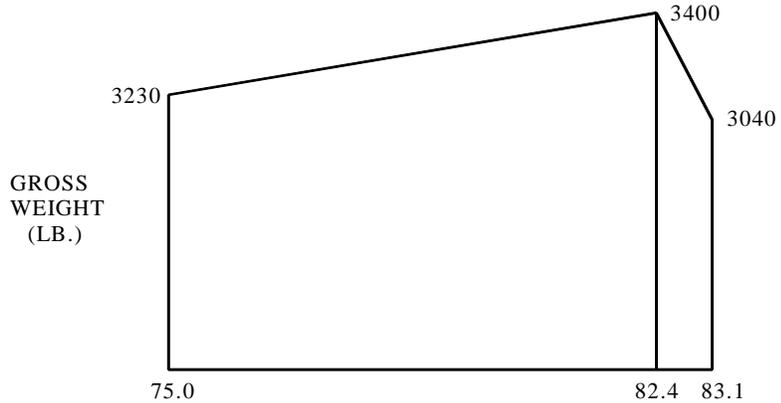


C. G. Range
(landing gear extended)

The approved weight and C.G. locations for Lycoming O-360-A1A engine installation are shown below:

<u>Gross Weight (lb.)</u>	<u>Fwd. Limit (in.)</u>	<u>Aft Limit (in.)</u>
3040	75.0	83.1
3230	75.0	82.7
3400	82.4	82.4

Straight line variation between points shown.

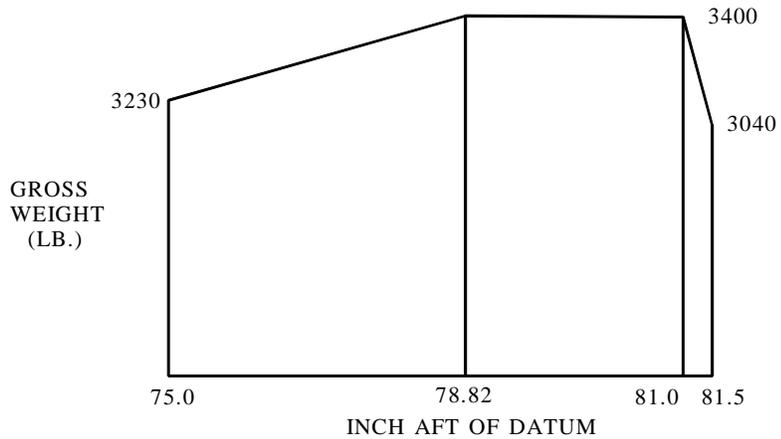


C. G. Range

The approved weight and C.G. locations for Lycoming O-360-A1C engine installation (landing gear extended cont'd) are shown below:

<u>Gross Weight (lb.)</u>	<u>Fwd. Limit (in.)</u>	<u>Aft Limit (in.)</u>
3040	75.0	18.5
3230	75.0	81.25
3400	78.82	81.0

Straight line variation between points shown.



Empty Weight C.G. Range

None

Datum

83.1 in. fwd. of the jack pads on the front spars.

Leveling Means

Longitudinal: Leveling lugs are in the door jamb of the baggage door right hand side of the aircraft.

Lateral: Top face of main spar in fuselage

Maximum Weight

3400 lb.

Number of Seats

4 (2 at +85, 2 at +117)

<u>Maximum Baggage</u>	Fwd. compartment: 150 lb. (+30) Aft compartment: 120 lb. (+140)																					
<u>Fuel Capacity</u>	100 U.S. gallons (two 20 gallon wing tanks 19.5 usable fuel in each tank at (+75) and two 30 gallon tanks 29.9 usable fuel in each tank at (+77.1) (See NOTE 1 for unusable fuel)																					
<u>Oil Capacity</u>	8 quarts per engine. (6 quarts usable See NOTE 1 for unusable oil)																					
<u>Control Surface Movements</u>	<table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Wing flaps</td> <td style="width: 20%;"></td> <td style="width: 20%; text-align: right;">20° Down</td> </tr> <tr> <td>Aileron Tab</td> <td></td> <td style="text-align: right;">Fixed</td> </tr> <tr> <td>Aileron</td> <td style="text-align: right;">20° Up</td> <td style="text-align: right;">20° Down</td> </tr> <tr> <td>Elevator Tab</td> <td style="text-align: right;">10° Up</td> <td style="text-align: right;">30° Down</td> </tr> <tr> <td>"V" Tail Elevator Action</td> <td style="text-align: right;">20° Up</td> <td style="text-align: right;">20° Down</td> </tr> <tr> <td>"V" Tail Rudder Action</td> <td style="text-align: right;">21° Up</td> <td style="text-align: right;">21° Down</td> </tr> <tr> <td>"V" Tail Maximum combination rudder elevator action</td> <td style="text-align: right; vertical-align: bottom;">35° Up</td> <td style="text-align: right; vertical-align: bottom;">35° Down</td> </tr> </table>	Wing flaps		20° Down	Aileron Tab		Fixed	Aileron	20° Up	20° Down	Elevator Tab	10° Up	30° Down	"V" Tail Elevator Action	20° Up	20° Down	"V" Tail Rudder Action	21° Up	21° Down	"V" Tail Maximum combination rudder elevator action	35° Up	35° Down
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"V" Tail Maximum combination rudder elevator action	35° Up	35° Down																				

Serial Numbers Eligible SV-102 and up, modified by Oakland Airmotive Company or Bay Aviation Services Company, plus the original Beech Serial No. Beech Serial Nos. eligible D-1 through D-2680 and D-15001. Example: SV-102D-2200

Certification Basis CAR 3 of May 15, 1956 and Amendments 3-1 through 3-4. Type Certificate No. 4A29, issued June 17, 1960. Reissued to Pine Air Limited September 21, 1962. Date of Application for Type Certificate September 11, 1959.

Equipment The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:

- (1) Approved equipment as shown in Oakland Airmotive Report No. 12.
- (2) FAA approved Airplane Flight Manual.
- (3) Stall warning indicator, Oakland Airmotive Dwg. No. 403.

NOTE 1. (a) 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.

(b) The certificated empty weight and the corresponding center-of-gravity locations must include unusable fuel of 6 lb. (+75) and unusable oil of 7.5 lb. at (+37).

NOTE 2. The following placard must be displayed in front of and in clear view of the pilot:
"OPERATE IN NORMAL CATEGORY IN COMPLIANCE WITH THE APPROVED AIRPLANE FLIGHT MANUAL."

NOTE 3. The landing gear door system must be modified in accordance with the applicable drawings as listed in Beech Installation Bulletins: (a) 35-604 (Model 35)
(b) 35-603 (Models A35 and B35)

NOTE 4. The Model Super-V aircraft is a conversion of the standard Beech models 35, A35 or B35, and is limited to these specific models. (See Serial Nos. eligible.) When a Beech model is being converted to a model Super-V, it must be determined that the inter-relationship between the Super-V conversion and all previously approved modifications will introduce no adverse effect upon the airworthiness of the airplane.

NOTE 5. Wing tip modifications in accordance with Oakland Airmotive Company Dwg. No. 711328 are considered optional.

...END...