

I - Model 202 (cont'd)

- (c) The following maximum weights are permitted when the automatic propeller feathering system is not utilized or is inoperative. See NOTE 8 regarding required revisions for the Flight Manual.
- | | |
|------------------------------|------------|
| Takeoff (Antidetonant Power) | 39,900 lb. |
| Takeoff (Dry Power) | 36,150 lb. |
| Landing (Antidetonant Power) | 38,000 lb. |
| Landing (Dry Power) | 36,150 lb. |
- (d) The maximum zero fuel weights vary from 35,000 to 36,200 pounds. See "Airspeed Limits" for zero fuel weights and corresponding Vne and Vno speeds.

Minimum crew

2 - Pilot and Co-pilot (203)

Maximum passengers

40 (CAR 4b.432 prior to October 1, 1949)

Maximum baggage

Compartment	Station	Maximum Capacity	
		(Lb.)	Arm
Fwd. Cabin-R.H.	225-316	1150	270
Fwd. Cabin-R.H.	225-304	1000	268
Fwd. Cabin-R.H.	225-343	1500	285
Fwd. Cabin-L.H.	268-343	1000	306
Fwd. Cabin-L.H.	268-304	500	286
Aft-Cabin	676-753	800	715
Aft-Cabin	704-773	600	739
Aft-Cabin	753-832	1500	793
Fwd. Belly	325-385	300	355
Aft-Belly	580-637	400	608
Aft-Belly	580-697	950	638

Fuel Capacity

1010 gal. (458) (505 gal. in 4 interconnected wing fuel cells in right and in left wing) (See NOTE 1(c) for "System Fuel")

Oil capacity

39.5 gal. (408) (One 19.75 gal. tank in each nacelle) See NOTE 1(c) for "System Oil"

Serial Nos. eligible

9122 and up. For Serial No. 9123-A see NOTE 11.

Required equipment

In addition to the pertinent required basic equipment specified in CAR 4b, the following items of equipment must be installed:
 Items 1, 2, 101, 102(a), 103, 104(a), 105, 106, 107, 201, 202, 205, 206, 301(a), 302, 303, 401, 403, 502.

II - Model 202A, Approved July 10, 1950

(Same as Model 202 except for reinforced fuselage and wing, increased fuel capacity, power plant and miscellaneous system changes)

Engines	2 P&W Double Wasp CB16 (Item 109)	
Fuel	Aviation Gasoline: Minimum grade 100/130	
Engine limits	(See Item 109)	
Airspeed limits	Vno (Normal Operating)	Variable, see table below
(T.I.A.S.)	Vp (Maneuvering)	176 m.p.h. (153 knots)
	Vne (Never exceed)	Variable, see table below
	Vf (Flaps down)	(12 1/2° Takeoff) 190 m.p.h. (165 knots)
		(Landing) 150 m.p.h. (130 knots)
	Vle (Landing Gear Extended)	190 m.p.h. (165 knots)
	Vlo (Landing Gear Operation)	
	(Ext.)	190 m.p.h. (165 knots)
	(Ret.)	180 m.p.h. (157 knots)

II - Model 202A (cont'd)

Maximum Weight (Zero fuel), lb.	35,300	35,800	36,000	36,200	36,300	36,500
Vne (Never exceed) (mph, knots)	292,254	292,254	292,254	284,247	278,242	269,234
Vno (Normal operating) (mph, knots)	255,222	250,218	247,215	245,213	240,209	228,198

C.G. Range	<u>Gear Position</u>	<u>Max Weight</u>	<u>C.G. Range</u>
	Takeoff	Extended	43,000 lb. (442.8) to (460.8)
	Takeoff and Landing	Extended	41,000 lb. (438.6) to (460.8)
	Takeoff and Landing	Extended	34,500 lb. (435.0) to (460.8)
	Climb and Cruise	Retracted	43,000 lb. (431.3) to (460.8)
	<u>(Straight line C.G. variation with weights shown.)</u>		
	Effect of retracting landing gear		-72,700 in. lb.
Maximum weight	Takeoff (Antidetonant Power)	43,000 lb.	
	Takeoff (Dry Power)	40,000 lb.	
	Landing (Antidetonant Power)	41,000 lb.	
	Landing (Dry Power)	40,000 lb.	
	Zero-Fuel	Variable between 35,300 and 36,500 pounds. See "Airspeed Limits" for zero fuel weights and corresponding Vne and Vno speeds.	
Minimum crew	2 - Pilot and Co-pilot (203)		
Maximum passengers	40 (CAR 4b.432 prior to October 1, 1949)		
Maximum baggage	Maximum Capacity		
	<u>Compartment</u>	<u>Station</u>	<u>(Lb.)</u> <u>Arm</u>
	Fwd. Cabin-R.H.	225-304	1000 268
	Fwd. Cabin-L.H.	269-304	500 286
	Aft Cabin	704-773 600	739
	Fwd. Belly	325-385	300 355
	Aft. Belly	580-697 950	638
Fuel Capacity	1350 gal. (458) (675 gal. in 6 interconnected wing fuel cells in right and in left wing) (See NOTE 1(c) for "System Fuel")		
Oil capacity	49 gal. (408) (One 24.5 gal. tank in each nacelle.) (See NOTE 1(c) for "System Oil".)		
Serial Nos. eligible	14071 and up		
Required equipment	In addition to the pertinent required basic equipment specified in CAR 4b, the following items of equipment must be installed: Items 1, 2, 102(c), 103, 104(c), 105, 106, 107, 109, 201(b), 202, 205, 206, 301(c), 302, 303, 401(e), 403, 502.		

Specifications Pertinent to All Models

Datum	100 inches forward nose of fuselage
Leveling means	Longitudinal: Left side, fuselage stations 459 and 485, 3 inches below windows. Lateral: Lower surface of wing rear spar

Control surface movements	Elevator trim tab	10°	Up	20°	Down
	Elevator (Flaps 0°)	30°	Up	16°	Down
	Aileron trim tab	12°	Up	12°	Down
	Aileron	30°	Up	15°	Down
	Rudder	25°	Left	25°	Right
	Rudder trim tab	17 1/2°	Left	17 1/2°	Right
	Flaps	45°	Down		

Certification basis Type Certificate No. 795 (CAR 4b)

Production basis Production Certificate No. 106.

Equipment: A plus (+) or minus (-) sign preceding the weight of an item indicates net weight change when that item is installed.

Propellers and Propeller Accessories
(Except Deicing Equipment)

		Eligible on Model		
		202	202	202A
		Basic	Uptilted	
		<u>Nacelle</u>	<u>Nacelle</u>	<u> </u>
1.	2 Propellers, controllable-Hamilton Standard hubs 23260 with 3 blades: (See NOTE 6 of Prop. No. P-853 for interchangeable blades)			
	(a) Deleted December 19, 1958			
	(b) Deleted April 17, 1950			
	(c) 2H17K3-48R; Diameter 157 in. (13'1") Use act. wt. change	(304)	(301)	(301)
	(d) 2H17K3-50R; Diameter 155 in. (12'11") Use act. wt. change	(304)	(301)	(301)
	(e) 2H17U3-48R or 2H17AA3-48R; Use act. wt. change Diameter 157 in. (13'1")	(304)	(301)	(301)
	(f) 2H17U3-50R or 2H17AA3-50R; Use act. wt. change Diameter 155 in. (12'11")	(304)	(301)	(301)
	(g) 2H17AC3-48R, Diameter 157 in. (13'1") Use act. wt. change Pitch settings at 72 in. Sta.: Low +13°, High +80°, Feathered +80°, Reverse -27°. (See NOTE 4 regarding airplane flight manual revisions required.)	(304)	(301)	(301)
2.	2 Propeller governors Hamilton Standard 4U18 18 lb.	(325)	(322)	(322)
3.	2 Propellers, controllable-Hamilton Standard hubs 43E60 with 3 blades.			
	(a) 6895A-12 1106 lb. Diameter: Max. 13' 1-5/16", min. allowable for repairs 12'9-5/8" Pitch settings at 42 in. Sta.: Low +30.5°, High +95°, Feathered +95°, Reverse -13°. (See NOTES 4 and 9 regarding airplane flight manual revisions required).	(304)	(301)	(301)
4.	2 Propellers, controllable-Hamilton Standard hubs 33E60 with 3 blades:			
	(a) 6899A-12 1040 lb. Diameter 158 in. (13'2") Pitch settings at 42 in. Sta.: Low +30.5° High +95°, Feathered +93°, (This propeller not reversible). (See NOTE 9 regarding airplane flight manual revision required).	(304)	(301)	---

Engines and Engine Accessories - Fuel and Oil Systems

(Model 202 is eligible with 1 1/2 uptoilted nacelle and engine installation. See NOTE 6 for details. Model 202A incorporates uptoilted nacelle)

		Eligible on Model		
		202	202	202A
		Basic	Uptilted	
		<u>Nacelle</u>	<u>Nacelle</u>	<u>_____</u>
101. (a)	2 P&W Double Wasp CA3 Engines with G.E. Ignition	4654 lb.	(342)	---
		+23.5 lb.	(339)	---

Engine Limits	Alt.	H.P.	R.P.M.	Mp. In.Hg.
Low impeller gear ratio 7.29:1				
Takeoff (dry) to (5 minutes)	S.L. to 3000	2100	2800	53.5
Takeoff (Antidetonant Injection) (5 minutes)	S.L.	2400	2800	56.5
Maximum continuous	S.L.	1800	2600	45.0
Maximum continuous	6500	1800	2600	44.0

(Straight line manifold pressure variation with altitudes shown)

When this item is installed, the flight manual Item 401 must be revised to reflect the installation and the applicable performance. This revision material must be supplied by the applicant.

- (b) Two P&W Double Wasp CA15 Engines + 66 lb. (342) (339) ---

Engine Limits	Alt.	H.P.	R.P.M.	Mp. In.Hg.
Low impeller gear ratio 7.29:1				
Takeoff (dry) to (5 minutes)	S.L. to 3000	2100	2800	53.5
Takeoff (Antidetonant Injection) (5 minutes)	S.L.	2400	2800	56.5
Maximum continuous	S.L.	1800	2600	45.0
Maximum continuous	6500	1800	2600	44.0
High impeller gear ratio 9.45:1				
Maximum continuous	10000	1600	2600	46.5
Maximum continuous	16200	1600	2600	45.0

(Straight line manifold pressure variation with altitudes shown)

When this item is installed, the flight manual Item 401(c) only is applicable.

- | | | Eligible on Model | | |
|-----|---|-------------------|----------------|--------------|
| | | 202 | 202 | 202A |
| | | Basic | Uptilted | |
| | | <u>Nacelle</u> | <u>Nacelle</u> | <u>_____</u> |
| (c) | Two P&W Double Wasp CA18 Engines with G.E. Ignition | No weight change | (342) | --- |
| | | -10 lb. | (339) | --- |

Engine Limits	Alt.	H.P.	R.P.M.	Mp. In.Hg.
Low impeller gear ratio 7.29:1				
Takeoff (dry) to (5 minutes)	S.L. to 3000	2100	2800	53.5
Takeoff (Antidetonant Injection) (5 minutes)	S.L.	2400	2800	56.5
Maximum continuous	S.L.	1800	2600	45.0
Maximum continuous	6500	1800	2600	44.0
High impeller gear ratio 9.1:1				
Maximum continuous	8000	1675	2600	49.0
Maximum continuous	13500	1675	2600	47.0

(Straight line manifold pressure variation with altitudes shown)

When this item is installed, the flight manual Item 401(b) and (d) only are applicable.

		Eligible on Model			
		202	202	202A	
		Basic	Uptilted		
		<u>Nacelle</u>	<u>Nacelle</u>	<u>_____</u>	
102.	(a) 2 Starters (Jack and Heintz JH-6ER12)	53 lb.	(383)	(380)	---
	(b) 2 Starters (Eclipse 1416-12)	55 lb.	(383)	(380)	---
	(c) 2 Starters (Jack and Heintz JH-6ES12)	55 lb.	---	---	(381)
103.	2 Feathering pumps (Ham. Std. 66166)	27 lb.	(397)	(397)	(397)
104.	(a) 2 Oil Coolers (Airesearch 19233, 16" Dia.)	68 lb.	(373)	(370)	---
	(b) 2 Oil Coolers (Clifford 37984, 16" Dia.)	64 lb.	(373)	(370)	---
	(c) 2 Oil Coolers (Airesearch 19519, 16" Dia.)	69 lb.	---	---	(370)
105.	2 Fuel Pumps, Engine Driven (Pesco 2P-771-A or -C)	9 lb.	(379)	(376)	(379)
106.	2 Fuel Booster Pumps, Electrically Driven (Thompson TFD-27900-10 Type B5C) (Submerged in fuel tanks)	14 lb.	(478)	(478)	(478)
107.	System fuel and oil (See NOTE 1(c) for definition)				
	(a) System fuel	37 lb.	(450)	(450)	(450)
	(b) System oil	196 lb.	(393)	(393)	(393)
108.	Antidetontant system installation, including 15 gal. of fluid at 8 lb. per gallon (G.L.M. Dwg. No. 2021C12679) (See NOTE 2(d)(I) and 2(d)(II) for required placards - Model 202 only) (See NOTE 2(d)(III) for required placard - Model 202A only) (See NOTE 5 for required changes in Flight Manual - Model 202 only)	215 lb.	(404)	(404)	(404)
109.	2 P&W Double Wasp CB16 Engines	4704 lb.	---	---	(340)
	<u>Engine Limits</u>	<u>Alt.</u>	<u>H.P.</u>	<u>R.P.M.</u>	<u>Mp. In.Hg.</u>
	Low impeller gear ratio 7.29:1				
	Takeoff (dry) (2 minutes)	S.L.	2050	2700	55.0
	Critical Altitude	6900	2050	2700	53.0
	Takeoff (Antidetontant Injection) (2 minutes)	S.L.	2400	2800	59.5
	Critical Altitude	5000	2400	2800	58.5
	Maximum continuous	S.L.	1800	2600	48.5
	Maximum continuous	9200	1800	2600	46.5
	High impeller gear ratio 8.58:1				
	Maximum continuous	10000	1700	2600	48.5
	Maximum continuous	16800	1700	2600	47.5
	(Straight line manifold pressure variation with altitudes shown)				
	When this item is installed, Flight Manual Item 401(e) only is applicable.				

Landing Gear

201.	4 Main wheel-brake assemblies, 12.50-16, Type III,				
	(a) Goodyear Model L12.50-16HBM, Wheel Assembly No. 9530250, Brake Assembly No. 9540036	292 lb.	(474)	(474)	---
	(b) Goodyear Model L12.50-16 HBMG, Wheel Assembly No. 9540381, Brake Assembly No. 9540466	396 lb.	(474)	(474)	(474)
202.	4 Main wheel tires, 12.50-16, Type III, with regular tubes.				
	(a) 10-ply rating (this is required for take-off weights over 38,000 lb. and landing weights over 36,500 lb.)	292 lb.	(474)	(474)	(474)
	(b) 8-ply rating		(474)	(474)	(474)

		Eligible on Model		
		202	202	202A
		Basic <u>Nacelle</u>	Uptilted <u>Nacelle</u>	<u> </u>
205. 1 Nose wheel, 32 x 8.8, Type VIIB, Goodrich Model 6103M. Wheel assembly No. H-3-575-M	37 lb.	(218)	(218)	(218)
206. 1 Nose wheel tire with 32 x 8.8, Type VIIB regular tube: (either (a) or (c) below is required for take-off weights over 38,000 lb. and landing weights over 36,500 lb.)				
(a) 32 x 8.8, Type VIIB, 10-ply rating	43 lb.	(218)	(218)	(218)
(b) 32 x 8.8, Type VIIB, 8-ply rating	40 lb.	(218)	(218)	---
(c) 9.50-16, Type III, 8-ply rating	47 lb.	(218)	(218)	(218)
<u>Electrical Equipment</u>				
301. (a) 2 Generators (Westinghouse TY-D30 or TY-DA30)	118 lb.	(383)	(380)	---
(b) 2 Generators (Eclipse Model 1547-1 or 1547-3)	128 lb.	(383)	(380)	---
(c) 2 Generators (General Electric 2CM75C13)	123 lb.	---	---	(377)
302. Battery (Exide Model 12-TAS-11)	83 lb.	(413)	(413)	(413)
303. 2 Landing Lights (Grimes G3800A-5)	12 lb.	(438)	(438)	(438)
<u>Interior Equipment</u>				
401. One of the following FAA Approved Airplane Flight Manuals including any pertinent revisions indicated in NOTES 3, 4, 5 and 8. (The Manual may be carried as part of, or bound with, the operator's "Approved Operator's Manual", but <u>must</u> remain in the airplane and <u>must</u> retain its identity as an individual manual.) Revisions shown are not necessarily mandatory but only reflect the latest revision to the current manuals.				
(a) Basic Model 202 - Discontinued, not eligible				
(b) NW Model 202 - Rev. 20 dated 6/3/52				
(c) LAN Model 202 - Rev. 10 dated 10/6/51				
(d) LAV Model 202 - Rev. 9 dated 12/11/51				
(e) Model 202A- Rev. 9 dated 5/15/54				
402. Automatic Pilot, Sperry A-12	110 lb.	(414)	(414)	---
(Servo Unit Model 656542-161(3))				
(a) Servo stall forces measured at pilot's control: Elevator: Maximum 45 lb., Minimum 21 lb. Aileron: Maximum 38 lb., Minimum 20 lb. Rudder: Maximum 115 lb., Minimum 65 lb. (Approach Coupler not investigated therefore not eligible for installation.)				
(b) When using autopilot, minimum terrain clearance is 450 feet. (Minimum terrain clearance does not override any higher minimum operational altitudes.) (See NOTE 10 regarding Airplane Flight Manual revision required.)				
403. Windshield Wiper installation (Kearfott 2068-5, 2069-2, 2331-2)	5 lb.	(170)	(170)	(170)
404. (a) Cabin Combustion Heater (Stewart Warner 921-B)	30 lb.	(256)	(256)	---
(b) Cabin Combustion Heater (Surface Combustion S-200)	34 lb.	---	---	(257)

		Eligible on Model		
		202 Basic Nacelle	202 Uptilted Nacelle	202A _____
405. Oxygen System	Variable			
406. Auxiliary Vacuum System (GLM Dwg. No. 2021C23909)	21 lb.	(462)	(462)	---
407. Name Plates - Flap Lever - Pilots Pedestal (GLM Dwgs. No. 2021C33729 and 2021C33699)	No wt. change			
<u>Anti-Icing and Deicing Equipment</u>				
501. 4 Wing Combustion Heaters				
(a) Stewart Warner 921-B	118 lb.	(462)	(462)	---
(b) Surface Combustion S-200	135 lb.	---	---	(461)
502. Carburetor Anti-icing system (GLM Dwg. No. 2021C11040)				
503. Propeller Electric Anti-Icing System	31 lb.	(380)	(377)	---
504. Generator Air Scoop Anti-Icing System (GLM Dwg. No. 2021C24106)	3 lb.	(380)	(377)	---
505. Alcohol Deicing System (15 gal. at 7 lb. per gallon (GLM Dwg. No. 202A5051030))		---	---	(434)
(a) Propeller deicing equipment: Hamilton Standard boots Model 74467, length 52 in.				
(b) Carburetor				
(c) Windshield				

- NOTE 1. (a) Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of air carrier operators having an approved weight control system).
- (b) Refer to Martin Engineering Reports "Actual Weight and Balance Model 202(A) (Airline)" and "Weight and Balance Loading Schedule Model 202(A) (Airline)" for interior arrangement, equipment list, weight and balance and loading schedule for any particular airplane.
- (c) "System Fuel and Oil" is that amount required to fill both systems and the tanks up to the tank outlets to the engines, when the airplane is in the level attitude. "System Fuel and Oil" and all hydraulic fluid must be included in the certificated weight empty. (See Item 107 for fuel and oil quantities.)
- (d) Fuel and Oil Tank capacities do not include any "System Fuel and Oil". Oil tank does include propeller feathering oil (2 gal.).

- NOTE 2. The following placards must be displayed on the instrument panel in full view of the pilot (except as noted in (c) below):
- (a) "This airplane must be operated in compliance with operating limitations specified in F.A.A. approved airplane operating manual."
- (b) Automatic Propeller Feathering:
- I. "Lights ON for all take-off operation" (Model 202) or
 - II. "Lights ON for all take-off operations. When lights are off see Appendix A in flight manual" (Model 202)
 - III. "Switch and lights ON for all take-off conditions" (Model 202A)
- (c) "Do not lower landing gear by emergency release above 130 m.p.h.". (Located inside emergency gear control access door)
- (d) When Item 108 is installed the following placards must be included:
- I. Two minute wet take-off power limit (Model 202 only)
 1. Water tank must be full before each take-off
 2. Do not exceed 53.5 inches M.P. unless flow lights are ON
 3. Do not use water injection longer than 2 minutes on take-off, except for single engine emergency operation when 5 minutes may be used."

- NOTE 2. (d) II. One-minute wet take-off power limit (Model 202 only)
1. Minimum water for take-off - 8.5 gallons
 2. Maximum manifold pressure without flow lights on - 53.5 inches.
 3. Time limit for wet take-off (except in emergency) - 1 min."
- III. Two-minute wet take-off power limit (Model 202A only):
1. Minimum water for take-off - 11.2 gallons.
 2. If flow lights do not come on discontinue WET take-off."
- or
1. Minimum water for take-off - 11.2 gallons.
 2. If A.D.I. pressure falls below 20 psi discontinue WET take-off."
- (e) "Do not exceed 200 m.p.h. TIAS with either propeller feathered." (This placard not required if Martin Service Bulletin 55 has been complied with) (Model 202 only)
- (f) "Do not use nose wheel steering for take-off or landing." (This placard not required if Martin Service Bulletin 46 has been complied with) (Model 202 only)
- (g) Cabin Heater Fire: "Cabin heater switch must be OFF before firing Co₂ to heater compartment. Do not fire second shot until a minimum of 2 minutes have elapsed."
- (h) When reverse thrust propeller operation is provided the following placard must be installed:
"Exercise caution in using reverse thrust on runways covered with dust, snow, or other matter which may reduce visibility".

NOTE 3. When wing flap setting of 18° Approach and 28° Landing are used, Item 407 must be installed and the Airplane Flight Manual (Item 401) must contain revisions as follows:

- Item 401(a) - Discontinued, not eligible
- Item 401(b) - Revision No. 8 and/or 9
- Item 401(c) - Revision No. 6
- Item 401(d) - Revision No. 4
- Item 401(e) - Not eligible

NOTE 4. When reversible thrust propeller operation is provided (see NOTE 2(h) for required placard) according to G.L.M. Service Bulletin 62, the Airplane Flight Manual must contain revisions as follows:

- Item 401(a) - Discontinued, not eligible
- Item 401(b) - Revision No. 12
- Item 401(c) - Revision No. 6
- Item 401(d) - Revision No. 6
- Item 401(e) - (No revision required)

NOTE 5. When Item 108 is installed in the Airplane Flight Manual (Item 401) must contain revisions as follows: (See NOTE 2(d) for required placard)

- (a) Two-minute wet take-off power limit
 - Item 401(a) - Discontinued, not eligible
 - Item 401(b) - Revision Nos. 6A and 7
 - Item 401(c) - Revision No. 1
 - Item 401(d) - Not revised, therefore not eligible
 - Item 401(e) - Revision No. 6
- (b) One-minute wet take-off power limit
 - Item 401(a) - Discontinued, not eligible
 - Item 401(b) - Revision Nos. 6A, 7 and 11
 - Item 401(c) - Not revised, therefore not eligible
 - Item 401(d) - Not revised, therefore not eligible
 - Item 401(e) - Not eligible, deleted by revision 6

NOTE 6. Model 202 eligible for 1 1/2° uptilted nacelle and engine installation, in accordance with Martin Dwg. No. 2021C05036. With this installation, elevator tab compression spring, Martin Dwg. No. 2021C33678, must also be installed. All airplanes incorporating this installation must be identified by adding the letter "A" to the serial number (e.g. Serial Number 0000-A). (Model 202A incorporates uptilted nacelle and engine installation).

NOTE 7. Outer wing installations and outer wing flap assemblies eligible in any combination, including unsymmetrical combinations, in accordance with the following Martin drawings:
(Model 202 only)

Outer Wing Installation

2021C01201 Supplement No. 1
2021C01201 Supplement No. 2

Outer Flap Assembly

2021C13395 Supplement No. 1
2021C13395 Sheet 2

NOTE 8. Operation with the automatic propeller feathering system off or inoperative is permitted provided the Airplane Flight Manual (Item 401) contains the pertinent certification data identified as Appendix A incorporated by one of the following revisions (See NOTE 2(b) II for required placard):

Item 401(a) - Discontinued, not eligible
Item 401(b) - Revision No. 16
Item 401(c) - Not revised, therefore not eligible
Item 401(d) - Not revised, therefore not eligible
Item 401(e) - Not eligible

Model 202 aircraft certificated only with the automatic propeller feathering system operative (see Items 401(c) or 401(d)), may be operated with the automatic propeller feathering system inoperative by Ferry Permit only. Item 401(a), (c) and (d) revisions dated 6/22/49 contain pertinent ferry permit limitations.

NOTE 9. When Item 3 or 4 is installed on the Model 202, the Airplane Flight Manual, Item 401, must be revised as follows:

Item 401(a) - Discontinued, not eligible
Item 401(b) - Not revised, therefore not eligible
Item 401(c) - Revision 9; Item 3 only eligible
Item 401(d) - Revision 9; Item 3 only eligible
Item 401(e) - No revision required for Item 3; Item 4 not eligible.

NOTE 10. When Item 402 is installed on the Model 202, the Airplane Flight Manual, Item 401, must be revised as follows:

Item 401(a) - Discontinued, not eligible
Item 401(b) - Revision 18
Item 401(c) - Revision 10
Item 401(d) - Revision 8
Item 401(e) - Not eligible

NOTE 11. For configuration, performance and FAA Approved Airplane Flight Manual for modified Serial No. 9123-A see Martin Report "Substantiation of Model 202 (9123-A)." This airplane is the same as the basic Model 202 except for CB-16 engines, fuselage length, flight control configuration, aileron boost, oleo drag strut landing gear and miscellaneous system and equipment changes.

.....END.....