			X		X	X	X		<u> </u>
(e) Beech Dwg. 404-001088-2 and -1		-	X		X	X			<del>                                     </del>
(f) Beech Dwg. 414-001046-1, -3 or -5 and 414-001058 or 414-001059			A		A	A			
Use actual weight change			X		X	X			
417 Calling outcoilet Model AD 101 with flight die ED 104					-				<u> </u>
417.Collins autopilot, Model AP-101, with flight dir. FD-104  Servo stall torque measured at servo clutch:		-		-	+			1	<del>                                     </del>
Aileron 24 in lb. max., 19 in lb. min.		<b>†</b>	<del> </del>		1	<u> </u>		1	<del>                                     </del>
Rudder 24 in lb. max., 19 in lb. min.					1				<b>†</b>
Elevator 24. in Ib. max., 19 in Ib. min.					<del> </del>				†
Pulley Diameter 4 in., all three axes		1	1		1	1			
(a) Collins Dwg. 49-0018-40F-2 Rev. 3									
153 lb. (+ 45.5)	X								
334C-2 servos are acceptable substitute for 334C-1		_ <u></u>							
COMMO	1	1	1	1	1	1	1	1	<u> </u>
servos									
Collins Airplane Flight Manual Supplement required November 21, 1995 (334C-1 Servos)									

		1						•	•
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
(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 Dwg. 49-002-123D									
Use actual weight change									
419.Combustion heater installation									
(a) Surface combustion 93A22 fuel burning heater with heat 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 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									
140 lb. (+ 50)						X			
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 in conjunction with ARC-CD-4 course directors.			X		X	X	X		
5 lb. (+ 288)		-			1			-	-
422. Cabin floor provisions, high density seating (9 chairs)	-		1	1	1			<del>                                     </del>	<del>                                     </del>
(a) Per Beech Dwg. Mod. C.O. T5250 or 414-001053	X		X		X	X	X	<del>                                     </del>	X
Use act. wt. change	· _ ^	-	Λ		Λ	Λ	Λ	<del>                                     </del>	Λ
(b) Per Beech Dwg. 404-001128	X		X		X	X	X	<u> </u>	X

						.a.			
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
423.Beech H-14 autopilot installation AFM Supplement 130043 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 and Dwg. 414-001105 for optional autopilot modification.  (a) Autopilot - basic (with or without Items 504 and/or 632) 50 lb. (+ 164)			X		X	X	X		
(b) Altitude controller (accessory)									
1 lb. (+ 41)									
(c) Autotrim (accessory)									
2 lb. (+ 263) (d) ILS coupler (accessory)									
1 lb. (+ 41)									
424.Air conditioner	X		X	X	X	X	X		X
88 lb. (+ 110)  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) Allowable loadings are as follows:	X		X	X	X	X	X		
Bulkhead Maximum 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									
	""								
Deicing Equipment (Propellers, Wing and Windshield)									
501.Surface deicers  (a) Two wing boots (removable) Goodrich Type 2, Model 270	X			X				X	
14 lb. ea. (+ 109)									
<ul><li>(b) Two stabilizer boots (removable) Goodrich Type 2, Model 270</li><li>5 lb. ea. (+ 350)</li></ul>	X	X		X				X	
(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)		<u> </u>	<u> </u>			<u> </u>	<u> </u>		

JRB-6	3N 3NM 3TM
Y	X
Λ	Λ
	X
X	
X	X
	X
+	
X	
X	X
X	X
71	71
X	X
1	
1	1
+	
	X X X

Deicing Equipment (Propellers, Wing and Windshield)				C-45G TC-45G C-45H TC-45H					3N
	D18S	D18C	E18S	TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3NM 3TM
506.B.F. Goodrich electrical propeller deicing system									
(a) Installation per Beech Dwg. 18-960013						X	X		
11 lb. (+ 45)									
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, required						X	X		
11 lb. (+ 45)									
1110. (1 10)									
507.Electrically heated windshields									
(a) Pilot's (P/N 18-380019-1) installed per Beech Dwg. 414-001100						X	X		
10 lb. (+ 63) (b) Co-pilot's (P/N 18-380019-2) installed per Beech Dwg. 414-001100						X	X		
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  16 lb. (+ 64)						X	X		
(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  (LH) and 414-181011-2 and -4 (RH)			X		X	X	X		
1 lb. (+ 80)		<del>                                     </del>	1	1				<del>                                     </del>	
602.Stabilizer angle of incidence change per Dwg. 404-001018 2 lb. (+ 367)	X			X					
			1						
603.Extended wing tips (E18 Type) and stall warning system per Dwg. 404-001028 and 404-001046 (Item 401(e) required)  22 lb. (+ 140)	X			X					
NOTE: This item is not eligible at a gross weight in excess	†				1			1	
of 9000 lb. unless the modifying agency complies with the limitations and inspections set forth by Beech Dwg.									
404-00015. 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.									
, the patents (1777 10 1 001001) like to office the		<u> </u>	1					<u> </u>	
604.Rudder return spring installation, per Dwg. 404-001051  Negligible weight	X			X					

		t	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
605.Modernization kits covering basically	X	Dioc	ETOD	X	7700	0100	1110	JILD 0	31111
(1) Installation Model E18S power plant and fuel burning				Α					
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.	1								
(+ 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.									
B. 8800 REAR LIMIT  107 109 111 113 115 117  INCHES  Maximum weight 9000 lb.  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									
(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 Item 605 is installed. See Item 612.	X			X					
7.10. \ 1.3.70/									
607.Stall strips for use on aircraft with or without deicer boots	1								
(a) Stall strip installation per Dwg. 404-001048-1 (required	X			X					
when Item 605 installed without Item 603)									
Negligible weight									
(b) Stall strip installation per Dwg. 404-001048-2 (required	X			X					
when Item 603 installed with Item 602, or when Item 602									
installed with Item 605)									
1 lb. (+ 80)									
(c) Stall strip installation per Dwg. 404-001048-3 (required	X			X					
when Item 616 or 617 or 620 or 622 is installed)			<u> </u>			<u> </u>			
Negligible weight									
			1		1	1			
608.Extended tail wheel installation per Dwg. 404-001054	X			X		1			
5 lb. (+ 351)									
				1		1			
609.Nose section radio shelf installation per Dwg. 414-001021			X						
(nose tanks, Items 108 or 115, to be removed if installed)				1		1	<del>                                     </del>		
19 lb. (+ 26)		<u> </u>		<u> </u>			L	l	

Deicing Equipment (Propellers, Wing and Windshield)  Diss Disc Eiss RC-451  Diss Disc Eiss RC-451  Eiss RC-451  Final Time Time Time Time Time Time Time Time		_		_			_			_
611.Conversion from E18S to E18S-9700 per Dwg. 414-001028 (applicable to E18S SN BA2-2 and up). All E18S-9700 (Part V) limitations applicable. Use actual weight change  612.Left hand radder tab extension per Beech Dwg. 404-001071 (this item may be installed in lieu of Item 606 on C-45 Series)  1 lb. (+ 370).  613.Emergency static source installation per Beech Dwg. Av. V. X. X. X. X. X. X. X. X. X. X. X. X. X.	Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	TC-45G C-45H TC-45H TC-45J		G18S	H18	JRB-6	3NM
611.Conversion from E18S to E18S-9700 per Dwg. 414-001028 (applicable to E18S SN BA2-2 and up). All E18S-9700 (Part V) limitations applicable. Use actual weight change  612.Left hand radder tab extension per Beech Dwg. 404-001071 (this item may be installed in lieu of Item 606 on C-45 Series)  1 lb. (+ 370).  613.Emergency static source installation per Beech Dwg. Av. V. X. X. X. X. X. X. X. X. X. X. X. X. X.										
611.Conversion from E18S to E18S-9700 per Dwg. 414-001028 (applicable to E18S SN BA-2 and up). All E18S-9700 (Part V) limitations applicable.  Use actual weight change  612.Left hand rudder the xtension per Beech Dwg. 404-001071 (this item may be installed in lieu of Item 606 on C-45 Series).  1 lb. (+ 370).  613.Emergency static source installation per Beech Dwg. 404-001070 (See Item 401(j) required with this item)  1 lb. (+ 61).  614.E18S type enrovable nose installation per Beech Dwg. 404-001070 (See Item 401(j) required with this item)  1 lb. (+ 61).  614.E18S type enrovable nose installation per Beech Dwg. 404-001080. 23 lb. (+ 22) 35 lb. (+ 23)  Approved ATM Supplement PN 118698 dated June 23. 1961, required.  615.Nose baggage provisions per Beech Dwg. 18-410012 or 18-041004  5 lb. (+ 37)  Fleacust** C1-OAD IN ACCORDANCE WITH AIRPLANE FLIGHT MANUAL. MAXIMUM STRUCTURAL CAPACITY 60 lb. F required.  616.9300 lb. gross weight basic modernization kit per Beech Dwg. 404-000012 covering basically:  (1) Modification of power plant package and installation of Harzell 3-hade full-feathering propellers  Structural: To be eligible for this item or Item 617  Structural: To be eligible for this item or Item 617  Structural: To be eligible for this item or Item 617  Structural: To be eligible for this item or Item 617  Structural: To be eligible for this item or Item 617  Structural: To be eligible for this item or Item 617  Structural: To be eligible for this item or Item 617  Structural: To be eligible for this item or Item 618  Structural: To be eligible for this item or Item 617  Structural: To be eligible for this item or Item 618  Structural: To be eligible for this item or Item 618  Structural: To be eligible for this item or Item 618  Structural: To be eligible for this item or Item 618  Structural: To be eligible for this item or Item 618  Structural: To be eligible for this item or Item 618  Structural: To be eligible for this item or Item 619  Structural: To be eligible for this item or Item 619  Structural:		X			X					
(applicable to E18S SN BA-2 and up). All E18S-9700 (Part V) limitations applicable.  Use actual weight change.  612 Left hand rudder the extension per Beech Dwg. 404-001071 (this item may be installed in lieu of Item 606 on C-45 Series).  1 lb. (= 370).  613 Emergency static source installation per Beech Dwg. 404-001071 (See Item 401(j)) required with this item).  1 lb. (= 517).  614 E18S type emovable nose installation per Beech Dwg. 404-001080 (See Item 401(j)) required with this item).  1 lb. (= 610).  2 s lb. (= 22).  2 s lb. (= 22).  3 s lb. (= 30).  Approved AFM Supplement PN 118698 dated June 23.  1961, required.  615 Nose baggage provisions per Beech Dwg. 18-410012 or X X X X X X X X X X X X X X X X X X	24 lb. (+ 17)									
(applicable to E18S SN BA-2 and up). All E18S-9700 (Part V) limitations applicable.  Use actual weight change.  612 Left hand rudder the extension per Beech Dwg. 404-001071 (this item may be installed in lieu of Item 606 on C-45 Series).  1 lb. (= 370).  613 Emergency static source installation per Beech Dwg. 404-001071 (See Item 401(j)) required with this item).  1 lb. (= 517).  614 E18S type emovable nose installation per Beech Dwg. 404-001080 (See Item 401(j)) required with this item).  1 lb. (= 610).  2 s lb. (= 22).  2 s lb. (= 22).  3 s lb. (= 30).  Approved AFM Supplement PN 118698 dated June 23.  1961, required.  615 Nose baggage provisions per Beech Dwg. 18-410012 or X X X X X X X X X X X X X X X X X X										
(this item may be installed in lieu of Item 606 on C-45 Series)  1 lb. (+ 370)  613.Emergency static source installation per Beech Dwg. 404-401070 (See Item 401 (j) required with this item)  1 lb. (+ 61)  614.E188 type removable nose installation per Beech Dwg. 404-401080 (See Item 401 (j) required with this item)  2 s lb. (+ 22)  (a) With 71 gal. auxiliary fuel tank per Dwg. 404-401080 (See Item 401 (j) required with this item)  5 s lb. (+ 23)  5 s lb. (+ 30)  Approved APM Supplement PN 118698 dated June 23, 1961, required.  615.Nose buggage provisions per Beech Dwg. 18-410012 or X X X X X X X X X X X X X X X X X X	(applicable to E18S S/N BA-2 and up). All E18S-9700 (Part V) limitations applicable.			X						
(this item may be installed in lieu of Item 606 on C-45 Series)  1 lb. (+ 370)  613.Emergency static source installation per Beech Dwg. 404-401070 (See Item 401 (j) required with this item)  1 lb. (+ 61)  614.E188 type removable nose installation per Beech Dwg. 404-401080 (See Item 401 (j) required with this item)  2 s lb. (+ 22)  (a) With 71 gal. auxiliary fuel tank per Dwg. 404-401080 (See Item 401 (j) required with this item)  5 s lb. (+ 23)  5 s lb. (+ 30)  Approved APM Supplement PN 118698 dated June 23, 1961, required.  615.Nose buggage provisions per Beech Dwg. 18-410012 or X X X X X X X X X X X X X X X X X X										
613.Emergency static source installation per Beech Dwg. 404-001070 (See Item 401(1) required with this item)  1 lb. (+ 61)  1 lb. (+ 61)  1 lb. (+ 61)  614.E18S type removable nose installation per Beech Dwg. 404-001080  2 51 lb. (+ 22)  (a) With 77 gal. auxiliary fuel tank per Dwg. 404-001080  Combined weight of fuel and baggage must not exceed 600 (b) (arm of feel + 32)  5 5 lb. (+ 30)  Approved AFM Supplement PN 118698 dated June 23, 1961. required.  615.Nose baggage provisions per Beech Dwg. 18-410012 or 18-941004  5 lb. (+ 37)  Pleacut: "LOAD IN ACCORDANCE WITH AIRPLANE HIGHT MANUAL, MAXIMUM STRUCTURAL CAPACITY 600 LB." required.  616.9300 lb. gross weight basic modernization kit per Beech Dwg. 404-00012 covering basically: (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 SN's A-1 through A-471 and A-474 through A-482 sums have the center section truss reinforcements, PN 513412-10 and -11, per Beech Dwg. 404-001081, to Beech Service Bulletin D18-S8 Fingine limits: For All 200 orpm. (450 hp.) Straight line manifold pressure variation with altitude (3500 ft.) 35.5 in. Hg 2300 rpm. (450 hp.) Straight line manifold pressure variation with altitude (1500 ft.) (1500	(this item may be installed in lieu of Item 606 on C-45 Series)				X				X	
404-001070 (See Item 4016) required with this item)  1 b. (+ 61)  614-E18S type removable nose installation per Beech Dwg. 404-001080  2 51 b. (+ 22)  (a) With 77 gal. auxiliary fuel tank per Dwg. 404-001080  X	1 lb. (+ 370)									
404-001070 (See Item 4016) required with this item)  1 b. (+ 61)  614-E18S type removable nose installation per Beech Dwg. 404-001080  2 51 b. (+ 22)  (a) With 77 gal. auxiliary fuel tank per Dwg. 404-001080  X	613 Emergency static source installation per Reech Dwg	X		X	X	X	X	Y	Y	X
1 lb. (+ 61)  614.E18S type removable nose installation per Beech Dwg. 404-001080  25 lb. (+ 22) (a) With 77 gal. auxiliary fuel tank per Dwg. 404-001080  X  Combined weight of fuel and bagagae must not exceed 600 (b) (arm of fuel + 32)  55 lb. (+ 30)  Approved AFM Supplement Pin 118698 dated June 23, 1961, required.  615.Nose bagagae provisions per Beech Dwg. 18-410012 or 18-041004  51 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:  (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 on 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, PN 513412-10 and -11, per Beech Dwg. 404-001081, or seens Fevrice Bulletin D18-58  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: S087 min. grade aviation gasoline C.G. range (landing gear extended): (+105.8) to (+102.5) at 9300 lb. (+107.0) to (+120.5) at 8600 lb. or less		<i>A</i>		1	Α.	1	1	1	1	Λ
Add-001080										
25 lb. (+ 22)	1 10. (+ 01)	.,								
(a) With 77 gal. auxiliary fuel tank per Dwg. 404-001080 X X X X X X X X X X X X X X X X X X		X			X					
(a) With 77 gal. auxiliary fuel tank per Dwg. 404-001080 X X X X X X X December of the 1 at 20 September of the 1 and baggage must not exceed 600 B December of the 1 at 20 September of the 1 at 20										
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  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: (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 D18-88 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) in. Faces.		Y			Y					
Bi, (arm of fuel + 32)		Λ			Λ					
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  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:  (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  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 8600 lb. or less										
Approved AFM Supplement P/N 118698 dated June 23, 1961, required.  615.Nose baggage provisions per Beech Dwg. 18-410012 or 18-041004  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										
1961, required.  615.Nose baggage provisions per Beech Dwg. 18-410012 or 18-041004  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:  (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 5134-10 and +11, per Beech Dwg. 404-001081, or Beech Service Bulletin D18-58  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 8600 lb. or less			-							
615.Nose baggage provisions per Beech Dwg. 18-410012 or X X X X X X X X X 18-041004  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:  (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, PN 513412-10 and -11, per Beech Dwg. 404-001081, or Beech Service Bulletin D18-58  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: 8087 min. grade aviation gasoline C.G. range (landing gear extended): (+109.8) to (+120.5) at 9300 lb., (+107.0) to (+120.5) at 9300 lb., (+107.0) to (+120.5) at 9300 lb.										
18-041004  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:  (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  Engine limits: For all operations: Sea level 36.5 in. Hg 2300 rpm. (450 hp.) Straight line manifold pressure variation with altitude (35000 ft.) 35.5 in. Hg 2300 rpm. (450 hp.) Fuel: 80/87 min. grade aviation gasoline C.G. range (landning gear extended); (+ 109.8) to (+ 120.5) at 8600 lb. or less	1901, required.									
18-041004  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:  (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  Engine limits: For all operations: Sea level 36.5 in. Hg 2300 rpm. (450 hp.) Straight line manifold pressure variation with altitude (35000 ft.) 35.5 in. Hg 2300 rpm. (450 hp.) Fuel: 80/87 min. grade aviation gasoline C.G. range (landning gear extended); (+ 109.8) to (+ 120.5) at 8600 lb. or less	C15 N 1 D 10 (10012	37			37		***	37		
5 lb. (+ 37)  Placard: "LOAD IN ACCORDANCE WITH AIRPLANE FLIGHT MANUAL. MAXIMUM STRUCTURAL CAPACITY 600 LB." required.  6169300 lb. gross weight basic modernization kit per Beech Dwg. 404-000012 covering basically:  (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 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 8600 lb. or less		X			X		X	X		
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:  (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 SN'18 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 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 9300 lb., (+ 107.0) to (+ 120.5) at 9300 lb., (+ 107.0) to (+ 120.5) at 9300 lb.										
FLIGHT MANUAL. MAXIMUM STRUCTURAL CAPACITY 600 LB." required.  616.9300 lb. gross weight basic modernization kit per Beech Dwg. 404-000012 covering basically:  (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  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 3930 lb., (+ 107.0) to (+ 120.5) at 3930 lb., (+ 107.0) to (+ 120.5) at 8600 lb. or less										
Dwg. 404-000012 covering basically:  (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  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 8600 lb. or less	FLIGHT MANUAL. MAXIMUM STRUCTURAL									
Dwg. 404-000012 covering basically:  (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  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 8600 lb. or less	616 0200 lb gross weight body J	v	-		v		-	-		
(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  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 8600 lb. or less		A			Λ					
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  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 8600 lb. or less	······································	-	<del>                                     </del>		1		-	1		
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  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 8600 lb. or less										
(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  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 8600 lb. or less										
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  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 8600 lb. or less		†	<b>†</b>	1	<del> </del>		1	<u> </u>		
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  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 8600 lb. or less		+	<del>                                     </del>	<del> </del>		1	<del> </del>	<del>                                     </del>		
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  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 8600 lb. or less	E				]					
reinforcements, P/N 513412-10 and -11, per Beech Dwg. 404-001081, or Beech Service Bulletin D18-58  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 8600 lb. or less					]					
404-001081, or Beech Service Bulletin D18-58  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 8600 lb. or less	E				]					
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 8600 lb. or less					1					
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 8600 lb. or less		1					1			
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 8600 lb. or less					]					
(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 8600 lb. or less					]					
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 8600 lb. or less	E I				1					
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 8600 lb. or less	· · · · · · · · · · · · · · · · · · ·				1					
C.G. range (landing gear extended): (+ 109.8) to (+ 120.5) at 9300 lb., (+ 107.0) to (+ 120.5) at 8600 lb. or less						1				
(+ 109.8) to (+ 120.5) at 9300 lb., (+ 107.0) to (+ 120.5) at 8600 lb. or less		1					1			
(+ 107.0) to (+ 120.5) at 8600 lb. or less					]					
					]					
Dument and Valiation Dolwood Dollin 21701	Straight line variation between points given		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
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)									<del></del>
617. 9500 lb. gross weight modernization kit per Beech Dwg. 404-000013 covering basically	X			X					
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									
618.Luggage and/or radio compartment in inboard wings installed per Beech Mod. C.O. B41277 in lieu of aft fuel						X			
tanks. Combined weight of luggage and/or radio equipment must not exceed 200 lb. (100 lb. each wing) 24 lb. (+ 155)									<u> </u>
AFM as revised July 1, 1960, is required when this item is used.									

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
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				71					74
(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					
Modification to power plant package by installing jet exhaust stacks									
(2) Installation of stabilizer angle of incidence change (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									

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
622.9200 lb. gross weight basic modernization kit per Beech Dwg. 404-000018 covering basically:	X	Disc	E165	X	9700	0103	1116	JKD-0	31111
<ol> <li>Modification to power plant package by installing jet exhaust stacks.</li> </ol>									
(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									
623.9600 lb. gross weight modernization per Beech Dwg. 404-000020			X						
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. Moment due to retraction of landing gear +12000 inlb. 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 Dwg. 404-000019 covering basically:	X			X					
<ol> <li>Modification to power plant package by installing jet exhaust stacks and carburetor ram air scoop and mixer valve.</li> </ol>									
(O) T + 11 + 1 + C + 1 + 1 + C + + 1 + 1									1
(2) Installation of stabilizer angle of incidence change.     (3) Installation of E18S type wing tips	-								

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
(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		37	X	v	37	37		
(b) Kit 18-4010, Beech Dwg. 18-4010			X		X	X	X	1	
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.									
Ose actual weight change.									
626.Rear center section baggage bays (two) per Dwg. 404-001122 in lieu of rear auxiliary fuel tanks24 lb. (+ 155)	X		X	X	X	X	X		X
AFM Supplement dated October 26, 1962 (Beech P/N 18-001028) required									
627.8950 lb. gross weight modernization kit per Beech Dwg. 404-000024 covering basically:	X			X					
(1) Installation E18S type wing tips		1	1		1		1		
(2) Installation of stabilizer angle of incidence change     (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 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: 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-45J only), 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
628.9800 lb. gross weight modernization kit per Beech Dwg. 404-000021 covering basically:	X			X				X	
(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 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	X	<del>                                     </del>	<u> </u>	X	+			<del>                                     </del>	X
Dwg. 404-000022 covering:	A			Λ					Λ
(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									
(5) Installation of Hartzell 5-1/2 propellers									
(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.									

Deicing Equipment (Propellers, Wing and Windshield)  Deicing Equipment (Propellers, Wing and Windshield)  Disc Disc C-45G C-45H TC-45H										
G30,9900   b. gross weight basic modernization kit per Beech   Dwg. 414-000014 covering:   (1) Installation of H18 type power package   (2) Installation of H18 type power package   (2) Installation of H18 type power package   (3) Limitations:   Garage (landing gear extended)   (1) Installations:   Garage (landing gear extended)   (1) Installations:   Garage (landing gear extended)   (1) Installations   Garage (landing gear is 12000 in-1b.   (1) Installations   Garage (landing gear and tail gear   Garage (landing gear gear and tail gear   Garage (landing gear gear gear gear gear gear gear gea		D18S	D18C	E18S	TC-45G C-45H TC-45H TC-45J		G18S	H18	JRB-6	3NM
Dwg. 414-000014 covering: (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) (+112.7) to (+10.7) at 9000 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 in-lb. 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, 1612 on aircraft without dual rudder tabs) Use actual weight change AFM dated May 8, 1963, P/N 414-001095 AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM P/N 404-00102 covering:  (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  AFM P/N 404-001022 dated September 4, 1963, is required  AFM STAIL IVITION of the BROWN of the B				+	Х					
(2) 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. (+10.7) to (+120.5) at 8000 lb. or less Straight line variation between points given. Moment due to retraction of landing gear is +12000 in-1b. Maximum weight: 9900 lb. (takeoff), 9405 lb. (landing) Required equipment: lenns 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 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM dated May 7, 1963, P/N 414-001099  AFM P/N 404-000126 covering:  (1) Installation of Section 1 are applicable. Use actual weight change AFM P/N 404-001022 dated September 4, 1963, is required  BA-722 and after, AFM Supplement 18-001038 dated January S, 1965, required when Geodrich multiple disc brake and wheel assembly and \$5.0 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. B87000.0 cr 18-800001.  G33,9800 lb. gross weight basic modernization kit per Beech Dwg, 414-000015 covering:  (1) Installation of carburetor ram air scoops										
(3) Limitations: Engine limits and fuel grade same as H18 C.G. range (landing gear extended) (+112.2) to (+120.5) at 9000 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 in-lb. Maximum weight: 9900 lb. (takcoff), 9405 lb. (landing) Required equipment: lems 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  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM P/N 404-000022 dated September 4, 1963, is required  AFM P/N 404-001022 dated September 4, 1963, is required  AFM P/N 404-001022 dated September 4, 1963, is required  AFM September 18-001038 dated January BA-722 and after, AFM Supplement 18-001038 dated January BA-723 and after, AFM Supplement 18-001038 dated January BA-723 and after, AFM Supplement 18-001038 dated January BA-724 and after, AFM Supplement 18-001038 dated January BA-725 and after, AFM Supplement 18-001038 dated January BA-725 and after, AFM Supplement 18-001038 dated January BA-725 and after, AFM Supplement 18-001038 dated January BA-726 and after, AFM Supplement 18-001038 dated January BA-727 and after, AFM Supplement 18-001038 dated January BA-728 and after, AFM Supplement 18-001038 dated January BA-728 and after, AFM Supplement 18-001038 dated January BA-729 and after, AFM Supplement 18-001038 dated January BA-729 and after, AFM Supplement 18-001038 dated January BA-729 and after, AFM Supplement 18-001038 dated January BA-729 and after, AFM Supplement 18-001038 dat										
(3) Limitations: Engine limits and fuel grade same as H18 C.G. range (landing gear extended) (+ 112.2) 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, PN 414-4001095  AFM dated May 8, 1963, PN 414-4001099  AFM dated May 8, 1963, PN 414-4001099  AFM dated May 8, 1963, PN 414-401099  AFM dated May 8, 1963, PN 414-401099  AFM dated May 8, 1963, PN 414-401099  AFM dated May 1, 1963, PN 414-401099  AFM dated May 1, 1963, PN 414-401099  AFM dated May 1, 1963, PN 414-401099  AFM dated May 1, 1963, PN 414-401099  AFM dated May 1, 1963, PN 414-401099  AFM dated May 1, 1963, PN 414-401099  AFM dated May 1, 1963, PN 414-401099  AFM 1, 1964, 19	(2) Installation of Hartzell 5-1/2 propellers									
Engine limits and fuel grade same as H18 C.G. range (landing gear extended) (+ 112.2) to (+ 120.5) at 9900 lb. (+ 117.0) 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 8, 1963, P/N 414-001095  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM dated May 8, 1963, P/N 414-001099  AFM catual weight change AFM P/N 404-001022 dated September 4, 1963, is required  AFM P/N 404-001022										
+12000 in1b.  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 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  AFM dated May 8, 1963, P/N 414-001099  X  X  AFM dated May 8, 1963, P/N 414-001099  X  X  AFM DATE dated May 8, 1963, P/N 414-001099  X  X  X  X  X  X  X  X  X  X  X  X	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.									
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, PN 414-001095  X X X  AFM dated May 8, 1963, PN 414-001099  631.8750 lb. gross weight modification per Beech Dwg. 404-000026 covering:  (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 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. B7000A or 18-800001.										
AFM dated May 7, 1963, P/N 414-001095  AFM dated May 8, 1963, P/N 414-001099  31.8750 lb. gross weight modification per Beech Dwg. 404-000026 covering:  (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 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 Dwg. 414-000015 covering:  (1) Installation of Carburetor ram air scoops	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									
AFM dated May 8, 1963, P/N 414-001099  G31.8750 lb. gross weight modification per Beech Dwg. 404-000026 covering:  (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  G32.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 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. B870000 or 18-800001.  G33.9800 lb. gross weight basic modernization kit per Beech Dwg. 414-000015 covering:  (1) Installation of Carburetor ram air scoops	Use actual weight change									
631.8750 lb. gross weight modification per Beech Dwg. 404-000026 covering: (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 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. B870000 A or 18-800001.	AFM dated May 7, 1963, P/N 414-001095			X		X				
404-000026 covering:  (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 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 Dwg. 414-000015 covering: (1) Installation of carburetor ram air scoops	AFM dated May 8, 1963, P/N 414-001099						X			
404-000026 covering:  (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 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 Dwg. 414-000015 covering: (1) Installation of carburetor ram air scoops	4									
404-000026 covering:  (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 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.	631.8750 lb. gross weight modification per Beech Dwg.								X	
(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 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 Dwg. 414-000015 covering:  (1) Installation of carburetor ram air scoops	404-000026 covering:									
(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 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 Dwg. 414-000015 covering:  (1) Installation of carburetor ram air scoops	(1) Installation of D18 type main landing gear and tail gear									
(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 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 Dwg. 414-000015 covering:  (1) Installation of carburetor ram air scoops	All limitations of Section I are applicable. Use actual weight change AFM P/N 404-001022 dated September 4, 1963, is									
Mod. C.O. B73831.  This item eligible with any gross weight increase kit on this Specification.  Use actual weight change 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 Dwg. 414-000015 covering:  (1) Installation of carburetor ram air scoops		X		X	X	X	X	X		X
Dwg. 414-000015 covering:  (1) Installation of carburetor ram air scoops	Mod. C.O. B73831.  This item eligible with any gross weight increase kit on this Specification.  Use actual weight change 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.									
(1) Installation of carburetor ram air scoops	633.9800 lb. gross weight basic modernization kit per Beech Dwg. 414-000015 covering:			X						
	(1) Installation of carburetor ram air scoops						İ			
1 (2) Installation of 1110 type bowel backage	(2) Installation of H18 type power package									

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 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.									
C24 0200 II				37					37
634.9200 lb. gross weight basic modernization kit per Beech Dwg. 404-001160, covering:	X			X					X
(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).  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.									
607.0400.1				**					
635.9400 lb. gross weight basic modernization kit per Beech Dwg. 404-001159 covering:	X			X					X
(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									

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
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)									
G18S, 9600 lb.  (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,									

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
638.9800 lb. gross weight basic modernization kit per Beech Dwg. 18-4023 covering:						X			
(1) Installation of power package (H18 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. C.O. C43649. AFM Supplement 130771 dated December 18, 1967, when this item is used.							X		

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, JRB-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 tank) with Item 2	52 lb.	(+ 68)
	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, (includes 9.5 lb.	52 lb.	(+ 68)
	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

#### 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
     39902,\ 04,06,08-10,15,16,20,22,23,27,28,30,31,34-39,41-43,45,47,48
              51, 56, 58, 59, 61, 63, 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
     89466, 67 - 71, 73 - 75, 77 - 79, 81 - 85, 87, 88, 91, 93, 94
     90522, 36, 49, 69, 74, 81
     140987 - 140991
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.
                                  Canadian Serial Nos.
     A-601 through A-700
                                  CA-1 through CA-100
3NM
     Beech Serial Nos.
                                  Canadian Serial Nos.
     A-702 through A-715
                                  CA-102 through CA-115
     A-736 through A-755
                                  CA-136 through CA-155
                                  CA-176 through CA-194
     A-767 through A-769
     A-780, A-782, A-784
                                  CA-201 through CA-280
     A-786, A-788
     A-790 through A-800
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3N

A-851 through A-930

## <u>3TM</u>

 Beech Serial Nos.
 Canadian Serial Nos.

 A-701
 CA-101

 A-716 through A-735
 CA-116 through CA-135

 A-756 through A-766
 CA-156 through CA-175

 A-770 through A-779
 CA-195 through CA-200

 A-781, A-783, A-785
 CA-281

 A-787, A-789, A-931
 CA-281

# 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

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 10300	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.

Contact Beech Aircraft Corporation as necessary to obtain availability information concerning the drawings and kits which are referenced by this publication.

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