





**I. Model 2000** (cont'd)

Datum 86.2 inches forward of the center of the front jack point located at aft end of the nose gear door opening.

Leveling means The aircraft is leveled with a plumb bob using leveling points located at FS 176.40. The upper point is in the top main cabin door frame just forward of the top latch pin hole. The lower leveling point is in the bottom cabin door frame.

Maximum Weight	(1)	(2)	(3)
Ramp	14,510 lb.	14,610 lb.	15,010 lb.
Takeoff	14,400 lb.	14,500 lb.	14,900 lb.
Landing	13,680 lb.	13,680 lb.	13,680 lb.
Zero fuel	12,200 lb.	12,200 lb.	12,600 lb.

(1) NC-4 thru NC-20

(2) NC-21 through NC-28 and NC-4 thru NC-20 with Beech Kit 122-3003

(3) NC-29 and on and NC-4 thru NC-28 with Beech Kit 122-9002

Minimum Crew One pilot; or  
One pilot and one copilot  
See Note 6

No. of Seats & Cargo Landing Maximum 11 including crew at FS 143. See loading instructions in AFM for approved seating and cargo configurations.

Maximum baggage 160 lbs. at FS 182 (forward)  
250 lbs. at FS 340 (folded aft couch)  
525 lbs. at FS 386 (aft)

Fuel capacity	Tank	Cap. (gal.)	Usable (gal.)	Arm
<i>S/N NC-4 thru NC-28</i>				
	Left side	269.0	267.0	+322.2
	Right side	269.0	267.0	+322.2
<i>S/N NC-29 and on and NC-4 thru NC-28 with Beech Kit 122-9002</i>				
	Left side	284.5	282.5	+321.0
	Right side	284.5	282.5	+321.0

Oil capacity 32 qt. total (29 quart drainable) at FS 447.4 (includes 12 qt. usable in two integral engine tanks)

Maximum operating altitude 41,000 ft.

**I. Model 2000** (cont'd)

## Control surface movements

Surface	Trailing Edge Position		
	Up/Outboard	Neutral	Down/Inboard
Elevon tabs	10°	2° TEU	6°
Right elevon			
Roll deflections			
Pitch full aft	33°	9° TEU	9°
Pitch neutral	19°	2° TED	16°
Pitch full fwd	15°	5° TED	17°
Left elevon			
Roll deflections			
Pitch full aft	37°	13° TEU	5°
Pitch neutral	23°	2° TEU	12°
Pitch full fwd	19°	1° TED	13°
Elevator tabs***(1)	18°	0°	2°
Elevator tabs***(2)	20.5°	2.5° TEU	-0.5°
Elevator**	13°	0°	28°
Rudder tabs	18°	0°	18°
Rudder	34°	0°	34°
Wing flap maximum	14°		
Forward wing position			
(Sweep angle related to flap position)	Flaps down	-4° (fwd sweep)	
	Flaps up	30° (aft sweep)	

\* Nominal Values - See Model 2000 Maintenance Manual for rigging instructions, deflections, and corresponding tolerances.

\*\* Elevator TEU = A/C pitch down; TED = A/C pitch up

\*\*\* Initial rigging only. Final rigging is by flight test in accordance with the Model 2000 Maintenance Manual.

(1) NC-4 thru NC-28

(2) NC-29 and on and NC-4 thru NC-28 with Beech Kit 122-9002.

Serial numbers eligible

NC-4 and after

Certification basis

FAR Part 23 effective February 1, 1965, as amended by Amendments 23-1 through 23-34; Special Federal Aviation Regulation (FAR) No. 27, effective February 1, 1974, as amended by Amendments 27-1 through 27-5; FAR Part 36 as amended by Amendments 36-1 through 36-15; Special Conditions No. 23-ACE-11 and Exemption No. 4827 from compliance with Section 23.807(d)(1)(i), Exemption No. 5094 from compliance with Section 23.207(c) and Exemption 5411 from Sections 23.473(c) and 23.1001. Compliance with ice protection has been demonstrated in accordance with FAR 23.1419.

Equivalent Safety Items

(1) Landing Gear Warning	FAR 23.729(f)(2)
(2) RPM Control Knob	FAR 23.781(b)
(3) Fuel Pressure Gauge	FAR 23.1305(g)
(4) Powerplant Instrument	
Markings Torque/ITT	FAR 23.1549(b) and (c)

Application for Type Certificate dated February 2, 1987. Type Certificate No. A38CE issued June 14, 1988, obtained by manufacturer under Delegation Option Procedures.

Production Basis

S/N NC-5, NC-11 and after, Production Certificate No. 8

S/N NC-4 and NC-6 through NC-10, prior to original certification of each aircraft, an FAA representative performed a detailed inspection for workmanship, materials, and conformity with the approved technical data, and a check of the flight characteristics.

Delegation Option Manufacturer No. CE-2 authorized to issue airworthiness certificate under delegation provisions of Part 21 of the Federal Aviation Regulations.

