

Maximum baggage	600 lb. (+28) (nose compartment: When 50 gal. auxiliary fuel tank is installed, capacity of this compartment is reduced to 300 lb. at (+17). When 38 gal. auxiliary fuel tank is installed, capacity of this compartment is reduced to 372 lb. at (+17) 300 lb. (+243) (rear compartment)		
Fuel capacity (+155)).	206 gal. (four tanks in wings, two 78 gal. tanks at (+126) and two 25 gal. tanks at (+155)).		
Oil capacity	16 gal. (8 gal. tank in each nacelle at (+93)).		
Anti-icer fluid capacity	3 gal. (20 lb.) (+97)		
Control surface movements	Wing flaps		Down 44°
	Elevator trim tab	Up 18°	Down 12°
	Elevator	Up 33°	Down 25°
	Aileron trim tab	Up 21°	Down 20°
	Aileron	Up 40°	Down 23°
	Rudder trim tab	Right 30°	Left 21°
	Rudder	Right 21°	Left 21°
	Stabilizer		Fixed
Serial Nos. eligible	364 and up. Model B18S, S/N 430 through 434, 6290, 6350, 6414, 6424 and 6426 are eligible for certification as Model C18S at a maximum weight of 7850 lb. No conversions necessary except name plate and placards. Equipment items on S/N 430 through 434 conform to Aircraft Specification A-710 (B18S).		
Required equipment	In addition to the pertinent required basic equipment specified in CAR 4a, the following items of equipment must be installed: 1, 2, 7 or 8, 101, 102, 103, 201, 202, 203, 301, 302, 303, 304, 401 and 408.		

Specifications Pertinent to All Models

Certification basis	Type Certificate No. 757 (CAR 4a) For items 601 and 602 only, CAR 03 (effective November 13, 1945) and paragraph 3.242 of CAR 3 (effective November 1, 1949) as amended by 3-14.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to May 28, 1947, an FAA representative must perform a detailed inspection for workmanship, material and conformity with the approved technical data, and a check of the flight characteristics.
Export eligibility	Eligible for export to all countries subject to the provisions of currently effective Advisory Circular 21-2. Canada - Landplane eligible. Skiplane not eligible. However, structure complies with Canadian requirements for ski installation when item 204 installed, with tread 155 inches and pedestal height of 13 inches.

Equipment: A plus (+) or minus (-) sign preceding the weight of an item 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 (*). The asterisk 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, and therefore conformity must be determined if the item is not identified by a Form FAA-186, PMA or other evidence of FAA production approval.

Propeller and Propeller Accessories

- | | | |
|----|---|--|
| 1. | Hamilton-Standard hubs 2D30, blades 6095A-15 or 6095A-16,
6167A-15 or 6167A-16, 6101A-21 or 6101A-22, 6101A-21S or 6101A-22S
Diameter: not over 8'3-1/2" max., 8'7/8"
For interchangeable blade models see Propeller Spec. No. 206, (Note 6).
Pitch settings: high 29°, low 14° | 157 lb. ea. (+ 34) |
| 2. | Two governors, Hamilton-Standard 1A2-G5 | 5 lb. ea. (+ 66) |
| 3. | Two spinners: (a) Air Associates HC-1026
(b) Air Associates HC-1027 | 8 lb. ea. (+ 31)
5 lb. ea. (+ 31) |
| 4. | Hamilton-Standard hubs 22D30, blades 6181A-15 or 6181A-16
Diameter: not over 8'3-3/8", not under 8'1-1/8"
For interchangeable blade models see Propeller Spec. No. 736, (Note 6).
Pitch settings: low 13°, high 86° | 172 lb. ea. (+ 35) |
| 5. | Governors, Hamilton-Standard 4B2 | 5 lb. ea. (+ 66) |
| 6. | Hamilton-Standard hydromatic full-feathering installation | |
| | (a) Hubs 22D30, blades 6381A-15 or 6381A-16
Diameter: not over 8'3-3/8", not under 8'1-1/8"
For interchangeable blades, see Propeller Spec. No. 736, (Note 6).
Pitch settings: low 13°, high 86° | 170 lb. ea. (+ 35) |
| | (b) Governor, Hamilton-Standard 4B2-G6 | 5 lb. ea. (+ 66) |
| | (c) Feathering pump, Pesco 525-13BB | 14 lb. ea. (+ 77) |
| | (d) Controls installation | 28 lb. (+ 80) |
| 7. | Two Hartzell 3-blade full-feathering instlns. per dwg. 404-001058 or 404-001068 | |
| | (a) Hub and blade assemblies | |
| | (1) HC-B3Z30-2E hubs with 10152-5-1/2 blades and 836-16 spinner
or 10152B-5-1/2 blades and 836-17S spinner
Pitch settings at 30 in. sta.: high 87°, low 17°
Diameter: 95-1/2 in. - no cutoff permitted
Engine tachometer is 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. | 129 lb. ea. (+ 35)
130 lb. ea. (+ 35) |
| | (2) HC-B3W30-2E hubs with W10152-5-1/2 blades and 836-16 spinner
Pitch settings at 30 in. sta.: high 87°, low 17°
Diameter: 95-1/2 in. - no cutoff permitted
Engine tachometer is 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. | 129 lb. ea. (+ 35) |
| | (b) Governor, Woodward 210402 or 210491 or Hartzell C3 | 6 lb. ea. (+ 66) |
| | (c) Controls installation (AFM Supplement P/N 130225
dated April 14, 1964, or later) | 32 lb. ea. (+ 79) |
| 8. | Two Hartzell 3-blade full-feathering propeller instlns. per dwg. 404-001068 | |
| | (a) Hub and blade assemblies HC-B3R30-2E hubs with
R10152-5-1/2 blades and 836-16 spinner | 135 lb. ea. (+ 35) |
| | or R10152B-5-1/2 blades and 836-17S spinner
Pitch settings at 30 in. sta.: high 87°, low 17°
Diameter: 95-1/2 in. No cutoff permitted.
Engine tachometer is 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. | 136 lb. ea. (+ 35) |
| | (b) Governor, Hartzell C3, Woodward 210402 or 210494 | 6 lb. ea. (+ 66) |
| | (c) Controls installation (AFM Supplement P/N 130225 dated July 11, 1967) | 32 lb. ea. (+ 79) |

Engine and Engine Accessories - Fuel and Oil Systems

- | | | |
|------|-----------------------------------|---------------|
| 101. | Two oil radiators (G & O E-703-1) | 12 lb. (+ 76) |
| 102. | Fuel pumps | |
| | (a) Wobble, either | |
| | (1) United Aircraft U-550-B0 | 4 lb. (+ 80) |
| | or (2) Romec RXD-1563 | 4 lb. (+ 80) |
| | or (3) United Aircraft U-550-BE | 4 lb. (+ 80) |
| | or (4) Romec RXD-1563-1 | 4 lb. (+ 80) |
| | or (5) Romec RXD-1563-7 | 4 lb. (+ 80) |

Engine and Engine Accessories - Fuel and Oil Systems (cont'd)

102. (b) Two engine-driven, either
 (1) Pesco 400 series 3 lb. ea. (+ 62)
 or (2) Thompson Products (Army Type G-6) 3 lb. ea. (+ 62)
 or (3) Chandler Evans (Army Type G-6) 3 lb. ea. (+ 62)
103. Two carburetor heaters (wt. and arm are for air scoop valve and one set of heater muff) 21 lb. ea. (+ 62)
104. Two carburetor air filters and ducts for both engines 30 lb. (+ 44)
105. Starters (Eclipse E80) 20 lb. ea. (+ 70)
106. Auxiliary fuel tank in nose baggage compartment
 (a) 50 gal. (nose baggage is reduced to 300 lb.) 45 lb. (+ 38)
 (b) 38 gal. (nose baggage is reduced to 373 lb.) 32 lb. (+ 37)
 This item may be installed or retained in the military models provided satisfactory drain and fuel gauges are installed in lower tank and a finger strainer of approximately 10 mesh is installed in fuel tank outlet.
107. Oil tanks Negligible weight
 (a) 8-1/2 gal. -3 lb. ea. (+ 93)
 (b) 6-1/2 gal. 14 lb. ea. (+ 77)
108. Oil dilution valve and system 5 lb. (+ 97)
109. Engines (must have one 4-1/2N and one 9N damper) Use act. wt. change
 (a) P&W Wasps Jr. SB-2 (limits same as SB)
 (b) P&W Wasps Jr. SB-3 (limits same as SB)
 (c) P&W Wasps Jr. T1B2
 Limits
 Max. continuous
 (Sea level) 35 in. Hg 2200 rpm. (400 hp.)
 (Straight line manifold pressure variation with altitude to 3800 ft.) 34 in. Hg 2200 rpm. (400 hp.)
 Takeoff (one minute)
 35 in. Hg 2200 rpm. (400 hp.)
 37.5 in. Hg 2300 rpm. (450 hp.)
 (d) P&W Wasp Jr. T1B3 (limits same as T1B2, item 109(c) above)
 (e) Military R-985-AN-4 (limits same as SB)
 (f) Military R-985-AN-6 or -AN-6N (limits same as SB)
 (g) Military R-985-AN-12 or -AN-12B (limits same as SB)
 (h) Military R-985-AN-14B (limits same as SB)
 (i) Military R-985-25 (limits same as T1B2, item 109(c) above)
 (j) Military R-985-AN-1 or -AN-3 (limits same as T1B2, item 109(c) above)
 (k) Military R-985-13, -17, -19, -23, -48, -50, -AN-2, or -AN-8 (limits same as SB)
 (l) Military R-985-27 (limits same as T1B2, item 109(c) above)
110. Jet Stack installation (E18 type per dwg. 404-001019) -45 lb. (+ 80)

Landing Gear

201. Wheels, brakes and tires (see item 203)
 (a) 33 in. smooth contour wheels (Bendix B-4) with 13x2-1/2 (Bendix 59799) brakes and 8-ply tires. 104 lb. ea. (+ 91)
 (b) Goodyear A5HBM-10 wheels with 29x13-5 brakes and 6-ply tires. 76 lb. ea. (+ 93)
 (c) Goodyear Model L12HBM, 11.00-12, Type III, Wheel Assy. No. 530884M or 530884G, Brake Assy. No. 530886H or 530886SG, with 11.00-12, 8-ply tires and tubes. 95 lb. ea. (+ 92)
 (d) Goodyear Model L12HBM, 11.00-12 Type III, Wheel Assy. No. 9531432, Brake Assy No. 9531637 or 530886SG, with 11.00-12 8-ply Nylon tubeless tires. 79 lb. ea. (+ 92)
202. 12 x 5-3 wheel and tire (Goodyear) 8 lb. (+364)
203. Landing gears
 (a) Beech dwg. 804-188000 and 804-188005 (used with item 201(a); used with item 201(c) when modified per Beech dwg. 404-001113). 110 lb. ea. (+ 90)
 (b) Beech dwg. 188004 and 188005 (used with item 201(b); used with 201(d) when modified per Beech dwg. 404-001113). 93 lb. ea. (+ 90)

Landing Gear (cont'd)

204. Skiplane landing gear (dwg. 200-188500K or 18800K. 188110 revision Q, shock struts 188400K, and drag legs C18820K).
205. Landing gear oleo drag leg assembly (734-188005) Use act. wt. change
replacing standard drag legs, 18820, 804-188416 or 804-188420.
- *206. Martin landing gear oleo drag leg assy. (90-1000001) replacing standard drag Use act. wg. change
legs 18820, 804-188416 or 804-188420.

Electrical Equipment

301. Landing gear operating motor (Electric Specialty, type HGA3, modified). 14 lb. (+ 87)
302. Wing flap operating motor (Dumore KBL, modified) 5 lb. (+ 94)
303. Generators
- (a) Two 50 a. (Leece-Neville M-3) 20 lb. ea. (+ 64)
- (b) Two 25 a. (Leece-Neville L-2 or Eclipse) 20 lb. ea. (+ 64)
304. Two batteries (type 24 v. 17 a.) Maximum weight 64 lb. ea. (+ 87)
306. Passing light 1 lb. (+112)
307. Two landing lights (Grimes ST-1220) 6 lb. ea. (+142)

Interior Equipment

401. Two pilot seats with safety belts
- (a) Tubular dural frame 16 lb. ea. (+ 87)
- (b) Plastic or tubular steel frame 18 lb. ea. (+ 97)
402. Cabin seating arrangement
- (a) Five transport type cabin seats with safety belts as follows:
- Front right (Number 1) 20 lb. (+128)
- Front left (Number 2) 20 lb. (+136)
- Middle right (Number 3) 20 lb. (+166)
- Middle left (Number 4) 20 lb. (+181)
- Rear right (Number 5) 20 lb. (+206)
- (b) Cabin seats with safety belts (these seats mount to the side of the airplane with two legs on the floor. Arrangements are as shown on Beech dwg. 18051-1 to -7).
- (1) 4 seats (+136, +181, +147, +192) 17 lb. ea.
- (2) 6 seats (+124, +156, +188) 17 lb. ea.
- (3) 7 seats (+124, +156, +188 and one at +217) 17 lb. ea.
- (4) 6 seats (+124, +127, +156, +161, +188, +194) 17 lb. ea.
- (5) 6 seats (+124, +156, +188) 17 lb. ea.
- 2 folding chairs (+220)
- (6) 3 place couch (39 lb. with safety belts at +143)
(left side, +117, +143, +169; with from 1 to 5 seats at any of the following locations: +124, +127, +156, +161, +188, +194, +217, +220).
- (7) 2, 3 or 4 place couch (40 lb. with safety belts as required)
(left side, +114, +134, +154, +174; with from 1 to 5 seats at any of the following locations; +124, +127, +147, +156, +161, +188, +194, +215, +217, +220).
402. (c) Five bucket-type seats with safety belts:
- Front right (Number 1) 22 lb. (+128)
- Front left (Number 2) 22 lb. (+136)
- Middle right (Number 3) 22 lb. (+166)
- Middle left (Number 4) 22 lb. (+181)
- Rear right (Number 5) 22 lb. (+206)
403. Pressure fire extinguisher
- (a) Fixed portion (less bottle) 12 lb. (+ 50)
- (b) 7-1/4 lb. bottle (Walter Kidde) 22 lb. (+ 50)
- (c) 5 lb. bottle (Lux) 20 lb. (+ 71)
404. Toilet equipment. Placard lavatory door: "This room not to be occupied during takeoff and landing." Adequate rear baggage tie-down straps or other means should be provided to prevent baggage shifting into lavatory space.

Interior Equipment (cont'd)

405.	Vacuum pumps		
	(a) Two Pesco Model 3P-207JA	5 lb. ea.	(+ 64)
	(b) Eclipse - AP-8 and accessories	8 lb.	(+ 64)
	(c) Romec	5 lb.	(+ 64)
406.	Flares		
	(a) Wiley type A-8, TC 46 (2 required)	18 lb.	(+ 50)
			or (+262)
	(b) International - 3 minute	23 lb.	(+ 50)
			or (+262)
407.	Extra instruments (dwg. 900-183800)	(max.) 60 lb.	(+ 60)
408.	Approved Airplane Flight Manual (current issue) (Airplane Operating Manual is the equivalent)		
409.	Sperry type A-3 automatic pilot installation (Autopilots for new installations made after April 1, 1947 must conform to TSO C9a)		
	(a) Control gyros with mount	35 lb.	(+ 54)
	(b) Servo unit, model C6-D3-B, and bellcranks	18 lb.	(+ 80)
	(c) Sump, pump and valves	9 lb.	(+ 64)
	(d) Filter and pressure regulator	3 lb.	(+112)
	(e) Pulleys, cables and guards	5 lb.	(+ 41)
	(f) Tubing and fittings	24 lb.	(+ 70)
	(g) Fluid (2 gal.)	14 lb.	(+ 73)
410.	Jack and Heintz type A-3A automatic pilot installation (Autopilots for new installations made after April 1, 1949, must conform to TSO C9a)		
	(a) Control gyros and mount	26 lb.	(+ 57)
	(b) Servo unit, Model M6-D3-A, pulleys and cables	15 lb.	(+ 51)
	(c) Sump, pump, lines, etc.	25 lb.	(+ 74)
	(d) Fluid	14 lb.	(+ 74)
411.	Eclipse-Pioneer Type A-10 automatic pilot installation (Autopilots for new installations made after April 1, 1949, must conform to TSO C9a)		
	(a) Controls and instrument units	19 lb.	(+ 57)
	(b) Three servo units (Model EP-2-15-1A), disconnects, pulley brackets, cables	88 lb.	(+ 53)
	(c) Fluxgate transmitter, amplifier and brackets	19 lb.	(+148)
	(d) Servo amplifier	15 lb.	(+ 19)
	(e) Inverter, relay and circuit breaker	29 lb.	(+114)
	(f) Rudder pulley brackets and plates	3 lb.	(+ 44.5)
	(g) Manual disconnect handle and pulley	2 lb.	(+ 58)
412.	U. S. Army type safety belts B-11 or B-14		
*413.	Lear automatic pilot installation		
	(a) Model 1101A installed per Lear Dwg. 78749	76 lb.	(+247)
	The Airplane Flight Manual should be supplemented to include the following: Before takeoff - check that the automatic pilot is "OFF". During flight - to engage pilot, (1) Center "Turn" manual control, (2) Turn automatic pilot switch to "Ready", (3) Turn automatic pilot switch to "ON". (It will not be possible to turn switch to "ON" until automatic pilot switch is ready for operation). To <u>disengage</u> automatic pilot, turn switch to "OFF". <u>Before landing</u> - check that automatic pilot is "OFF".		
	(b) Model L-2C and optional equipment installed per Lear dwgs. as follows:		
	(1) 91250C		
	Servo stall torque measured at the servo on the ground:		
	Aileron	75 ±5 in.-lb.	
	Rudder	75 ±5 in.-lb.	
	Elevator	75 ±5 in.-lb.	
	Servo drum pitch diameters for all three axes are 1.375 in.		
	Item 412(b)(6) required.		

Interior Equipment (cont'd)

413.	(b) (2) 95658 and 95658G	58 lb.	(+209)
	Servo stall torque measured at the servo on the ground:		
	Aileron	150 ±5 in.-lb.	
	Rudder	150 ±5 in.-lb.	
	Elevator	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 installed per Lear dwg. 95658 (optional)	2 lb.	(+283)
	(4) Model 2203 altitude controller installed per Lear dwg. 95658G (optional)	2 lb.	(+283)
	(5) Model 1350B approach coupler installed per Lear dwg. 95658G (optional equipment) item 143(b)(7) required	Use act. wt.	change
	(6) Lear FAA Approved Airplane Flight Manual Supplement dated April 5, 1951, or Revisions dated September 2, 1952 or November 29, 1954.		
	(7) Lear FAA Approved Airplane Flight Manual Supplement dated November 29, 1954 (with approach coupler).		
	(8) The following placards should be installed on airplanes 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."		
*414.	Retractable entry step per installation procedure and Dwg. 62149 and 62150 for kit installation by the Reed Company, Municipal Airport, Santa Monica, Calif.	Flite Step Power Unit	9 lb. (+208) 5 lb. (+221)
*415.	Shoulder harness, Air Associates HI-G Model M-4450-F18 and M-4450M1-F18 for pilot and copilot respectively, installed per Air Associates, Teterboro, N.J., Dwg. SK-933		Use act. wt. change
416.	Sperry automatic pilot installations		
	(a) Model SP-3 per Beech Dwg. 414-001035-15. AFM Supplement P/N 130017 dated November 3, 1961 required.	33 lb.	(+202)
	(b) Model SP-3 with altitude hold per Beech Dwg. 414-001035-15, AFM Supplement P/N 130017 dated November 3, 1961 required.	38 lb.	(+213)
417.	Cargo door installation per Beech Dwg. 414-001051, approved for flight for flight with or without cargo door panel and cabin entrance door installed. Beech placards 414-001054, 414-001074 and 414-001075 required.		Use act. wt. change
418.	Cabin floor provisions, high density seating (nine chairs)		Use act. wt. change
	(a) Install per Beech Dwg. 404-001128.		
419.	Electrically heated stall warning indicator installation		
	(a) Safe-Flight No. 180F	2 lb.	(+ 75)
or	(b) Safe-Flight No. 180A per Beech Dwg. 414-180611 or 404-001046	2 lb.	(+ 75)

Deicing Equipment (Propeller, Wing and Windshield)

501.	Surface deicers - Goodrich Type 2 Model C-270		
	(a) Two wing boots (removable)	14 lb. ea.	(+108)
	(b) Two stabilizer boots (removable)	4 lb. ea.	(+349)
	(c) Deicer installation (fixed portion)	47 lb.	(+117)
502.	Propeller anti-icer		
	(a) 3 gal. fluid tank, pump and lines	11 lb.	(+ 92)
	(b) Two slinger rings (Air Associates HC-469)	1 lb.	(+ 40)

Miscellaneous (not listed above)

601.	8750 lb. gross wt. basic modernization kit per Beech Dwg. 404-000023		Use act.wt.change
	Limitations as follows:		
	Fuel	80/87 min. 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 min.), 36.5 in. Hg., 2300 rpm. (450 hp.)	

Miscellaneous (not listed above) (cont'd)

601. C.G. range (landing gear extended) (+109.8) to (+120.5) (Moment due to retraction of landing gear +12000 in.-lb.)
 Maximum weight Takeoff 8750 lb., landing 8550 lb.
 Required equipment 4 and 5 or 6, 101, 102, 103, 201, 202, 203 (modified as noted on Dwg. 404-000023), 301, 302, 303, 304, 401 and AFM P/N 404-001151 dated October 11, 1963.
602. 9000 lb. gross wt. basic modernization kit per Beech Dwg. 404-000025.
 Limitations as follows:
 Fuel 80/87 min. 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
 3500 ft., 35.5 in. Hg, 2300 rpm. (450 hp.)
 C.G. range (landing gear extended) (+108.6) 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 Takeoff 9000 lb., landing 8550 lb.
 Required equipment 4 and 5 or 6, 101, 102, 103, 110, 201, 202, 203, (modified as noted on Dwg. 404-000023), 301, 302, 303, 304, 401 and AFM 130394 dated November 15, 1963, 418, 601 and 603.
603. Stall strip installation per Beech Dwg. 404-001048-3 Negligible weight
604. E18S type removable nose installation per Beech Dwg. 404-001080 25 lb. (+ 22)

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 C.G. limits were determined with the landing gear extended. The airplane must always be so loaded that its C.G. position with the landing gear extended is between the limits shown.

Note 2. The following placards must be displayed as indicated:

- (a) Lavatory door: "This room not to be occupied during takeoff and landing."
- (b) Instrument panel in full view of the pilot:
 - (1) "This airplane shall be operated in accordance with Part I of the FAA Approved Operating Manual for the Beech C18S airplane. This manual shall be carried in the pilot's compartment at all times." (Used with standard aircraft).
 - (2) "Acrobatics and intentional spinning prohibited."
 - (3) "This airplane must be operated as a normal category airplane in compliance with the Airplane Flight Manual. No acrobatic maneuvers including spins approved." (Used when aircraft is modernized per item 601 and 602).
- (c) On airplanes with nose baggage provisions on inner side of nose door: "Load in accordance with Airplane Flight Manual. Max. structural capacity of nose 600 lb."

Note 3. Prior to certification as a civil aircraft, the following must be accomplished:

- (a) Each airplane must be weighed to determine its weight and balance unless a satisfactory Army or Navy weight and balance report is available. An approved loading chart or device must be installed.
- (b) The fuel cross-feed system must either be removed or disconnected from the fuel system, or the pressure cross-feed valve enclosed in a fuel and fume-tight box which is ventilated and drained to the outside. (Beech Service Bulletin C18-3 outlines a satisfactory method of accomplishing this modification).
- (c) Each fuel and oil tank and/or the structure adjacent to the filler opening must be placarded for the contents and capacity.
- (d) A satisfactory means of measuring the oil must be provided.
- (e) Instruments must be marked for approved operation limitations as outlined in CAM 04.4632.
- (f) A master switch arrangement (accessible to the pilot or copilot) must be installed in order that all electrical power, including batteries and generators, can be disconnected within approximately two feet of the power source with one operation.

- Note 3.
- (g) All fuses and circuit breakers for required equipment, including radio fuse, must be accessible to the crew for replacement or resetting in flight.
 - (h) All airplanes except C-45 and C-45A (JRB-2) must have control system lock removed.
 - (i) The navigators turret must be removed and a suitable enclosure installed.
 - (j) When engines as described by item 109(e) through (j) are installed, the engine nameplate must have the following information added: "FAA Specification No. 5E1".
 - (k) If the landing lights are retained, the circuit must be revised to provide adequate circuit protection in the motor circuit. The installation of an additional fuse (15 a.) in the motor circuit is satisfactory.
 - (l) Circuit breakers or fuses must be installed in the generator main line circuits (applies only to C-45B, C-45F, AT-7C, SNB-2C, JRB-3 and JRB-4 aircraft).
 - (m) The 38 gal. nose fuel tank may be installed or retained in the military models provided a satisfactory drain and fuel gauge is installed in the lower tank and a finger strainer of approximately 10 mesh is installed in the fuel tank outlet.
 - (n) For certification for "Night Flying", the following must be complied with:
 - (1) Remove the resistors installed in the position light circuits and replace the single pole double throw position light switch with a single pole single throw switch.
 - (2) Replace the wing position lights with certificated units, or satisfactorily modify the lights, if pertinent. Nose: Type A-9 wing position lights (AN-3033-5 through -8) may be satisfactorily modified by painting the inside of the frosted glass cover black. Type A-9 (AN-3033-1 through -4) are satisfactory without modification.
 - (3) The tail light must be replaced with a certificated unit.
 - (4) The amber glass of the tail warning light must be replaced with a clear cover glass; otherwise, this light must be made inoperative.
 - (o) If the engines do not incorporate an .010 inch radius at the root of the crankshaft thrust bearing nut threads as outlined in P&W Service Bulletin No. 1488, the dye penetrant inspection of the subject area described under "Note" in AD 57-5-4 must be accomplished even though no oil leakage of the front section is noted.
 - (p) 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.

Upon completion of the conversion to certificated status, the manufacturer's nameplate containing the commercial model designation, serial number and the date of manufacture shall be installed below the original nameplate. The original or any succeeding nameplate should not be removed from the aircraft.

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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