AIRCRAFT SPECIFICATION NO. 3A16

Type Certificate Holder Raytheon Aircraft Company
Wichita, Kansas 67201

I - Model 95, Travel Air, 4 or 5 PCLM (Normal Category), Approved June 18, 1957

Engines 2 Lycoming O-360-A1A
See Item 111 for optional engines.

*Fuel 91/96 minimum grade aviation gasoline

Engine Limits For all operations, 2700 r.p.m. (180 hp.)

Airspeed Limits
(CAS) Manoeuvring 160 m.p.h. (139 knots)
Maximum structural cruising 185 m.p.h. (161 knots)
Never exceed 240 m.p.h. (208 knots)
Flaps extended 130 m.p.h. (113 knots)
Landing gear extended 150 m.p.h. (130 knots)

C.G. Range (Landing Gear Extended)
(+79.4) to (+83.0) at 4000 lb.
(+75.0) to (+83.0) at 3480 lb. or less
Straight line variation between points given
Landing gear retraction moment (+623 in.-lb.)

Empty Wt. C.G. Range None

Maximum Weight 4000 lb.

No. of Seats 4 (2 at +85, 2 at +121)
or 5 (2 at +85, 2 at +119, 1 at +140) when Item 603(a) installed
I - Model 95 (cont’d)

Maximum Baggage and/or Forward compartment (above floorboard) 270 lb. (+31)
Optional Equipment Rear compartment 270 lb. (+140)
(Structural Limits) With rear seat removed for cargo, maximum baggage is as follows:
Aft of spar cover 270 lb. (+135)
On and forward of spar cover 200 lb. (+108)
For weight and balance information, refer to DOA Flight Manual.

Fuel Capacity

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>25 ea.</td>
<td>22 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>17 ea.</td>
<td>17 ea.</td>
<td>+94</td>
</tr>
</tbody>
</table>

Optional Fuel System (Item 106)
L & R Main | 25 ea.        | 22 ea.      | +75 |
L & R Aux  | 31 ea.        | 31 ea.      | +93 |
See NOTE 1 for data on unusable fuel

Oil Capacity 8 qt. ea. engine (+46) (usable 6 qt. ea. engine), total capacity 16 qt.
See NOTE 1 for data on system oil

Control Surface Movements

Wing flaps
Down 33°

Main surfaces
Aileron Up 20° Down 20°
Elevator Up 30° Down 15°
Rudder Right 30° Left 30°

Tabs (main surface in neutral)
Aileron Up 10° Down 10°
Elevator Up 10° Down 20°
Rudder Right 25° Left 25°
Elevator eligible Up 10° Down 23°
TD-2, TD-103 and up
(main surface in neutral)

Serial Nos. Eligible TD-2 through TD-302

Required Equipment Items 1(a) and (b) or 4(a) and (b), 101(a) and (b), 102(a), 103(a), 201, 202, 205, 206, 301, 302, 304, 401(a), (b), (c), (d) and (ee) and (gg or oo), 601

II - Model B95, Travel Air, 4 or 5 PCLM (Normal Category), Approved November 13, 1959

Engines 2 Lycoming O-360-A1A
See Item 111 for optional engines.

*Fuel 91/96 minimum grade aviation gasoline

Engine Limits For all operations, 2700 r.p.m. (180 hp.)

Airspeed Limits Maneuvering 160 m.p.h. (139 knots)
(CAS) Maximum structural cruising 185 m.p.h. (161 knots)
Never exceed 240 m.p.h. (208 knots)
Flaps extended 130 m.p.h. (113 knots)
Landing gear extended 150 m.p.h. (130 knots)

C.G. Range (Landing Gear Extended) (+80.5) to (+86.0) at 4100 lb.
(+75.0) to (+86.0) at 3480 lb. or less
Straight line variation between points given
Landing gear retraction moment (+623 in.-lb.)
II - Model B95 (cont’d)

Empty Wt. C.G. Range None

Maximum Weight 4100 lb.

No. of Seats 4 (2 at +85, 2 at +121 or +136) or 5 (2 at +85, 2 at +121, 1 at +150) when Item 603(b) installed

Maximum Baggage and/or Optional Equipment Forward compartment (above floorboard) 270 lb. (+31)
(Structural Limits) Rear compartment 270 lb. (+150)

With rear seat removed for cargo, maximum baggage is as follows:

Aft of spar cover 270 lb. (+145)
On and forward of spar cover 200 lb. (+108)

For weight and balance information, refer to DOA Flight Manual.

Fuel Capacity

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>25 ea.</td>
<td>22 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>17 ea.</td>
<td>17 ea.</td>
<td>+94</td>
</tr>
</tbody>
</table>

Optional Fuel System (Item 106)

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>25 ea.</td>
<td>22 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>

See NOTE 1 for data on unusable fuel.

Oil Capacity

8 qt. ea. engine (+46) (usable 6 qt. ea. engine), total capacity 16 qt. See NOTE 1 for data on system oil.

Control Surface Movements

Wing flaps
Main surfaces
Aileron Up 20° Down 20°
Elevator Up 30° Down 15°
Rudder Right 34° Left 30°

Tabs (main surface in neutral)
Aileron Up 10° Down 10°
Elevator Up 10° Down 20°
Rudder Right 25° Left 25°

Serial Nos. Eligible TD-303 through TD-452

Required Equipment

Items 1(a) and (b) or 4(a) and (b), 101(a) and (b), 102(a), 103(a), 201, 202, 205, 206, 301(a) or (b) or (c), 302, 304, 401(e) and (ee) and (gg or oo), 601

III - Model 95-55, Baron, 4, 5 or 6 PCLM (Normal Category), Approved November 3, 1960
Model 95-A55, Baron, 4, 5 or 6 PCLM (Normal Category), Approved October 9, 1961

Engines 2 Continental IO-470-L

Fuel 100/130 minimum grade aviation gasoline

Engine Limits For all operations, 2625 r.p.m. (260 hp.)

Airspeed Limits

CAS
Maneuvering 180 m.p.h. (156 knots)
Maximum structural cruising 210 m.p.h. (182 knots)
Never exceed 257 m.p.h. (223 knots)
Flaps extended 130 m.p.h. (113 knots)
Landing gear extended 165 m.p.h. (143 knots)
III - Model 95-55, Model 95-A55 (cont’d)
C.G. Range (Landing Gear Extended)
(+79.4) to (+86.0) at 4880 lb.
(+74.0) to (+86.0) at 3800 lb. or less
Straight line variation between points given
Landing gear retraction moment (+623 in.-lb.)

Empty Wt. C.G. Range None

Maximum Weight 4880 lb.

No. of Seats
4 (2 at +85, 2 at +121 or +136)
or 5 (2 at +85, 2 at +121, 1 at +150) when Item 603(b) installed
or 6 (2 at +85, 2 at +121, 2 at +150) when Item 603(d) installed

Maximum Baggage and/or Forward compartm ent (above floorboard) 270 lb. (+31)
Optional Equipment Rear compartment (aft to Sta. 170.00) 400 lb. (+150)
(Structural Limits) With rear seat removed for cargo, maximum baggage is as follows:
Aft of spar cover to Sta. 170.00 400 lb. (+145)
When Item 607 installed aft of Sta. 170.00 120 lb. (+180)
For weight and balance information, refer to DOA Flight Manual

Fuel Capacity

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal</th>
<th>Usable Gal</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>25 ea.</td>
<td>22 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>

Optional Fuel System (Item 108)

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal</th>
<th>Usable Gal</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>40 ea.</td>
<td>37 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>
See NOTE 1 for data on unusable fuel.

Oil Capacity 12 qt. ea. engine (+43) (includes 5.5 lb. unusable), total capacity 24 qt.
See NOTE 1 for data on system oil.

Control Surface Movements

Wing flaps Down 28°
Main surfaces
Aileron Up 20° Down 20°
Elevator Up 30° Down 15°
Rudder Right 25° Left 25°

Tabs (main surface in neutral)
Aileron Up 10° Down 10°
Elevator Up 10° Down 23°
Rudder Right 25° Left 25°

Serial Nos. Eligible
Model 95-55: TC-1 through TC-190
Model 95-A55: TC-191 through TC-501 (except TC-350 and TC-371)

Required Equipment
Items 2(b) and (a) or (d) or 9(a) or (b) or 3(a) and (b), 101(d) and (c) or (g), 101(d) and (h) (95-A55), 102(b) or (c), 103(b), 201, 202, 205, 206, 301, 302, 304, 401(gg or oo) and (k) or (q) or (am) (95-55), 501(gg or oo) and (p) or (r) or (t) or (am) (95-A55), 601(a) or (b) or (c) (95-55), 601(b) or (c) (95-A55)

IV - Model B95A, Travel Air, 4, 5 or 6 PCLM (Normal Category), Approved March 9, 1961

Engines
2 Lycoming IO-360-B1A
See Item 112 for optional engines for S/N TD-506 only.

*Fuel
91/96 minimum grade aviation gasoline
**IV - Model B95A** (cont'd)

**Engine Limits**

For all operations, 2700 r.p.m. (180 hp.)

**Airspeed Limits (CAS)**

- Maneuvering: 160 m.p.h. (139 knots)
- Maximum structural cruising: 185 m.p.h. (161 knots)
- Never exceed: 240 m.p.h. (208 knots)
- Flaps extended: 130 m.p.h. (113 knots)
- Landing gear extended: 150 m.p.h. (130 knots)

**C.G. Range (Landing Gear Extended)**

- (+80.5) to (+86.0) at 4200 lb.
- (+75.0) to (+86.0) at 3600 lb. or less
- Straight line variation between points given
- Landing gear retraction moment (+623 in.-lb.)

**Empty Wt. C.G. Range**

None

**Maximum Weight**

4200 lb.

**No. of Seats**

4 (2 at +85, 2 at +121 or +136) or 5 (2 at +85, 2 at +121, 1 at +150) when Item 603(b) installed or 6 (2 at +85, 2 at +121, 2 at +150) when Item 603(d) installed

**Maximum Baggage and/or Forward compartment (above floorboard)**

- 270 lb. (+31)
- 400 lb. (+150)

With rear seat removed for cargo, maximum baggage is as follows:

- Aft of spar cover: 400 lb. (+145)
- On and forward of spar cover: 200 lb. (+108)

For weight and balance information, refer to DOA Flight Manual.

**Fuel Capacity**

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>40 ea.</td>
<td>37 ea.</td>
<td>+75</td>
</tr>
</tbody>
</table>

Optional Fuel System (Item 109)

| L & R Main | 25 ea. | 22 ea. | +75 |
| L & R Aux. | 31 ea. | 31 ea. | +93 |

See NOTE 1 for data on unusable fuel.

**Oil Capacity**

8 qt. ea. engine (+46) (usable 6 qt. ea. engine), total capacity 16 qt.

See NOTE 1 for data on system oil.

**Control Surface Movements**

- Wing flaps: Down 28°
- Main surfaces:
  - Aileron: Up 20°, Down 20°
  - Elevator: Up 30°, Down 15°
  - Rudder: Right 34°, Left 30°
- Tabs (main surface in neutral):
  - Aileron: Fixed
  - Elevator: Up 10°, Down 23°
  - Rudder: Right 25°, Left 25°

**Serial Nos. Eligible**

TD-453 through TD-533

**Required Equipment**

Items 1(a) and (b) or 4(a) and (b), 101(e) or (f), 102(a), 103(a), 201 and 202 or 203 and 204, 205, 206, 301(a) or (b) or (c), 302, 304, 401(gg or oo) and (l) or (s), 601
V - Model D95A, Travel Air, 4, 5 or 6 PCLM (Normal Category), Approved May 17, 1963
Model E95, Travel Air, 4, 5 or 6 PCLM (Normal Category), Approved October 17, 1967

Engines
2 Lycoming IO-360-B1B

*Fuel
91/96 minimum grade aviation gasoline

Engine Limits
For all operations, 2700 r.p.m. (180 hp.)

Airspeed Limits
(CAS)
- Maneuvering: 160 m.p.h. (139 knots)
- Maximum structural cruising: 185 m.p.h. (161 knots)
- Never exceed: 240 m.p.h. (208 knots)
- Flaps extended: 130 m.p.h. (113 knots)
- Landing gear extended: 166 m.p.h. (144 knots)

C.G. Range (Landing Gear Extended)
(+80.5) to (+86.0) at 4200 lb.
(+75.0) to (+86.0) at 3600 lb. or less

Airspeed Limits
Maneuvering: 160 m.p.h. (139 knots)
Maximum structural cruising: 185 m.p.h. (161 knots)
Never exceed: 240 m.p.h. (208 knots)
Flaps extended: 130 m.p.h. (113 knots)
Landing gear extended: 166 m.p.h. (144 knots)

C.G. Range (Landing Gear Extended)
(+80.5) to (+86.0) at 4200 lb.
(+75.0) to (+86.0) at 3600 lb. or less
Straight line variation between points given
Landing gear retraction moment (+623 in.-lb.)

Empty Wt. C.G. Range
None

Maximum Weight
4200 lb.

No. of Seats
4 (2 at +85, 2 at +121 or +136)
or
5 (2 at +85, 2 at +121, 1 at +153) when Item 603(e) or (f) installed
or
6 (2 at +85, 2 at +121, 2 at +150) when Item 603(d) or (g) installed

Maximum Baggage and/or Forward compartment (above floorboard) 270 lb. (+31)
Rear compartment 400 lb. (+150)
Optional Equipment
With rear seat removed for cargo, maximum baggage is as follows:
- Aft of spar cover 400 lb. (+145)
- On and forward of spar cover 200 lb. (+108)
For weight and balance information, refer to DOA Flight Manual.

Fuel Capacity

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>40 ea.</td>
<td>37 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Main</td>
<td>25 ea.</td>
<td>22 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>

Optional fuel system (Item 109)
See NOTE 1 for data on unusable fuel.

Oil Capacity
8 qt. ea. engine (+46) (usable 6 qt. ea. engine), total capacity 16 qt.
See NOTE 1 for data on system oil.

Control Surface Movements
Wing flaps
Down 28°
Main surfaces
Aileron Up 20° Down 20°
Elevator Up 30° Down 15°
Rudder Right 34° Left 30°
Tabs (main surface in neutral)
Aileron Fixed
Elevator Up 10° Down 23°
Rudder Right 25° Left 25°

Serial Nos. Eligible
Model D95A: TD-534 through TD-707
Model E95: TD-708 through TD-721
**V - Model D95A, Model E95  (cont'd)**

**Required Equipment**

Items 1(a) and (b) or 4(a) and (b) (D95A), 4(a) and (b) (E95), 101(g) and (i), 102(a), 103(a), 201 and 202 or 203 and 204 (D95A), 201 and 202 (E95), 205, 206, 301, 302, 304, 401(u) or (w) and (bb) and (gg or oo) (D95A), 401(dd) and (gg or oo) (E95), 601(b) or (d)

**VI - Model 95-B55, Baron, 4, 5 or 6 PCLM (Normal Category), Approved September 9, 1963**

**Model 95-B55A, Baron, 4, 5 or 6 PCLM (Normal Category), Approved October 31, 1968**

- **Engines**
  - 2 Continental IO-470-L

- **Fuel**
  - 100/130 minimum grade aviation gasoline

- **Engine Limits**

  For airplanes prior to TC-2285

  For all operations, 2625 r.p.m. (260 hp.)

  For airplanes TC-2285 and after

  Takeoff and continuous power 2625 r.p.m. (260 hp.)

  Normal operating power 2550 r.p.m. (252 hp.)

- **Airspeed Limits**

<table>
<thead>
<tr>
<th>CAS</th>
<th>IAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maneuvering</td>
<td>180 m.p.h. (156 knots)</td>
</tr>
<tr>
<td>Maximum structural cruising</td>
<td>210 m.p.h. (182 knots)</td>
</tr>
<tr>
<td>Never exceed</td>
<td>257 m.p.h. (223 knots)</td>
</tr>
<tr>
<td>Flaps extended 15° (S/N TC-2003 and up)</td>
<td>130 m.p.h. (113 knots)</td>
</tr>
<tr>
<td>28° (See NOTE 3) or 28° (See NOTE 3)</td>
<td>140 m.p.h. (122 knots)</td>
</tr>
<tr>
<td>Landing gear extended</td>
<td>165 m.p.h. (143 knots)</td>
</tr>
<tr>
<td>(S/N TC-1157 and up) or (S/N TC-1157 and up)</td>
<td>175 m.p.h. (152 knots)</td>
</tr>
</tbody>
</table>

- **C.G. Range (Landing Gear Extended)**

  (+81.0) to (+86.0) at 5100 lb. (See NOTE 3)
  (+80.0) to (+86.0) at 5000 lb.
  (+79.9) to (+86.0) at 4990 lb. (See NOTE 5)
  (+77.5) to (+86.0) at 4740 lb. (See NOTE 3)
  (+74.0) to (+86.0) at 3800 lb. or less

- **Empty Wt. C.G. Range**

  None

- **Maximum Weight**

  5000 lb.
  or 5100 lb. (See NOTE 3)
  or 4990 lb. (See NOTE 5)

- **No. of Seats**

  4 (2 at +85, 2 at +121 or +136)
  or 5 (2 at +85, 2 at +121, 1 at +150) when Item 603(c), (f) or (j) or (m) installed
  or 6 (2 at +85, 2 at +121, 2 at +150) when Item 603(d), (g) or (k) or (n) installed

- **Maximum Baggage and/or Forward compartment (above floorboard)**

  270 or 300 lb. (+31)

- **Optional Equipment**

  Rear compartment (aft to Sta. 170.00)

  400 lb. (+150)

  With rear seat removed for cargo, maximum baggage is as follows:

  Aft of spar cover to Sta. 170.00

  400 lb. (+145)

  When item 607 installed aft of Sta. 170.00

  120 lb. (+180)

  For weight and balance information, refer to DOA Flight Manual.
VI - Model 95-B55, Model 95-B55A  
(cont’d)  

Fuel Capacity

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>25 ea.</td>
<td>22 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>

Optional Fuel System (Item 108)

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
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</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>40 ea.</td>
<td>37 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>

S/N TC-371, TC-502 through TC-1607

Two leading edge wing interconnected tanks with full fuel only

S/N TC-1608 and up

Optional fuel system (Item 116)

One leading edge wing interconnected tank with full fuel only

S/N TC-1475 through TC-1480, TC-1575, TC-1579, TC-1584, TC-1587, TC-1593 only

See NOTE 1 for data on unusable fuel.

Oil Capacity

12 qt. ea. engine (+43) (includes 5.5 lb. unusable), total capacity 24 qt.  
See NOTE 1 for data on system oil.

Control Surface Movements

<table>
<thead>
<tr>
<th>Wing flaps</th>
<th>Down 28°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>Up 20°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up 30°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 25° Left 25°</td>
</tr>
</tbody>
</table>

Tabs (main surface in neutral)

| Aileron    | Up 10° Down 10° |
| Elevator   | Up 10° Down 23° |
| Rudder     | Right 25° Left 25° |

Serial Nos. Eligible

TC-371; TC-502 and up, except TC-1393, TC-1394, TC-1395, TC-1396 and TC-1402 . (TC-955 and up, see NOTE 3)

Required Equipment

Items 2(b) and (d) or (e) or 9(a) or (b), 101(d) and (h) or (l), 102(c), 103(b), 201, 202, 205, 206, 301, 302, 304, 401(v) and (gg or oo) or 401(x) and (gg or oo) or 401(ac) or 401(an), or 401(ab) and (gg or oo) or 401(ad) or 401(an), or 401(z) and (gg or oo) or 401(ac) or 401(an), or 401(hh) and (oo) or 401(af) or 401(an) (95-B55), or 401(kk) and (oo) or 401(ah) or 401(an) (95-B55A), or 401(nn) and (oo) or 401(ss) or 401(an), or 401(tt) or 401(al), or 401(al) (95-B55, 95-B55A), 601(b) or (c)

VII - Model 95-B55B, Baron, (Military T-42A), 4 PCLM (Normal or Utility Category), Approved August 26, 1964

Engines

2 Continental IO-470-L

*Fuel

100/130 minimum grade aviation gasoline

Engine Limits

For all operations, 2625 r.p.m. (260 hp.)
**VII - Model 95-B55B**  (cont'd)

### Airspeed Limits Maneuvering
- 180 m.p.h. (156 knots)

(CAS) Maximum structural cruising
- 210 m.p.h. (182 knots)

Never exceed
- 257 m.p.h. (223 knots)

Flaps extended
- 140 m.p.h. (122 knots)

Landing gear extended
- 165 m.p.h. (143 knots)

### C.G. Range (Landing Gear Extended)
(+81.0) to (+83.5) at 5100 lb. (Utility category)
(+81.0) to (+86.0) at 5100 lb. (Normal category)
(+77.5) to (+83.5) at 4740 lb. (Utility category)
(+77.5) to (+86.0) at 4740 lb. (Normal category)
(+74.0) to (+83.5) at 3800 lb. or less (Utility category)
(+74.0) to (+86.0) at 3800 lb. or less (Normal category)

Straight line variation between points given
Landing gear retraction moment (+623 in.-lb.)

### Empty Wt. C.G. Range
None

### Maximum Weight
5100 lb.

### No. of Seats
- 4 (2 at +85, 2 at +121 or +136)
- or 5 (2 at +85, 2 at +121, 1 at +150) when Item 603(f) installed
- or 6 (2 at +85, 2 at +121, 2 at +150) when Item 603(g) installed

### Maximum Baggage and/or Optional Equipment (Structural Limits)
- Forward compartment (above floorboard) 270 or 300 lb. (+31)
- Rear compartment (aft to Sta. 170.00) 400 lb. (+150)

With rear seat removed for cargo, maximum baggage is as follows:
- Aft of spar cover to Sta. 170.00 400 lb. (+145)

For weight and balance information, refer to DOA Flight Manual

### Fuel Capacity

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity (Gal.)</th>
<th>Usable (Gal.)</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>40 ea.</td>
<td>37 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>

See NOTE 1 for data on unusable fuel.

### Oil Capacity
12 qt. ea. engine (+43) (includes 5.5 lb. unusable), total capacity 24 qt.
See NOTE 1 for data on system oil

### Control Surface Movements

<table>
<thead>
<tr>
<th>Movements</th>
<th>Wing flaps</th>
<th>Down 28°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main surfaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>Up 20°</td>
<td>Down 20°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up 30°</td>
<td>Down 15°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 25°</td>
<td>Left 25°</td>
</tr>
<tr>
<td>Tabs (main surface in neutral)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>Up 10°</td>
<td>Down 10°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up 10°</td>
<td>Down 23°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 25°</td>
<td>Left 25°</td>
</tr>
</tbody>
</table>

### Serial Nos. Eligible
TF-1 and up. Prior to civil certification, 95-B55B airplanes that have been operated by the military must be modified by Beech Dwg. 96-002000.

### Required Equipment
Items 2(b) and (d) or (e) or 9(a) or (b), 101(j) and (k) or (l), 102(c), 103(b), 201, 202, 205, 206, 301, 302, 304, 401(y) and (oo), 601(b)
VIII - Model 95-C55, Baron, 4, 5 or 6 PCLM (Normal Category), Approved August 18, 1965
Model D55, Baron, 4, 5 or 6 PCLM (Normal Category), Approved October 17, 1967
Model 95-C55A, Baron, 4, 5 or 6 PCLM (Normal Category), Approved October 31, 1968
Model D55A, Baron, 4, 5 or 6 PCLM (Normal Category), Approved October 31, 1968
Model E55, Baron, 4, 5 or 6 PCLM (Normal Category), Approved November 12, 1969
Model E55A, Baron, 4, 5 or 6 PCLM (Normal Category), Approved June 16, 1970

**Engines**
Continental IO-520-C or IO-520-CB
Two of either or one of each

**Fuel**
100/130 minimum grade aviation gasoline

**Engine Limits**
For airplanes prior to TE-1171
For all operations, 2700 r.p.m. (285 hp.)
For airplanes TE-1171 and after with 2-bladed propellers
Takeoff and continuous power 2700 r.p.m. (285 hp.)
Normal operating power 2550 r.p.m. (276 hp.)
For airplanes TE-1171 and after with 3-bladed propellers
Takeoff and continuous power 2700 r.p.m. (285 hp.)
Normal operating power 2650 r.p.m. (283 hp.)

**Airspeed Limits**
<table>
<thead>
<tr>
<th>Maneuvering</th>
<th>(CAS)</th>
<th>(IAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>180 m.p.h.</td>
<td>156 knots</td>
<td></td>
</tr>
<tr>
<td>225 m.p.h.</td>
<td>195 knots</td>
<td></td>
</tr>
<tr>
<td>257 m.p.h.</td>
<td>223 knots</td>
<td></td>
</tr>
<tr>
<td>175 m.p.h.</td>
<td>152 knots</td>
<td></td>
</tr>
<tr>
<td>140 m.p.h.</td>
<td>122 knots</td>
<td></td>
</tr>
<tr>
<td>165 m.p.h.</td>
<td>143 knots</td>
<td></td>
</tr>
<tr>
<td>or (S/N TE-633 and up)</td>
<td>175 m.p.h.</td>
<td>152 knots</td>
</tr>
</tbody>
</table>

**C.G. Range (Landing Gear Extended)**
(+78.0) to (+86.0) at 5300 lb.
(+76.0) to (+86.0) at 4990 lb. (See NOTE 5)
(+74.0) to (+86.0) at 4200 lb. or less
Straight line variation between points given
Landing gear retraction moment (+623 in.-lb.)

**Empty Wt. C.G. Range**
None

**Maximum Weight**
5300 lb.
or 4990 lb. (See NOTE 5)

**No. of Seats**
4 (2 at +85, 2 at +121 or +136)
or 5 (2 at +85, 2 at +121, 1 at +150) when Item 603(f) or (j) or (m) installed
or 6 (2 at +85, 2 at +121, 2 at +150) when Item 603(g) or (k) or (n) installed

**Maximum Baggage and/or Optional Equipment (Structural Limits)**
Forward compartment (above floorboard) 300 lb. (+25)
Rear compartment (aft to Sta. 170.00) 400 lb. (+150)
Aft baggage compartment 120 lb. (+180)
With rear seat removed for cargo, maximum baggage is as follows:
Aft of spar cover to Sta. 170.00 400 lb. (+145)

**Pneumatic Pump Limits**
For airplanes TE-1084 through TE-1201 equipped with Beech Kit 55-5019, pneumatic pumps are time limited for engine operation to 600 hours for flight into icing conditions.
VIII - Model 95-C55, Model D55, Model 95-C55A, Model D55A, Model E55, Model E55A (cont'd)

Fuel Capacity

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>25 ea.</td>
<td>22 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>

Optional fuel system (Item 108)

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>40 ea.</td>
<td>37 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>

S/N TC-350, TE-1 through TE-942, except TE-938

Two leading edge interconnected tanks in each wing

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &amp; R Main</td>
<td>53 ea.</td>
<td>50 ea.</td>
<td>+75</td>
</tr>
<tr>
<td>L &amp; R Aux.</td>
<td>31 ea.</td>
<td>31 ea.</td>
<td>+93</td>
</tr>
</tbody>
</table>

S/N TE-938, TE-943 and up

See NOTE 1 for data on unusable fuel.

Oil Capacity

12 qt. ea. engine (+43) (includes 5.5 lb. unusable), total capacity 24 qt.

See NOTE 1 for data on system oil.

Control Surface Movements

<table>
<thead>
<tr>
<th>Movement</th>
<th>Approach</th>
<th>Full down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flap</td>
<td>15°</td>
<td>28°</td>
</tr>
</tbody>
</table>

Main surfaces

<table>
<thead>
<tr>
<th>Surface</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>20°</td>
<td>20°</td>
</tr>
<tr>
<td>Elevator</td>
<td>30°</td>
<td>15°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 25°</td>
<td>Left 25°</td>
</tr>
</tbody>
</table>

Tabs (main surface in neutral)

<table>
<thead>
<tr>
<th>Surface</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>10°</td>
<td>10°</td>
</tr>
<tr>
<td>Elevator</td>
<td>10°</td>
<td>23°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 25°</td>
<td>Left 25°</td>
</tr>
</tbody>
</table>

Serial Nos. Eligible

Model 95-C55 and 95-C55A: TC 350, TE-1 through TE-451, except TE-50
Model D55 and D55A: TE-452 through TE-767
Model E55 and E55A: TE-768 and up

Required Equipment

Items 2(f) and (e) or 5(a) or 10(a) or (b), 101(l) and (m) on IO-520-C engines or 101(l) and (q) on IO-520-CB engines, 102(d), 103(c) or (e), 201(e), 202(a), 205(f), 206(a), 301(i) and 304(b) (95-C55, 95-C55A, D55, D55A) or 301(m) or (q), 302(d), 401(aa) and (gg) or (oo) or 401(ar) (95-C55) or 401(ll) and (oo) or 401(ar) (95-C55A), or 401(cc) and (gg) or (oo) or 401(jj) and (oo) or 401(ar) (D55) or 401(mm) and (oo) or 401(ar) (D55A), or 401(pp) or 401(uu) or 401(aj) or 401(ar) or 401(as) (E55, E55A), or 405(a) (E55), or 405(d) (E55A), 601(b) or (c)

Instrument Markings

See NOTE 2(q). For airplane serials not included, refer to the Airplane Flight Manual.
IX - Model 56TC, Turbo Baron, 4, 5 or 6 PCLM (Normal Category), Approved May 19, 1967
Model A56TC, Turbo Baron, 4, 5 or 6 PCLM (Normal Category), Approved November 12, 1969

Engines
2 Lycoming TIO-541-E1B4

*Fuel
100/130 minimum grade aviation gasoline

Engine Limits
For all operations, 2900 r.p.m. (380 hp.) 41.5 in. Hg MP

Airspeed Limits
Maneuvering 183 m.p.h. (159 knots)
Max. structural cruising (S.L. to 20,000 ft. alt.) 233 m.p.h. (202 knots)
Max. structural cruising (25,000 ft. alt.) 222 m.p.h. (193 knots)
Max. structural cruising (30,000 ft. alt.) 214 m.p.h. (186 knots)
Never exceed (S.L. to 20,000 ft. alt.) 262 m.p.h. (227 knots)
Never exceed (25,000 ft. alt.) 249 m.p.h. (216 knots)
Never exceed (30,000 ft. alt.) 240 m.p.h. (208 knots)
Flaps extended 15° 175 m.p.h. (152 knots)
28° 144 m.p.h. (125 knots)
Landing gear extended 165 m.p.h. (143 knots)
or (S/N TG-72 and up) 175 m.p.h. (152 knots)

C.G. Range (Landing Gear Extended)
(+78.0) to (+84.2) at 5990 lb.
(+71.0) to (+84.2) at 4880 lb. or less
Straight line variation between points given
Landing gear retraction moment (+623 in.-lb.)

Empty Wt. C.G. Range
None

Maximum Weight
5990 lb.

No. of Seats
4 (2 at +85, 2 at +121 or +136)
or 5 (2 at +85, 2 at +121, 1 at +150) when Item 603(f), (h) or (j) installed
or 6 (2 at +85, 2 at +121, 2 at +150) when Item 603(g), (i) or (k) installed

Maximum Baggage and/or Optional Equipment
Forward compartment (above floorboard) 300 lb. (+ 25)
Rear compartment (aft to Sta. 170.00) 400 lb. (+150)
Aft baggage compartment 120 lb. (+180)
With rear seat removed for cargo,
maximum baggage is as follows:
Aft of spar cover to Sta. 170.00 400 lb. (+145)

Fuel Capacity

<table>
<thead>
<tr>
<th>Item 113</th>
<th>(1)</th>
<th>(2)</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unbaffled (Inter-connected tank system, each wing)</td>
<td>91 ea.</td>
<td>89 ea.</td>
<td>82 ea.</td>
</tr>
<tr>
<td>TG-2 through TG-68</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
or
| Baffled (Inter-connected tank system, each wing) | 91 ea. | 89 ea. | 88 ea. | +85 |
| TG-2 through TG-68 | | | | with full fuel only |

(1) Prior to compliance with S.I. 0559-281, Rev. 1
(2) After compliance with S.I. 0559-281, Rev. 1
(S.I. - Fuel system - Establish minimum fuel for takeoff and increase amount of
unusable fuel)
See NOTE 1 for data on unusable fuel.

Oil Capacity
13 qt. ea. engine (+35) (includes 4.7 lb. unusable ea. engine), total capacity 26 qt.
See NOTE 1 for data on system oil.

Control Surface Movements

<table>
<thead>
<tr>
<th>Wing flaps</th>
<th>Approach</th>
<th>15°</th>
<th>Full down</th>
<th>28°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main surfaces</td>
<td>Aileron</td>
<td>Up</td>
<td>20°</td>
<td>Down</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>30°</td>
<td>Down</td>
<td>15°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>33°</td>
<td>Left</td>
<td>25°</td>
</tr>
<tr>
<td>Tabs (main surface in neutral)</td>
<td>Aileron</td>
<td>Up</td>
<td>10°</td>
<td>Down</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>10°</td>
<td>Down</td>
<td>23°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>25°</td>
<td>Left</td>
<td>25°</td>
</tr>
</tbody>
</table>

Serial Nos. Eligible
Model 56TC: TG-2 through TG-83
Model A56TC: TG-84 through TG-94

Required Equipment
Item 6(a) and (b), 101(n) and (o), 102(e), 103(d), 201(g), 202(c), 206(a), 301, 302(g), 304(c), 405(b) (A56TC), 601(d) or (e) or (f) or (g)

Instrument Markings
See NOTE 2(q) for the Model A56TC. Refer to the Owner's Manual for the Model 56TC.

X - Model 58, Baron, 4, 5 or 6 PCLM (Normal Category), Approved November 19, 1969
Model 58A, Baron, 4, 5 or 6 PCLM (Normal Category), Approved November 10, 1970

Engines
S/N TH-1 through TH-1395 except TH-1389 Continental IO-520C or IO-520-CB
Two of either or one of each

S/N TH-1389, TH-1396 through TH-2124 2 Continental IO-550-C

Fuel
100/130 minimum grade aviation gasoline

Engine Limits
For airplanes prior to S/N TH-1090
For all operations, 2700 r.p.m. (285 hp.)

For airplanes S/N TH-1090 through TH-2124 with 2-bladed propellers
Takeoff and continuous power 2700 r.p.m. (285 hp.)
Normal operating power 2550 r.p.m. (276 hp.)

For airplanes S/N TH-1090 through TH-1395 except TH-1389 with
3-bladed propellers, takeoff and continuous power 2700 r.p.m. (285 hp.)
Normal operating power 2650 r.p.m. (283 hp.)

For airplanes S/N TH-1389, TH-1396 through TH-2124, all operations 2700 r.p.m. (300 hp.)

Airspeed Limits

<table>
<thead>
<tr>
<th>(CAS)</th>
<th>(IAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maneuvering</td>
<td>180 m.p.h. (156 knots)</td>
</tr>
<tr>
<td>Maximum structural cruising</td>
<td>225 m.p.h. (195 knots)</td>
</tr>
<tr>
<td>Never exceed</td>
<td>257 m.p.h. (223 knots)</td>
</tr>
<tr>
<td>Flaps extended 15°</td>
<td>175 m.p.h. (152 knots)</td>
</tr>
<tr>
<td>28°</td>
<td>140 m.p.h. (122 knots)</td>
</tr>
<tr>
<td>Landing gear extended</td>
<td>175 m.p.h. (152 knots)</td>
</tr>
</tbody>
</table>

Pneumatic Pump Limits
For airplanes S/N TH-1472 through TH-1475, TH-1477 through TH-1486, TH-1488, TH-1490 and TH-1497, TH-1499 through TH-2124, and all other airplanes equipped with Beech Kit Dwg. 58-5012 pneumatic pumps are time limited for engine operation to 600 hours for flight into icing conditions.
X - Model 58, Model 58A (cont'd)

C.G. Range (Landing Gear Extended)

Model 58: S/N TH-1 through TH-1395 except TH-1389
(+78.0) to (+86.0) at 5400 lb.
Model 58: S/N TH-1389, TH-1396 through TH-2124 and after
(+78.3) to (+86.0) at 5500 lb. for takeoff
(+78.0) to (+86.0) at 5400 lb. for landing
Model 58A: (+76.6) to (+86.0) at 4990 lb.
Models 58 and 58A: (+74.0) to (+86.0) at 4200 lb. or less
Straight line variation between points given
Landing gear retraction moment (+623 in.-lb.)

Empty Wt. C.G. Range
None

Maximum Weight

Model 58: S/N TH-1 through TH-1395 except TH-1389 5400 lb.
Model 58: S/N TH-1389, TH-1396 through TH-2124
5500 lb. for takeoff
5400 lb. for landing
Model 58A: 4990 lb.

No. of Seats
4 (2 at +75, 2 at +117)
or
5 (2 at +75, 2 at +117, 1 at +150) when Item 603(j) installed
or
6 (2 at +75, 2 at +117, 2 at +150) when Item 603(k) installed

Maximum Baggage and/or Forward compartment (above floorboard) 300 lb. (+15)
Optional Equipment Rear compartment (af to Sta. 170.00) 400 lb. (+150)
(Structural Limits) Aft baggage compartment 120 lb. (+180)
With third and fourth seats removed for cargo, maximum baggage is as follows:
Aft of spar cover to Sta. 170.00 400 lb. (+145)

Fuel Capacity

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baffled or</td>
<td>71 ea.</td>
<td>68 ea.</td>
<td>+82</td>
</tr>
<tr>
<td>reservoir inter-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>connected tank</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>system, ea. wing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>or Optional Item 114</td>
<td>86 ea.</td>
<td>83 ea.</td>
<td>+83</td>
</tr>
<tr>
<td>Baffled or</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>reservoir inter-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>connected tank</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>system, ea. wing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>or Optional Item 117</td>
<td>100 ea.</td>
<td>97 ea.</td>
<td>+84</td>
</tr>
<tr>
<td>Baffled or</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>reservoir inter-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>connected tank</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>system with wet wing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>tip ea. wing</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

See NOTE 1 for data on unusable fuel.

Oil Capacity
12 qt. ea. engine (+43) (includes 5.5 lb. unusable), total capacity 24 qt.
See NOTE 1 for data on system oil.
Control Surface Movements

<table>
<thead>
<tr>
<th>Surface</th>
<th>Movement</th>
<th>Approach</th>
<th>15°</th>
<th>Full down</th>
<th>28°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flaps</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main surfaces</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>Up</td>
<td>20°</td>
<td></td>
<td>Down</td>
<td>20°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>30°</td>
<td></td>
<td>Down</td>
<td>15°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>25°</td>
<td></td>
<td>Left</td>
<td>25°</td>
</tr>
<tr>
<td>Tabs (main surface in neutral)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>Up</td>
<td>10°</td>
<td></td>
<td>Down</td>
<td>10°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>10°</td>
<td></td>
<td>Down</td>
<td>23°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>25°</td>
<td></td>
<td>Left</td>
<td>25°</td>
</tr>
</tbody>
</table>

Serial Nos. Eligible:
Model 58/58A: TH-1 through TH-2124 SEE NOTE 17.

Required Equipment:
For airplanes S/N TH-1 through TH-1395 except TH-1389:
- Items 2(f) and 7(a) or 8(a) or 11(a) or (b), 101(m) and (p) on IO-520-C engines or 101(p) and (q) on the IO-520-CB engines, 102(d), 103(c) or (e), 201(e), 202(a), 205(f), 206(a), 301(m) or (q), 302(d), 401(rr), or 401(vv), or 401(ak) (58, 58A) or 405(c) (58) or 405(e) (58A), 601(f) or (g)

For airplanes S/N TH-1389, TH-1396 through TH-2124:
- Items 13(a) and 13(b), 101(r) and 101(s), 102(f), 103(e), 104(i), 105(d), 201(e), 202(a), 205(f), 206(a), 301(r), 302(e), 401(ap) or (aq), 601(f) or (g)

Instrument Markings:
See NOTE 2(q). For airplane serials not included, refer to the Airplane Flight Manual.

XI - Model G58, Baron, 6 PCLM (Normal Category), Approved December 2, 2005

Engines
2 Continental IO-550-C

Fuel
100/130 minimum grade aviation gasoline

Engine Limits
All operations 2700 r.p.m. (300 hp.)

Airspeed Limits

<table>
<thead>
<tr>
<th>Maneuvering</th>
<th>(CAS)</th>
<th>(CAS)</th>
<th>(IAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>180 m.p.h. (156 knots)</td>
<td>156</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum structural cruising</th>
<th>(CAS)</th>
<th>(CAS)</th>
<th>(IAS)</th>
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</thead>
<tbody>
<tr>
<td>225 m.p.h. (195 knots)</td>
<td>195</td>
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<thead>
<tr>
<th>Never exceed</th>
<th>(CAS)</th>
<th>(CAS)</th>
<th>(CAS)</th>
<th>(CAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>257 m.p.h. (223 knots)</td>
<td>223</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Flaps extended 15°</th>
<th>(CAS)</th>
<th>(CAS)</th>
<th>(CAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>175 m.p.h. (152 knots)</td>
<td>152</td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Flaps extended 28°</th>
<th>(CAS)</th>
<th>(CAS)</th>
<th>(CAS)</th>
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</thead>
<tbody>
<tr>
<td>140 m.p.h. (122 knots)</td>
<td>122</td>
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</table>

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<thead>
<tr>
<th>Landing gear extended</th>
<th>(CAS)</th>
<th>(CAS)</th>
<th>(CAS)</th>
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</thead>
<tbody>
<tr>
<td>175 m.p.h. (152 knots)</td>
<td>152</td>
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</tbody>
</table>

Pneumatic Pump Limits
Pneumatic pumps are time limited for engine operation to 600 hours for flight into icing conditions.

C.G. Range (Landing):
(+78.3) to (+86.0) at 5500 lb. for takeoff
(+78.0) to (+86.0) at 5400 lb. for landing
(+74.0) to (+86.0) at 4200 lb. or less

Straight line variation between points given
Landing gear retraction moment (+623 in.-lb.)

Empty Wt. C.G. Range
None

Maximum Weight
5500 lb. for takeoff
5400 lb. for landing

No. of Seats
6 (2 at +75, 2 at +117, 2 at +150)

Maximum Baggage and/or Optional Equipment (Structural Limits):
Forward compartment (above floorboard) 300 lb. (+15)
Rear compartment (aft to Sta. 170.00) 400 lb. (+150)
Aft baggage compartment 120 lb. (+180)

With third and fourth seats removed for cargo, maximum baggage is as follows:
Aft of spar cover to Sta. 170.00 400 lb. (+145)
Fuel Capacity

<table>
<thead>
<tr>
<th>Tank</th>
<th>Capacity Gal.</th>
<th>Usable Gal.</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baffled or reservoir inter-connected tank system, ea. wing</td>
<td>86 ea.</td>
<td>83 ea.</td>
<td>+83</td>
</tr>
<tr>
<td>or Optional Item 117</td>
<td></td>
<td></td>
<td>+84</td>
</tr>
<tr>
<td>Baffled or reservoir inter-connected tank system with wet wing tip ea. wing</td>
<td>100 ea.</td>
<td>97 ea.</td>
<td></td>
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</tbody>
</table>

See NOTE 1 for data on unusable fuel.

Oil Capacity

12 qt. ea. engine (+43) (includes 5.5 lb. unusable), total capacity 24 qt.

See NOTE 1 for data on system oil.

Control Surface Movements

<table>
<thead>
<tr>
<th>Wing flaps</th>
<th>Approach</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>20°</td>
<td>15°</td>
<td>28°</td>
</tr>
<tr>
<td>Elevator</td>
<td>30°</td>
<td></td>
<td>15°</td>
</tr>
<tr>
<td>Rudder</td>
<td>25°</td>
<td>20°</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Tabs (main surface in neutral)</th>
<th>Approach</th>
<th>Up</th>
<th>Down</th>
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</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>10°</td>
<td>15°</td>
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<tr>
<td>Elevator</td>
<td>10°</td>
<td>20°</td>
<td></td>
</tr>
<tr>
<td>Rudder</td>
<td>25°</td>
<td>20°</td>
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</tbody>
</table>

Serial Nos. Eligible

Model G58: TH-2125 and after SEE NOTE 17.

Required Equipment

Items 13, 101(r) and 101(s), 102(f), 103(e), 104(i), 105(d), 201(h), 202(a), 205(f), 206(a), 210, 301(s), 302(h), 401(at), 601(f) or (g)

Specifications Pertinent to All Models (except G58)

Datum

83.1 inches forward of jack pads on front spar

Leveling Means

Two external screws in bulkhead aft of baggage compartment on left side (use plumb bob).

Certification Basis

Part 3 of the Civil Air Regulations as amended to May 15, 1956, and Paragraphs 23.1385(c), 23.1387(a) and 23.1387(e) of Federal Aviation Regulations, Part 23, dated February 1, 1965, as amended by Amendment 23-12.

Part 36 through Amendment 36-10 of the Federal Aviation Regulations, 95-B55 S/N TC-2285 and after, E55 S/N TE-1171 and after, and 58 S/N TH-1090 through TH-2124.

Type Certificate No. 3A16 issued June 18, 1957, obtained by the manufacturer under delegation option procedures.

Equivalent Safety Findings: CAR 3.663 and CAR 3.757 for 95-B55 and 95-B55A (S/N TC-2003 and up), E55 and E55A (S/N TE-1084 and up), 58 and 58A (S/N TH-273 and up); CAR 3.387 for 95-B55 and 95-B55A (all serials), E55 and E55A (all serials), and 58 and 58A (all serials)

For Models E55 and E55A, TE-1084 through TE-1201, equipped per Beech Kit Dwg. 55-5019 and Models 58 and 58A, S/N TH-1 through TH-1471, TH-1476, TH-1487, TH-1489, TH-1498 equipped per Beech Kit Dwg. 58-5012 or Models 58 and 58A, TH-1472 through TH-1475, TH-1477 through TH-1486, TH-1488, TH-1497, TH-1499 through TH-2124, equipped per Beech Dwg. 58-000059 or Beech Kit Dwg. 58-5012, compliance with ice protection has been demonstrated with FAR 23.775 of Amendment 23-7; 23.773, 23.929 and 23.1419 of Amendment 23-14, 23.1309 of Amendment 23-17;
Specifications Pertinent to All Models (except G58) continued

23.1325, 23.1327, 23.1351, 23.1357 and 23.1547(e) of Amendment 23-20; 23.1416, 23.1559 and 23.1583(h) of Amendment 23-23 and 25.1323(e) of FAR 25 dated February 1, 1965.

Specifications Pertinent to Model G58 only

Datum 83.1 inches forward of jack pads on front spar

Leveling Means Two external screws in bulkhead aft of baggage compartment on left side (use plumb bob).

Certification Basis Part 3 of the Civil Air Regulations as amended to May 15, 1956, and Paragraphs 23.1385(c), 23.1387(a) and 23.1387(e) of Federal Aviation Regulations, Part 23, dated February 1, 1965, as amended by Amendment 23-12.

Part 36 through Amendment 36-10 of the Federal Aviation Regulations

Type Certificate No. 3A16 issued December 2, 2005, obtained by the manufacturer under delegation option procedures.

Equivalent Safety Findings: CAR 3.663, CAR 3.757 and CAR 3.387

Model G58 equipped per Beech Dwg. 58-000059 or Beech Kit Dwg. 58-5012, compliance with ice protection has been demonstrated with FAR 23.775 of Amendment 23-7; 23.773, 23.929 and 23.1419 of Amendment 23-14; 23.1325, 23.1327, 23.1351, 23.1357 and 23.1547(e) of Amendment 23-20; 23.1416, 23.1583(h) of Amendment 23-23 and 25.1323(e) of FAR 25 dated February 1, 1965.

Additional requirements for Garmin G1000 avionics installation

§ 23.303, § 23.307(a), § 23.309, § 23.309, § 23.307(a) All subparagraphs, § 23.1381 All subparagraphs at original issue;
§ 23.395(a)(1), § 23.619, § 23.625, § 23.689(a) All subparagraphs through Amendment 23-7;
§ 23.771(a) through Amendment 23-14;
§ 23.685(a) through Amendment 23-17;
§ 23.1301 All subparagraphs, § 23.1327 All subparagraphs, § 23.1335 All subparagraphs through Amendment 23-20;
§ 23.1501, § 23.1541(a)(b) through Amendment 23-21;
§ 23.603 All subparagraphs, § 23.605(a) through Amendment 23-23;
§ 23.1529 through Amendment 23-26;
§ 23.1523 All subparagraphs through Amendment 23-34;
§ 23.1322 All subparagraphs, § 23.1331 All subparagraphs, § 23.1357(a)(b)(c)(d) through Amendment 23-43;
§ 23.301(a)(b)(c), § 23.561(a)(b)(3), § 23.611 All subparagraphs through Amendment 23-48;
§ 23.777(a)(b), § 23.1337(b)(1) through Amendment 23-51;
Specifications Pertinent to Model G58 only (con’t)

Special Conditions: Garmin AT STC SA01614SE included HIRF Special Condition, 23-173-SC.

Production Basis (all models) Production Certificate No. 8 issued and 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.
<table>
<thead>
<tr>
<th>Propeller and Propeller Accessories (Excepting Deicing Equipment)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Two Hartzell full-feathering propeller installations</td>
<td></td>
</tr>
<tr>
<td>(a) Hubs HC-92ZK-2 with</td>
<td></td>
</tr>
<tr>
<td>(1) Blades 8447B-12A or 8447B-12R, spinner assembly 835-6 or 835-16 or 835-30</td>
<td></td>
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<tr>
<td>75 lb. ea. (+ 22)</td>
<td></td>
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<tr>
<td>or (2) Blades 8447-12A or 8447-12R, spinner assembly 835-6 or 835-16 or 835-30</td>
<td></td>
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<tr>
<td>Pitch settings at 30 in. sta.: low 14°, high 84°</td>
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</tr>
<tr>
<td>Diameter: not over 72 in., not under 70 in. (8447B-12A and 8447-12 blades); not over 72 in., not under 71 in. (8447B-12R and 8447-12R blades)</td>
<td></td>
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<tr>
<td>75 lb. ea. (+ 22)</td>
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<tr>
<td>and (b) Woodward propeller governor (B210195, 210240, 210300 or 210360)</td>
<td></td>
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<tr>
<td>3 lb. ea. (+ 52)</td>
<td></td>
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<tr>
<td>(c) Beech unfeathering accumulator instln. (95-960011 or 95-001046)</td>
<td></td>
</tr>
<tr>
<td>6 lb. ea. (+ 65)</td>
<td></td>
</tr>
<tr>
<td>2. Two McCauley full-feathering propeller instlns.</td>
<td></td>
</tr>
<tr>
<td>(a) Hubs 2AF36C39 with</td>
<td></td>
</tr>
<tr>
<td>(1) Blades 788F-0, spinner assembly PD-2749 or PD-2802</td>
<td></td>
</tr>
<tr>
<td>Pitch settings at 30 in. sta.: low 14.6°, high 83°</td>
<td></td>
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<tr>
<td>Diameter: not over 78 in., not under 76 in.</td>
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<tr>
<td>76 lb. ea. (+ 18)</td>
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<tr>
<td>or (2) Blades 78BFM-0, spinner assembly PD-2749 or PD-2802</td>
<td></td>
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<tr>
<td>Pitch settings at 30 in. sta.: low 14.6°, high 83°</td>
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<tr>
<td>Diameter: not over 78 in., not under 76 in.</td>
<td></td>
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<tr>
<td>76 lb. ea. (+ 18)</td>
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<tr>
<td>and (b) Woodward propeller governor (210355) or (B210438) or (210666) in pairs</td>
<td></td>
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<tr>
<td>3 lb. ea. (+ 26)</td>
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<tr>
<td>(c) Beech unfeathering accumulator instln. per Beech Dwg. 96-960011 or 55-001067</td>
<td></td>
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<tr>
<td>6 lb. ea. (+ 68)</td>
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<tr>
<td>(d) Hubs 2AF34C55 with</td>
<td></td>
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<tr>
<td>(1) Blades 78FF-0, spinner assembly PD-2749 or PD-2802 or D-3831</td>
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<tr>
<td>Pitch settings at 30 in. sta.: low 15.0°, high 79.0°</td>
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<tr>
<td>Diameter: not over 78 in., not under 76 in.</td>
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<tr>
<td>64 lb. ea. (+ 18)</td>
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</tbody>
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1See Note 7.  
**See Note 8.  
***See Note 9.
2. Two McCauley full-feathering propeller installations (cont’d)
   (e) Hub 2AF34C55 with
       (1) Blades 78FF-0, spinner assembly
           PD-3420 or PD-3462 or PD-3404-3
           Pitch settings at 30 in. sta.:
           low 15.0°, high 79.0°
           Diameter: not over 78 in., not under 76 in.
           64 lb. ea. (+ 18)
   and (f) Woodward propeller governor
           (D210439) or (210662) in pairs
           3 lb. ea. (+ 26)

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3. Two McCauley full-feathering propeller installations
   (a) Hubs 2AF36C89
       (1) Blades 78BFS-0, spinner assembly D-2749
           or D-2802
           Pitch settings at 30 in. sta.:
           low 15°, high 79°
           Diameter: not over 78 in., not under 76 in.
           71 lb. ea. (+ 18)
           Airplane Flight Manual Supplement
   and (b) Woodward propeller governor
           (210355) or (B210438) or (210666) in pairs
           3 lb. ea. (+ 26)
   (c) Beech unfeathering accumulator
       instln. per Beech Dwg. 96-960011 or 55-001067
       6 lb. ea. (+ 68)

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4. Two Hartzell full-feathering propeller installations
   (a) Hubs HC-92WK-2 with
       (1) Blades W8447B-12A or W84478-12R spinner assembly 835-16 or 835-30
           75 lb. ea. (+ 22)
       or (2) Blades W8447-12A or W8447-12R,
           spinner assembly 835-16 or 835-30
           Pitch settings at 30 in. sta.:
           low 14°, high 84°
           Diameter: not over 72 in., not under 70 in. (blades W8447B-12A
           and W8447-12A); not over
           72 in., not under 71 in. (blades W8447B-12R and W8447-12R)
           75 lb. ea. (+ 22)
   and (b) Woodward propeller governor
           (B210195, 210240, 210300 OR 210360)
           3 lb. ea. (+ 52)
   (c) Beech unfeathering accumulator
       instln. (95-960011 or 95-001046)
       6 lb. ea. (+ 65)

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1See Note 7.
2See Note 8.
3See Note 9.
4See Note 10.
5. Two McCauley full-feathering propeller installations
   (a) Hubs 3A32C75 with
      (1) Blades 82NB-6, spinner assembly
          PD3499 or PD3605
          Pitch settings at 30 in. sta.:
          low 14.0° ± 2°, high 81.2° min.
          82 lb. ea. (+18)
          Airplane Flight Manual Supplement
          130486 dated December 15, 1965, or
          October 6, 1967 (excluding E55, E55A)
          or low 13.5° ± 2°, high 81.2° min.
          Airplane Flight Manual Supplement
          130486 dated November 12, 1965, required
          Diameter: 76 in., no cutoff permitted.

6. Two Hartzell full-feathering propeller installations
   (a) Hubs HC-F3YR-2 or HC-F3YR-2F or
       HC-F3YR-2UF
      (1) Blades C7479-2R or C7479B-2R or
          FC7479-2R or FC7479B-2R and
          spinner assembly C-3269 or C-3273
          Pitch settings at 30 in. sta.:
          low 14.0° ± 2°, high 81.7° ± 5°
          Diameter: 74 in.
          94 lb. ea. (+6)
   (b) Woodward propeller governor 210456
       X X
       3 lb. ea. (+16)
   (c) Beech unfeathering accumulator
       instlns. (96-960016)
       X X
       7 lb. ea. (+58)

7. Two McCauley full-feathering propeller instlns.
   (a) Hubs D2AF34C30 with
      (1) Blades 78FFO and spinner assembly
          D3953 or D4046
          Pitch settings at 30 in. sta.:
          low 15°, high 79°
          Diameter: not over 78 in., not
          under 76 in.
          69 lb. ea. (+15)

8. Two McCauley full-feathering propeller instlns.
   (a) Hubs D3AF32C35 with
      (1) Blades 82NB-6 and spinner assembly
          PD4068 or PD4069
          Pitch settings at 30 in. sta.:
          low 14.0° ± 2°; high 81.2° ± 3°
          Diameter: 76 in., no cutoff permitted
          85 lb. ea. (+15)

   per Hartzell STC SA795CE
   (a) Hubs BHC-C2YF-2CH or BHC-C2YF-2CHU
       or BHC-C2YF-2CHF or BHC-C2YF-2CHUF or
       DHC-C2YF-2CH or DHC-C2YF-2CHU or
       DHC-C2YF-2CHF or DHC-C2YF-2CHUF
      (1) Blades C8465-6 or FC8465-6 and
          spinner assembly C-2285-1 or C-2285-6

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1See Note 7.
2See Note 8.
3See Note 9.
4See Note 10.
9. Two Hartzell full-feathering propeller instlns. per Hartzell STC SA795CE (cont'd)
   or (b) Hubs PHC-C3YF-2 or PHC-C3YF-2U or PHC-C3YF-2F or PHC-C3YF-2UF
   (1) Blades C8465-6 or FC7663-2R
   and spinner assembly C-3567-1
   and required data:
   Hartzell Manual 115B or later and FAA Approved Airplane Flight Manual
   Supplement dated September 10, 1971, or later for propellers without "U" suffix
   hub designation or dated February 13, 1976, or later for propellers with "U" suffix hub designation

10. Two Hartzell full-feathering propeller instlns. per Hartzell STC SA773CE
   (a) Hubs BHC-C2YF-2C or BHC-C2YF-2CHF or BHC-C2YF-2CU or BHC-C2YF-2CHUF
   (1) Blades C8475-6 or FC8475-6 and spinner assembly C-2285-1 or C-2285-6
   or (b) Hubs PHC-C3YF-2 or PHC-C3YF-2F or PHC-C3YF-2U or PHC-C3YF-2UF
   (1) Blades C7663-2R or FC7663-2R and spinner assembly C-3567-1
   and required data:
   Hartzell Manual 115B or later and FAA Approved Airplane Flight Manual
   Supplement required dated June 1, 1971, or later in Item (a) or (b) for propellers
   without "U" suffix in hub designation; dated October 29, 1975, or later in
   Item (a) or (b) for propellers with "U" suffix in hub designation; dated
   March 26, 1976, or later in Item (a) for propellers with "U" suffix hub designation and C-2285-6 spinner assembly

11. Two Hartzell full-feathering propeller instlns. per Hartzell STC SA773CE
   (a) Hubs BHC-J2YF-2C or BHC-J2YF-2CF or BHC-J2YF-2CU or BHC-J2YF-2CUF
   (1) Blades C8475-6 or FC8475-6 and spinner assembly C-2285 or C-2285-1 or C-2285-6
   or (b) Hubs PHC-J3YF-2 or PHC-J3YF-2F or PHC-J3YF-2U or PHC-J3YF-2UF
   (1) Blades C7663-2R or FC7663-2R and spinner assembly C3567 or C-3567-1
   and required data:
   Hartzell Manual 115B or later and FAA Approved Airplane Flight Manual
   Supplement required dated April 28, 1972, or later in Items (a) or (b) for propellers
   without "U" suffix in hub designation; dated October 29, 1975, or later in
   Item (a) or (b) for propellers with "U" suffix in hub designation; dated March 26, 1976, or later in Item (a) for propellers
   with "U" suffix in hub designation and C-2285-6 spinner assembly

**See Note 8.
***See Note 9.
12. Two Hartzell full-feathering propeller instlns. (for use with air conditioning) per Hartzell STC SA773CE.
   (a) Hubs BHC-J2YF-2CF or BHC-J2YF-2CUF
       (1) Blades FC8475-6 and spinner assembly C-2285-5
           75 lb. ea. (+ 15)
       or (b) Hubs PHC-J3YF-2F or PHC-J3YF-2UF
           (1) Blades FC7663-2R and spinner assembly C-3567-4
               91 lb. ea. (+ 15)
       and required data:
           Hartzell Manual 115G or later and FAA Approved Airplane Flight Manual Supplement
           required dated March 26, 1976, or later.

13. Two McCauley full-feathering propeller instlns.
    (a) Hubs 3AF32C512 with
        (1) Blades 82NEA-5 and spinner assembly D-5309 or D-5310 (with A/C)
            Pitch settings at 30 in. sta.:
            low 15.2° ± 2°, high 82.4° ± 5°
            Diameter: not over 77 in.
            not under 76.5 in.
            82.5 lb. ea. (+ 75)
        and (b) Woodward propeller governor 210662 or B210710 or A210780 or B210800
            3 lb. ea. (+ 26)

Engine and Engine Accessories
(Fuel and Oil Systems)
101. Fuel pumps
    (a) Two electric booster pumps, Bendix 476411 or Beech 58-920054-9.
        2 lb. ea. (+ 88)
    and (b) Two engine-driven, AC Type AH
        3 lb. ea. (+ 53)
    or Two engine-driven AC Type JC
        1 lb. ea. (+ 53)
    or Two engine-driven AC Type JT
        (Lycoming P/N 75148 or 75246)
        1 lb. ea. (+ 53)
    or (c) Two electric booster pumps, Weldon 4032-B
        3 lb. ea. (+ 89)
    and (d) Two engine-driven, Continental 626062-2 or 635135-3 or 638156-3A16
        or 638154-9A10 or 638154-9A11
        or 638154-9A15
        2 lb. ea. (+ 55)

**See Note 8.
***See Note 9.
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<td>3 lb. ea.</td>
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<td>+ 88</td>
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<tr>
<td>(q) Two engine-driven, Continental</td>
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<td>638154-16A3 (IO-520-CB engine only)</td>
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<td>2 lb. ea.</td>
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<td>(r) Two engine-driven, Continental</td>
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<td>643536-1 (IO-520-C engine only)</td>
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<td>3 lb. ea.</td>
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<tr>
<td>(s) Two electric booster pumps</td>
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<td>Dukes Astronautics 4404-00-1</td>
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<td>3 lb. ea.</td>
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<td>+ 88</td>
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</tbody>
</table>

**See Note 8.  
***See Note 9.
102. Two oil radiators
   (a) Harrison 8523517 or 8526250
      2 lb. ea. (+ 30)
   (b) Harrison 8526732 or CMC 626189
      5 lb. ea. (+ 27)
   (c) Modine EPR2036 or CMC 630050,
       637300, 635993 or 639151
      9 lb. ea. (+ 27)
   (d) Continental 633288 or CMC 630050,
       637300, 635993 or 639151
      7 lb. ea. (+ 53)
   (e) Harrison 8535849 or Lycoming 77714
      10 lb. ea. (+ 41)
   (f) Continental 633288
      7 lb. ea. (+ 53)

103. Two carburetor or induction air cleaner
   (a) Air Maze 121128-1
      1 lb. ea. (+ 35)
   (b) Air Maze 122601 or Donaldson P12-8219
      1 lb. ea. (+ 61)
   (c) Air Maze 121128-2 or Donaldson P12-7996
      1 lb. ea. (+ 65)
   (d) Beech 50-389070-7
      1 lb. ea. (+ 56)
   (e) Beech 50-389070-1
      1 lb. ea. (+ 63)
   (f) Airborne Mechanisms
      7 lb. ea. (+ 50)

104. Vacuum pump and/or pressure pump
   (a) Pesco 3P-194FA or Garwin G450L or
       G455L or G455 or G455PM
      3 lb. ea. (+ 50)
   (b) Garwin G455 or G455PM
      3 lb. ea. (+ 56)
   (c) Airborne Mechanisms 113-A-2
      4 lb. ea. (+ 50)
   (d) Beech 50-380090 or 50-38090-1
      5 lb. ea. (+ 56)
   (e) Airborne Mechanisms
      224CW or 232CW
      4 lb. ea. (+ 48)
   (f) Airborne Mechanisms
      200CW or 232CW
      4 lb. ea. (+ 56)
   (g) Airborne Mechanism 200CC
      4 lb. ea. (+ 50)
   (h) Airborne Mechanisms
      212CW or 216CW
      2 lb. ea. (+ 56)
   (i) Airborne Mechanisms
      212CW or 216CW
      2 lb. ea. (+ 56)

---

1 One or two vacuum pumps
2 Two vacuum or pressure pumps
**See Note 8.
***See Note 9.
105. Two starters
   (a) Lycoming 71348 or 72337 (Delco-Remy 1109687) or Lycoming 72464 (Delco-Remy 1109518)
   or Lycoming 72462 (Delco-Remy 1109517) or Lycoming 76212 (Prestolite MHB-4001)
       18 lb. ea. (+ 31)
   (b) Delco-Remy 1108234 (CMC 627841) or Prestolite MHJ4002 (CMC 634433)
       or Prestolite MHJ4003 (CMC 637847)
       16 lb. ea. (+ 55)
   (c) Lycoming 75700 (Prestolite MHB4002)
       18 lb. ea. (+ 22)
   (d) Continental 646275
       14.5 lb. ea. (+ 55)

106. Optional fuel system
      56 gal. capacity ea. wing
      +8 lb. (+ 91)

107. Heated fuel vent masts installed per Beech
      Dwg. 95-001034
      Negligible weight

108. Optional fuel system
      71 gal. capacity ea. wing
      +11 lb. (+ 75)

109. Optional fuel system
      56 gal. capacity ea. wing
      +25 lb. (+ 98)

110. Winterization equipment instln. per
      Beech Dwg. 96-910017 or 55-001068
      2 lb. (+ 24)
      Airplane Flight Manual Supplement P/N 55-001069
dated December 28, 1961, required (excluding
95-B55, S/N TC-1403 and up, and 95-B55A,
S/N TC-1403 and up)
(a) Engine cooling air inlet baffle
(b) Oil radiator air baffle (must be removed for
operation at 70° F. or above O.A.T.)

111. Lycoming IO-360-B1A engines installed
      per Beech Dwg. 95-910001
      Use actual weight change
      Airplane Flight Manual 95-590014-57
      dated January 21, 1962, required in
      lieu of Items 402(a) or (b) or (d)
      Airplane Flight Manual 95-590014-49 dated
      January 5, 1961, required in lieu of Item 401(c)
      Item 101(c) required in lieu of Items 101(a) and (b)

112. Lycoming IO-360-B1B engines installed per Beech
      Dwg. 95-910002
      Use actual weight change
      Airplane Flight Manual 95-590014-65
dated July 29, 1963, required in lieu of Item 401(f).
      Item 101(g) required in lieu of Item 101(e) or (f)

113. 91 gal. capacity
      Fuel system ea. wing
      +21 lb. (+ 95)
      or 103.5 gal. capacity
      Fuel system ea. wing
      +33 lb. (+ 88)

**See Note 8.
***See Note 9.
1See Note 13.
2See Note 14.
114. Optional fuel system
   86 gal. capacity with baffle
   or reservoir ea. wing
   +31 lb. (+76)
   +36 lb. (+91)
   X X X

115. L.H. and/or R.H. main fuel tanks
   (22 or 37 gal. ea.) installed per
   Beech Dwg. 35-9009
   Negligible weight
   X X X X X X X X

116. Optional fuel system
   71 gal. capacity ea. wing
   +36 lb. (+91) and
   -31 lb. (+76)
   X X X

117. Optional fuel system
   100 gal. capacity with baffle or reservoir
   and wet wing tip ea. wing
   +50 lb. (+82)
   X X X

118. Optional fuel system
   71 gal. capacity ea. wing per Beech Dwg. 55-9015.
Airplane Flight Manual Supplement P/N 131350
   revised May 10, 1976, required (95-B55 Serials
   TC-1475 through TC-1480, TC-1575, TC-1579,
   TC-1584, TC-1587 and TC-1593). Wt. and arm
   are determined on each airplane.

Landing Gear
201. Two main wheel-brake assemblies, 6.50-8,
Type III
   (a) Goodyear
   Wheel assembly 9531711
   8 lb. ea. (+96)
   Brake assembly 9531712
   5 lb. ea. (+97)
   X X
   or (b) Goodyear
   Wheel assembly 9532135
   8 lb. ea. (+96)
   Brake assembly 9532167
   5 lb. ea. (+97)
   X X
   or (c) Goodyear
   Wheel assembly 8532135
   8 lb. ea. (+96)
   Brake assembly 9532475, 9532412 or
   9532679
   5 lb. ea. (+97)
   X X X X
   or (d) Beechcraft
   Wheel assembly 96-300001-3 or -51
   8 lb. ea. (+96)
   Brake assembly 96-300001-5
   6 lb. ea. (+97)
   X X X X X X X X
   or (e) Cleveland
   Wheel assembly 40-98
   10 lb. ea. (+96)
   Brake assembly 30-66 or 30-66G
   4 lb. ea. (+97)
   X X X X X X X X X X
   or (f) Cleveland For model D95A.
   Wheel assembly 40-98
   10 lb. ea. (+96)
   Brake assembly 30-66
   4 lb. ea. (+97)
   (Installed per Mod C.O. B73772-D95A only)
X X **See Note 8.
***See Note 9.
### Landing Gear

#### 201. (cont’d)

<table>
<thead>
<tr>
<th>or (g) Cleveland</th>
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</thead>
<tbody>
<tr>
<td>Wheel assembly 40-98</td>
<td>X X</td>
</tr>
<tr>
<td>10 lb. ea. (+ 96)</td>
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<tr>
<td>Brake assembly 30-69 or 30-69 &quot;A&quot;</td>
<td>X</td>
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<tr>
<td>4 lb. ea. (+ 97)</td>
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<thead>
<tr>
<th>or (h) Cleveland</th>
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</thead>
<tbody>
<tr>
<td>Wheel assembly 40-128</td>
<td>X X X</td>
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<tr>
<td>12 lb. ea. (+ 96)</td>
<td>X X</td>
</tr>
<tr>
<td>Brake assembly 30-93B or 30-93C</td>
<td>+ X</td>
</tr>
<tr>
<td>5 lb. ea. (+ 97)</td>
<td></td>
</tr>
</tbody>
</table>

#### 202. (a) Two main wheel 6-ply or 8-ply tires 6.50-8 with regular tubes for use with Item 201. Wheels 9532135 and 96-300001-3 to be modified per Goodyear Dwg. 5R3-123 13 lb. ea. (+ 96)  

<table>
<thead>
<tr>
<th>or (b) Two main wheel 6-ply rating tube-less tires with side inflation to be used with Item 201(b) or (c) or (d)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>12 lb. ea. (+ 96)</td>
<td>X X</td>
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<thead>
<tr>
<th>or (c) Two main wheel 8-ply rating 6.50-8 with regular tubes for use with Item 201(g)</th>
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<tbody>
<tr>
<td>14 lb. ea. (+ 96)</td>
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#### 203. Two main wheel-brake assemblies

<table>
<thead>
<tr>
<th>or (a) Beechcraft</th>
<th></th>
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<tbody>
<tr>
<td>Wheel assembly 95-300001-1, -67 or -73</td>
<td>X</td>
</tr>
<tr>
<td>Brake assembly 95-300001-5 (LH)</td>
<td>X</td>
</tr>
<tr>
<td>Brake assembly 95-300001-6 (RH)</td>
<td>X</td>
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<tr>
<td>12 lb. ea. (+ 97)</td>
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<table>
<thead>
<tr>
<th>or (b) Cleveland For models B95A and D95A</th>
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<tbody>
<tr>
<td>Wheel assembly 40-83</td>
<td>X</td>
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<tr>
<td>Brake assembly 30-54</td>
<td>X</td>
</tr>
<tr>
<td>9 lb. ea. (+ 97)</td>
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<table>
<thead>
<tr>
<th>or (c) Beechcraft For models B95A and D95A</th>
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</thead>
<tbody>
<tr>
<td>Wheel assembly 35-8002-3</td>
<td>X</td>
</tr>
<tr>
<td>Brake assembly 35-8002-5</td>
<td>X</td>
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<tr>
<td>12 lb. ea. (+ 96)</td>
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</table>

#### 204. Two main wheel tires

<table>
<thead>
<tr>
<th>or (a) 7.00-6, Type III, 6-ply tubeless tires with side inflation</th>
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</tr>
</thead>
<tbody>
<tr>
<td>10 lb. ea. (+ 96)</td>
<td>X</td>
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</table>

<table>
<thead>
<tr>
<th>or (b) 7.00-6, Type III, 6-ply rating tires with regular tubes</th>
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<tbody>
<tr>
<td>12 lb. ea. (+ 96)</td>
<td>X</td>
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#### 205. One nose wheel 5.00-5, Type III

<table>
<thead>
<tr>
<th>or (a) Wheel assembly Goodyear 9520653</th>
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</thead>
<tbody>
<tr>
<td>3 lb. (+ 12)</td>
<td>X</td>
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<thead>
<tr>
<th>or (b) Wheel assembly B.F. Goodrich 3-897</th>
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<td>3 lb. (+ 12)</td>
<td>X</td>
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<table>
<thead>
<tr>
<th>or (c) Wheel assembly Goodyear 9532102</th>
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<tbody>
<tr>
<td>4 lb. (+ 12)</td>
<td>X</td>
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<table>
<thead>
<tr>
<th>or (d) Wheel assembly Goodyear 9532669</th>
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<tbody>
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<td>4 lb. (+ 12)</td>
<td>X</td>
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<thead>
<tr>
<th>or (e) Wheel assembly Goodyear 9532926</th>
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<tbody>
<tr>
<td>4 lb. (+ 12)</td>
<td>X</td>
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<table>
<thead>
<tr>
<th>or (f) Wheel assembly Cleveland 40-87</th>
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<tbody>
<tr>
<td>3 lb. (+ 12)</td>
<td>X</td>
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<tr>
<td>3 lb. (+ 0)</td>
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<tr>
<td>3 lb. (+ 10)</td>
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</table>

**See Note 8.**

***See Note 9.*
206. (a) One nose wheel 6-ply rating tire 5.00-5, with regular tube for use with Item 205. Wheels 9532102 or 9532669 modified per Goodyear Dwg. 5R2-365, 5R2-366

<table>
<thead>
<tr>
<th>Item</th>
<th>6 lb. (+ 12)</th>
<th>6 lb. (+ 0)</th>
<th>6 lb. (- 10)</th>
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<tbody>
<tr>
<td></td>
<td>X</td>
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<td>X</td>
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</table>

or
(b) One nose wheel 6-ply rating tubeless tire, 5.00-5 with side inflation to be used with Item 205(c) and (d) only

<table>
<thead>
<tr>
<th>Item</th>
<th>6 lb. (+ 12)</th>
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210. Co-pilot's brakes

<table>
<thead>
<tr>
<th>Item</th>
<th>4 lb. (+ 54)</th>
<th>4 lb. (+ 44)</th>
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Electrical Equipment

301. Generators

<table>
<thead>
<tr>
<th>Item</th>
<th>15 a. generators (Delco-Remy 1101901 or Lycoming 68765) and two 15 a. regulators (Delco-Remy 119144)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>17 lb. ea. (+ 33)</td>
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</table>

(b) Two 25. a. generators (Delco-Remy 1101905 or Lycoming 68871) and two 25 a. regulators (Lycoming 71350 or Delco-Remy 1118976)

<table>
<thead>
<tr>
<th>Item</th>
<th>22 lb. ea. (+ 35)</th>
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<tbody>
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(c) Two 40 a. generators (Delco-Remy 1105052) and two 40 a. regulators (Delco-Remy 1119237C)

<table>
<thead>
<tr>
<th>Item</th>
<th>26 lb. ea. (+ 33)</th>
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<tbody>
<tr>
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(d) Two 25 a. generators (Delco-Remy 1101911 or CMC 627274) and two 25 a. regulators (Delco-Remy 1118976)

<table>
<thead>
<tr>
<th>Item</th>
<th>19 lb. ea. (+ 54)</th>
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<tbody>
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</table>

(e) Two 40 a. generators (Delco-Remy 1105053 or CMC 628010) and two 40 a. regulators (Delco-Remy 1119237C)

<table>
<thead>
<tr>
<th>Item</th>
<th>26 lb. ea. (+ 54)</th>
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<tbody>
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<td>X</td>
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(f) Two 50 a. generators (Delco-Remy 1105057 or CMC 629417) and two 50 a. regulators (Delco-Remy 1119656)

<table>
<thead>
<tr>
<th>Item</th>
<th>24 lb. ea. (+ 54)</th>
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(g) Two 50 a. alternators (CMC 631111 or Delco-Remy 1100685 or 1100718 or 1100747) and two 50 a. regulators (Delco-Remy 9000591) or (Beech 60-3890017) (Overvoltage relay integral part of regulator)

<table>
<thead>
<tr>
<th>Item</th>
<th>13 lb. ea. (+ 54)</th>
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<tbody>
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</table>

(h) Two 50 a. alternators (Lycoming 74879) and two 50 a. regulators (Delco-Remy 9000591) or (Beech 60-3890017) (Overvoltage relay integral part of regulator)

<table>
<thead>
<tr>
<th>Item</th>
<th>13 lb. ea. (+ 33)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

(i) Two 50 a. generators (CMC 632590) or (Delco-Remy 1100723) and two 50 a. regulators (Delco-Remy 9000591) or (Beech 60-389017) (Overvoltage relay integral part of regulator)

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<th>Item</th>
<th>12 lb. ea. (+ 28)</th>
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301. (j) Two 60 a. alternators Beech 96-910004-25 (Ford DOFF-1030-N) or Beech 60-389014 (Ford DOFF-10300-A) or Beech 60-389014-1 (Ford C7FF-10300-C) 12 lb. ea. (+ 18) and two 50 a. regulators (Beech 60-389017) (Overvoltage relay integral part of regulator) 2 lb. ea. (+ 68)

or (k) Two 125 a. generators (Lear-Siegler P/N 30060-004) 29 lb. ea. (+ 18) and two regulators (General Electric CR2795B105A1) 3 lb. ea. (+ 68) and two overvoltage relays (REM 138-5) 1 lb. ea. (+ 68)

or (l) Two 50 a. alternators (CMC 634692) (Prestolite ALT-8403) or (CMC 640393) (Prestolite ALT-8407) or (CMC 641658) (Prestolite ALT-8420) and two 50 a. regulators (Beech 60-389017) (Overvoltage relay integral part of regulator) 13 lb. ea. (+ 54)

(m) Two 50 a. alternators (CMC 634445) (Prestolite ALT-9405) or (CMC 641668) (Prestolite ALT-9422) and two 50 a. regulators (Beech 60-389017) (Overvoltage relay integral part of regulator) 13 lb. ea. (+ 28)

(n) Two 100 a. (Derated to 85 a.) alternators (Teledyne Continental TCM P/N 640053, Prestolite P/N ALV-9401) or (TCM P/N 640789, Prestolite P/N ALV-9407) per Beech kit Dwg. 58-3001-1 or 58-3001-7 Airplane Flight Manual Supplement P/N 131271 dated March 27, 1974 21.6 lb. ea. (+ 27) Airplane Flight Manual Supplement 96-590010-23 dated October 1976 or later required (E55 and E55A S/N TE-1084 and up) (58 and 58A S/N TH-773 through TH-2124)

(o) Two optional 100 a. (Derated to 85 a.) alternators (Teledyne Continental TCM P/N 640789, Prestolite P/N ALV-9407) (E55 and E5A S/N TE-1122 and up) (58 and 58A S/N TH-895 and up) 22 lb. ea. (+ 28) and two regulators (Beech P/N 60-389017-3) (Overvoltage relay is an integral part of the regulator) 1 lb. ea. (0)

**See Note 8.
***See Note 9.
1See Note 11.
301. (cont’d)

|---|-----|------|-----|------|------|-------|-------|------|-----|------|-------|--------|---------|---------|-------|-----|-----|-------|-----|
| (p) | Two optional 100 a. alternators  
(3M alternator P/N 642056 or  
646491 or 3M alternator and hub  
assembly P/N 646844 or 649305)  
and two regulators (Beech P/N 60- 389017-3)(Overvoltage relay is an  
integral part of the regulator)  
1 lb. ea. (+ 28)  
1 lb. ea. (+ 10)  
1 lb. ea. (0)  
1 lb. ea. X X  
X X X | X X |
| (q) | Two 60 a. alternators (3M alternator  
P/N 642055 or 646490 or 3M  
alternator assembly P/N 646845)  
and two regulators (Beech P/N 60- 389017-3)(Overvoltage relay is an  
integral part of the regulator)  
1 lb. ea. (+ 28)  
1 lb. ea. (+ 10)  
1 lb. ea. (0)  
1 lb. ea. | X X X |
| (r) | Two 60 amp alternators (3M  
alternator P/N 646490 or 3M  
alternator assembly P/N 646845)  
and two alternator controls (Beech  
P/N 102-384038-1)(Overvoltage relay  
is an integral part of the regulator)  
1 lb. ea. (+ 39)  
2 lb. ea. | X X |
| (s) | Two optional 100 amp alternators  
(3M alternator P/N 646491 or 3M  
alternator and hub assembly P/N  
646844 or 649305)  
and two alternator controls (Beech  
P/N 102-384038-1)(Overvoltage relay  
is an integral part of the regulator)  
1 lb. ea. (+ 39)  
1 lb. ea. | X X X |
| (t) | Two optional Prestolite 50 amp  
alternators (3M alternator P/N  
641668, Prestolite P/N ALT-9422,  
or 3M alternator and hub assembly  
P/N 641668A1)  
and two alternator controls (Beech  
P/N 102-384038-1)(Overvoltage relay  
is an integral part of the regulator)  
1 lb. ea. (+ 39)  
1 lb. ea. | X X |

302. Battery

|---|-----|------|-----|------|------|-------|-------|------|-----|------|-------|--------|---------|---------|-------|-----|-----|-------|-----|
| (a) | One 24 v. 17 a.hr. (Gill 12-GCAB-9)  
30 lb. (+ 18)  
30 lb. (+ 20)  
30 lb. (+ 32)  
30 lb. | X X X | X X |
| (b) | Two 12 v. 24 a.hr. (Reading S24)  
21 lb. ea. (+ 18)  
21 lb. ea. (+ 20)  
21 lb. ea. (+ 32)  
21 lb. ea. | X X X X | X X |

**See Note 8.
***See Note 9.
302. Battery (cont'd)

| (c) Two 12 v. 24 a.hr. Nickel-Cadmium |
| (Sonotone 22321-CA15A and 22321-CA15B) |
| or (Sonotone/Marathon 27341-1/CA15A and 27341-2/CA15B) installed per Beech Dwg. 95-001031 or Mod. C.O. B75184. |
| 17 lb. ea. ( + 10) |
| 17 lb. ea. ( + 18) |
| 17 lb. ea. ( + 20) |
| 17 lb. ea. ( + 32) |
| or (d) One 24 v. 17 a.hr. (Beech 118654) |
| 30 lb. ea. ( + 10) |
| 30 lb. ea. ( + 18) |
| 30 lb. ea. ( + 20) |
| 30 lb. ea. ( + 32) |
| or (e) Two 12 v. 24 a.hr. Beech 118658 |
| 23 lb. ea. ( + 10) |
| 23 lb. ea. ( + 18) |
| 23 lb. ea. ( + 20) |
| or 58-380056-1 (12V Lead Acid Battery) |
| 21 lb. ea. ( + 10) |
| 21 lb. ea. ( + 18) |
| 21 lb. ea. ( + 20) |
| 21 lb. ea. ( + 32) |
| or (f) One 24 v. 11 a.hr. Nickel-Cadmium (MS24496-1) |
| 34 lb. ea. ( + 32) |
| or (g) One 24 v. 13 a.hr. Nickel-Cadmium (Beech 50-380078-1 or 50-380078) |
| 31 lb. ea. ( + 75) |
| Battery charge current sensor installed per Beech Dwg. 60-3005 (Negligible weight) and Airplane Flight Manual Supplement P/N 131172 dated October 1, 1973, or later required. |
| or (h) Two 24 v. 13.6 a hr. Sealed Lead Acid (Concorde RG24-15) installed per Beech Dwg 58-364100. |

29.5 lbs. ea ( + 10)
### 303. Two landing lights

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(a) General Electric 4523 or 4553
   (Wing leading edge instln.)
   1 lb. ea. (+ 75)

(b) General Electric 4523 or 4553
   (nose cone instln.)
   1 lb. ea. (- 9)

(c) General Electric 4553
   (nose shock strut instln.)
   1 lb. ea. (+ 11)

(d) General Electric 4596 (wing tip instln.)
   1 lb. ea. (+ 81)

(e) General Electric 4596 (nose cone instln.)
   1 lb. ea. (- 16)

(f) General Electric 4596 (nose shock strut instln.)
   1 lb. ea. (+ 8)

(g) General Electric (engine cowling instln.
   used only on aircraft with optional wet
   wing tip fuel) TH-874 and up
   1 lb. ea. (+ 23)

### 304. Relay

(a) Paralleling Delco-Remy 1116902 or
    Lycoming 71349
    1 lb. ea. (+ 49)

or (b) Overvoltage (Beech 50-380058-1 or
      Delco-Remy 1115832 or RBM-138-2) for
      use with Item 301(g) or (h) or (i)
      only when Delco-Remy 9000591
      regulators are used
      1 lb. ea. (+ 49)

or (c) Paralleling (Beech 50-380048-1)
      for use with Item 301(k) only
      Negligible weight

### Interior Equipment

401. DOA Approved Airplane Flight Manual

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**See Note 8.
***See Note 9.
1S/N TC-400 through TC-501.
2See Note 13.
### Interior Equipment (cont’d)

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1See Notes 5 and 14.

2See Note 8.

3See Note 9.

4See Note 10.

5See Note 11.

6See Note 12.

7See Note 13.

8See Note 14.
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1See Note 5  
**See Note 8  
***See Note 9  
5See Notes 5 and 10  
6See Notes 5 and 14  
7See Note 10  
8See Notes 5 and 15.
Interior Equipment (cont’d)

401. (ah) Pilot’s Operating Handbook and Airplane Flight Manual P/N 96-590011-17 dated October 1976 or later (S/N TC-2003 and up) X 1

(aj) Pilot’s Operating Handbook and Airplane Flight Manual P/N 96-590010-17 dated October 1976 or later (S/N TE-1084 and up) X 1

(ak) Pilot’s Operating Handbook and Airplane Flight Manual P/N 58-590000-21 dated October 1976 or later (S/N TH-773 through TH-2124)


(aml) Pilot’s Operating Handbook and Airplane Flight Manual P/N 55-590000-65 dated November 1978 or later (S/N TC-1 through TC-504 except TC-350 and TC-371) 5 5


(ar) Pilot’s Operating Handbook and Airplane Flight Manual P/N 96-590010-29 dated July 1979 or later (TC-150 and TE-1 through TE-942, except TE-918) 2 2 2 2 2 2

(as) Pilot’s Operating Handbook and Airplane Flight Manual P/N 96-590010-31 dated March 1979 or later (TE-938, TE-943 through TE-1083) 3 3


1See Note 5.
**See Note 8.
***See Note 9.
2See Note 10.
3See Note 12.
4See Notes 5 and 12.
5See Note 13.
6See Note 14.
7See Note 15.
8See Notes 5 and 15.
### 402. Heater installation

(a) Beech 95-550000 cabin heater (modified surface combustion model 83A28)
   48 lb. (+22)

(b) Beech 95-550001-1, -19, -23
   45 lb. (+19)

(c) Beech 95-550001-3, -21, -25
   35 lb. (+22)

(d) Beech 95-550002-1, or -195 or -221
   45 lb. (+18)

(e) Beech 95-550002-3, or -197 or -223
   40 lb. (+20)

(f) Beech 95-550002-199 or -219
   45 lb. (+6)

(g) Beech 95-550002-209 or -225
   51 lb. (+7)

(h) Beech 95-550002 Series
   45 lb. (-4)

(i) Beech 58-550021 Series
   38 lb. (+11)

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### 403. Air conditioner installation

(a) Beech 35-05005-1 (including water)
   18 lb. (+118)

(b) Beech 96-555000
   100 lb. (+116)

(c) Beech 96-555001
   97 lb. (+112)

(d) Beech 58-555001 (refrigeration type)
   95 lb. (+73)

(e) Beech 58-555001-3 (refrigeration type)
   95 lb. (+75)

(f) Beech 58-555003 Series (refrigeration type)
   95 lb. (+75)
   Airplane Flight Manual Supplement P/N 58-590000-23 dated October 1983 or later

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**See Note 8.
***See Note 9.

### 404. T-type dual control column

(a) Beech 95-524034
   3 lb. (+72)

(b) Beech 95-524045
   3 lb. (+72)

(c) Beech 95-524043-3 and -5
   3 lb. (+72)

(d) Beech 96-524020
   3 lb. (+72)

(e) Beech 95-524034-7
   3 lb. (+72)

(f) Beech 58-524038-1
   3 lb. (+72)

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**See Note 8.
***See Note 9.
405. Pilot's Check List

(a) 96-590010-3 dated February 11, 1972, or later (S/N TE-768 through TE-879)  
(b) 96-590008-1 dated April 29, 1974, or later  
(c) 58-590000-3 dated February 11, 1972, or later (S/N TH-1 through TH-263)  
(d) 96-590029-1 dated February 11, 1972, or later (S/N TE-768 through TE-879)  
(e) 58-590014-1 dated February 11, 1972, or later (S/N TH-1 through TH-263)

<table>
<thead>
<tr>
<th>Deicing Equipment (Propeller, Surface and Windshield)</th>
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<tbody>
<tr>
<td>501. Propeller Anti-Icer</td>
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<tr>
<td>(a) 1.5 gal. fluid tank, pump and lines for use with</td>
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<tr>
<td>propeller Item 1(a)(1) per Beech Dwg. 95-960006</td>
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<tr>
<td>or 95-001027 (Weight includes 11 lb. fluid)</td>
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<tr>
<td>19 lb. (+ 39) (Fluid arm +39)</td>
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<tr>
<td>(b) 3.0 gal. fluid tank, pump and lines for use with</td>
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<tr>
<td>propeller Item 2(a)(1) or 2(d)(1) or 2(e)(1) or 3(a)(1)</td>
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<tr>
<td>per Beech Dwg. 96-960006 Series or 55-001057-1</td>
</tr>
<tr>
<td>or Hartzell propellers (STC SA795CE for BHC-C2Y two-blade</td>
</tr>
<tr>
<td>or PHC-C3Y three-blade propellers) installed per Beech</td>
</tr>
<tr>
<td>Dwg. 96-960006 Series (Weight includes 22 lb. fluid)</td>
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<tr>
<td>31 lb. (+35) (Fluid arm +33)</td>
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<tr>
<td>(c) 3.0 gal. fluid tank, pump and lines for use with</td>
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<tr>
<td>propeller Item 1(a)(1) or 4(a)(1) per Beech Dwg. 95-960007</td>
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<tr>
<td>or 55-001057-3. (Weight includes 22 lb. fluid)</td>
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<tr>
<td>31 lb. (+35) (Fluid arm +33)</td>
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<tr>
<td>(d) 3.0 gal. fluid tank, pump and lines for use with</td>
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<tr>
<td>propeller Item 2(a)(1) or 5(a)(1) or Hartzell</td>
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<tr>
<td>propellers (STC SA773CE for BHC-C2Y two-blade or PHC-C3Y</td>
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<tr>
<td>three-blade propellers) installed per Beech Dwg. 96-960008</td>
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<tr>
<td>Series. (Weight includes 22 lb. fluid)</td>
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<tr>
<td>31 lb. (+25) (Fluid arm +21)</td>
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<tr>
<td>(e) B.F. Goodrich electric propeller deicing system,</td>
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<tr>
<td>used in conjunction with Hartzell HC-A3 three-bladed</td>
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<tr>
<td>propellers (STC SA126CE), installed per Beech Dwg. 96-960009</td>
</tr>
<tr>
<td>or 55-4010 14 lb. (+ 31)</td>
</tr>
<tr>
<td>or used in conjunction with Hartzell PHC-C3Y three-bladed</td>
</tr>
<tr>
<td>propellers (STC SA795CE) installed per Beech Dwg. 96-960022</td>
</tr>
<tr>
<td>14 lb. (+ 31) Airplane Flight Manual Supplement</td>
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<tr>
<td>P/N 130478 dated July 26, 1965, or later required.</td>
</tr>
<tr>
<td>(Excluding 95-B55/B55A S/N TC-1403 and up.)</td>
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<tr>
<td>(f) B.F. Goodrich electric propeller deicing system</td>
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<tr>
<td>for use with propeller Item 6(a)(1) per Beech Dwg. 96-960018</td>
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<tr>
<td>9 lb. (+18)</td>
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**See Note 8.  
***See Note 9.  
1See Note 10.  
2See Note 14.
<table>
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<tr>
<th>Deicing Equipment (Propeller, Surface and Windshield) (contd)</th>
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<tbody>
<tr>
<td>501. (g) 3.0 gal. fluid tank, pump and lines for use with propeller Item 7(a)(1) or Hartzell two-blade propellers (STC SA773CE) for BHC-J2Y two-blade propellers) installed per Beech Dwg. 96-960008 Series. (Weight includes 22 lb. fluid)</td>
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<tr>
<td>(h) 3.0 gal. fluid tank, pump and lines for use with propeller Item 8(a)(1) or Hartzell propellers (STC SA773CE) for PHC-J3Y three-blade propellers) installed per Beech Dwg. 96-960008 Series. (Weight includes 22 lb. fluid)</td>
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<tr>
<td>(i) 3.0 gal. fluid tank, pump and lines for use with Hartzell propeller Item 12(a)(1) or 12(b)(1) per Beech Dwg. 96-960008 Series. (Weight includes 22 lb. fluid)</td>
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<tr>
<td>(j) 3.0 gal. fluid tank, pump and lines for use with McCauley propeller Item 13(a) per Beech Dwg. 96-960008 Series. (Weight includes 22 lb. fluid)</td>
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<tr>
<td>502. Surface Deicer</td>
</tr>
<tr>
<td>(b) Reservoir bottle located aft of Sta. 12.00 66 lb. (+ 75)</td>
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<tr>
<td>(c) Reservoir bottle located forward Sta. 12.00 66 lb. (+ 68)</td>
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<tr>
<td>503. Surface deicer, wing and tail deicer boots</td>
</tr>
<tr>
<td>B.F. Goodrich type 23 installed per B.F. Goodrich STC SA1-395 and Beech Dwg. 95-970000-125 or 95-001037 or per Beech Dwg. 95-970000-129 or 95-001065, or per Beech Dwg. 95-970000-147, or per Beech Dwg. 95-970000-185 or 55-001088, or per Beech Dwg. 95-970000-187 or Mod. C.O. B85503 Weight includes 7 lb. air charged at 3000 psi. Airplane Flight Manual Supplement P/N 95-590014-47 dated April 12, 1960, revised March 10, 1961, or dated October 1978 or later, required.</td>
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<tr>
<td>(a) Reservoir bottle located aft of Sta. 12.00 66 lb. (+ 75)</td>
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<tr>
<td>(b) Reservoir bottle located forward Sta. 12.00 66 lb. (+ 68)</td>
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1 S/N TC-191 through TC-399 (except TC-350 and TC-371)
2 S/N TC-400 through TC-501
3 See Note 8.
4 See Note 9.
### 504. Surface deicer, B.F. Goodrich type 23 wing and tail deicer boots and automatic cycling controls.


- Excluding 95-B55/B55A, S/N TC-1403 and up

#### (a) Beech Dwg. 96-970001-1 or -79
- 48 lb. (+110)
- X X X 3 3 2 2

#### (b) Beech Dwg. 96-970001-3
- 47 lb. (+106)
- X

#### (c) Beech Dwg. 55-001087 or 55-4002
- 48 lb. (+110)
- X X X

#### (d) Beech Dwg. 55-001087
- 47 lb. (+106)
- X

#### (e) Beech Dwg. 96-970002 Series or Mod.
- C.O. B88449
- 49 lb. (+110)
- X

#### (f) Beech Dwg. 96-970002 Series
- 47 lb. (+103)
- X

#### (g) Beech Dwg. 96-970004 Series
- 41 lb. (+137)
- X

- 40 lb. (+135)
- 37 lb. (+133)
- 38 lb. (+134)
- X X

### 505. (a) Goodyear electro-thermal propeller deicer

- X X X X

- 11 lb. (+30)
- or B.F. Goodrich electric propeller deicing system used in conjunction with Hartzell BHC-C2Y two-bladed propellers

- STC SA795CE installed per Beech Dwg. 96-960022
- STC SA773CE installed per Beech Dwg. 96-960021
- 13 lb. (+30)

- Airplane Flight Manual Supplement P/N 55-590000-51 dated July 9, 1964, or later required

- Excluding E55, E55A, 95-B55, 95-B55A, S/N TC-1403 and up

#### (b) B.F. Goodrich electric propeller deicing system used in conjunction with McCauley 3AF32C three-bladed propeller installed per Beech Dwg. 96-960010 or 55-9008
- 14 lb. (+31)
- or used in conjunction with Hartzell PHC-C3Y three-bladed propellers

- (STC SA773CE) installed per Beech Dwg. 96-960020
- 15 lb. (+31)

- Airplane Flight Manual Supplement P/N 130478 dated July 26, 1965, or later required (excluding E55/E55A)

---

1. S/N TD-526 through TD-533
2. See Note 8.
3. See Note 9.
4. See Note 10.
5. See Note 14.
Deicing Equipment (cont’d)

505. (c) B.F. Goodrich electric propeller deicing system for use with propeller Item 7(a)(1) per Beech Dwg. 96-960007 or for use with Hartzell BHC-J2Y two-bladed propellers (STC SA773CE) installed per Beech Dwg. 96-960021

11 lb. (+ 27)

(d) B.F. Goodrich electric propeller deicing system for use with propeller Item 8(a)(1) or Hartzell PHC-J3Y three-bladed propellers (STC SA773CE) installed per Beech Dwg. 58-960010

12 lb. (+ 29)

(c) B.F. Goodrich electric propeller deicing system for use with

(1) Hartzell propeller Item 12(a)(1) installed per Beech Dwg. 96-960021 Series

11 lb. (+ 27)

or

(2) Hartzell propeller Item 12(b)(1) installed per Beech Dwg. 58-960010 Series

12 lb. (+ 29)

(f) McCauley electric propeller deicing system for use with

506. Surface Deicer

(a) B.F. Goodrich type 23 wing and tail deicer boots and automatic cycling controls per Beech Dwg. 96-970002-3

49 lb. (+110)

(b) B.F. Goodrich type 23 wing and tail deicer boots and automatic cycling controls per Beech Dwg. 96-970003 Series

44 lb. (+114)

(c) B.F. Goodrich type 23 wing and tail deicer boots and automatic cycling controls per Beech Dwg. 96-970005 Series

39 lb. (+138)

propeller Item 13(a), installed per Beech Dwg. 58-960019

8 lb. (+ 26)

9 lb. (+ 26) (with air cond.)

507. Surface deicer, B.F. Goodrich type 25 wing and tail deicer boots and automatic cycling controls (pressure or vacuum pump weight change not included)

(a) Beech Dwg. 96-970002 Series

33 lb. (+115)

(b) Beech Dwg. 96-970004 Series

26 lb. (+156)

26 lb. (+153)

(95-B55 and 95-B55A, S/N TC-2003 and up) (58 and 58A S/N TH-1 through TH-1471)


**See Note 8.

***See Note 9.
### Models 58 and 58A, S/N TH-1472 through TH-1486, TH-1490 and TH-2124

G58 are approved for flight into icing conditions when equipped per Beech Dwg.

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### Miscellaneous (not listed above)

#### 601. Stall warning indicator insln., weight negligible

- (a) Safe-Flight 35-361025-1
- (b) Safe-Flight No. 168-3 (heated) or No. 190-3 (heated) installed per Dwg. 95-970000 Series or 95-001038 or 58-361013
- (c) Safe-Flight No. 151-3 or No. 151-10
- (d) Safe-Flight No. 168-2 or No. 190-3 (heated)
- (e) Safe-Flight No. 168-3 (heated) or No. 190-3 (heated) installed per Dwg. 96-970003 Series
- (f) Safe-Flight No. 151-7 or No. 190-3 (heated)
- (g) Safe-Flight No. 151-6 (heated) or No. 190-3 (heated)
- (h) Safe-Flight No. 168-2 or No. 190-3 (heated) or No. 168-3 (heated) installed per Dwg. 96-970003 Series
- (i) Safe-Flight No. 151-7 or No. 190-3 (heated)
- (j) Safe-Flight No. 151-6 (heated) or No. 190-3 (heated)

#### 602. Heated pitot head installation

- 1 lb. (+ 75)
- 1 lb. (+ 2)
- 1 lb. (- 8)

#### 603. Optional seating arrangements per Beech Dwgs:

- (a) 95-534014, 95-534015, 95-534016
  - 15 lb. (+139)
- (b) 95-534022 (fifth seat)
  - 20 lb. (+153)
- (c) 95-534022-81 (fifth seat)
  - 20 lb. (+153)
- (d) 96-534039 or 55-001071, Mod. C.O. B78772 or 55-001071
  - 25 lb. (+155)
  - Airplane Flight Manual Supplement P/N 55-590000-33 dated June 14, 1962, or December 18, 1962 (for 400 lb. rear baggage limitation) required
- (e) 95-534022-83 (fifth seat)
  - 20 lb. (+153)
- (f) 96-534051 Series or 35-001120 (fifth seat) and Airplane Flight Manual Supplement P/N 55-590000-33 dated December 18, 1962
  - 13 lb. (+155)
- (g) 96-534051 Series or 35-001120 (fifth and sixth seat instln.) and Airplane Flight Manual Supplement P/N 55-590000-33 dated Dec 18, 1962
  - 26 lb. (+155)
- (h) 96-534051-73 (fifth folding seat)
  - 13 lb. (+155)
- (i) 96-534051-75 (fifth and sixth folding seats)
  - 26 lb. (+155)

**See Note 8.**  
***See Note 9.***  
^2See Note 10.  
^3See Note 11.  
^4See Note 12.  
^5See Note 13.  
^6See Note 14.  
^7See Note 15.  
^8See Note 16.  
^9See Note 17.  
^10See Note 18.
| Miscellaneous (not listed above) (cont’d) | D55 | D55A | E55 | E55A | E56TC | AS6TC | AS8** | 95 | B95 | B95A | D95A | D95 | E95 | 95-55 | 95-B55 | 95-B55A | 95-B55B | 95-C55 | 95-C55A | 95A*** | 95A** | 98A** | 98C** |
|------------------------------------------|-----|------|-----|------|-------|-------|-------|----|-----|------|------|-----|-----|-------|-------|--------|--------|--------|--------|--------|--------|
| 603. (j) 36-530011 Series (fifth seat)   | X   | X    | X   | X    |       |       |       | X  | X   | X    | X    | X   | X   | X     | X     | X      | X      | X      | X      | X      | X      | X      | X      |
| 16 lb. (+155)                            |     |      |     |      |       |       |       |    |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (k) 36-530011 Series (fifth and sixth)   | X   | X    | X   | X    |       |       |       | X  | X   | X    | X    | X   | X   | X     | X     | X      | X      | X      | X      | X      | X      | X      | X      |
| seat instln.)                             |     |      |     |      |       |       |       |    |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 32 lb. (+155)                            |     |      |     |      |       |       |       |    |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (l) 58-530061 (club seating) (third and fourth aft facing seats) | X   |       |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 40 lb. (+106) (replaces third and fourth forward facing seats) |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 40 lb. (+117) fifth and sixth forward facing seats |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 32 lb. (+155)                            |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (m) 58-530204 Series or 106-530025 Series | X   | X    | X   | X    |       |       |       | X  | X   | X    | X    | X   | X   | X     |      |         |         |         |         |         |         |         |         |         |
| (fifth seat instln.)                     |     |      |     |      |       |       |       |    |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 15 lb. (+155)                            |     |      |     |      |       |       |       |    |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (n) 58-530204 Series or 106-530025 Series | X   | X    | X   | X    |       |       |       | X  | X   | X    | X    | X   | X   | X     |      |         |         |         |         |         |         |         |         |         |
| (fifth and sixth seat instln.)           |     |      |     |      |       |       |       |    |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 30 lb. (+155)                            |     |      |     |      |       |       |       |    |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (p) 58-530183 Series or 102-530100 Series | X   |       |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (club seating instln.) (third and fourth aft facing seats) |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 50 lb. (+106) (replaces third and fourth facing seats 50 lb. at +122) |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (fifth and sixth forward facing seats)  |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 30 lb. (+155)                            |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (q) Vertical adjusting (co-pilot’s seat) per Beech Dwg. 106-530060-15 | X   |       |     |      |       |       |       |   | X   |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 23 lb. (+75)                             |     |      |     |      |       |       |       |   | X   |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (r) 106-530057 Series (fifth seat instln.) | X   | X    | X   | X    |       |       |       |   | X   |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 15 lb. (+155)                            |     |      |     |      |       |       |       |   | X   |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (s) 106-530057 Series (fifth and sixth seat instln.) | X   | X    | X   | X    |       |       |       |   | X   |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 30 lb. (+155)                            |     |      |     |      |       |       |       |   | X   |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| (t) 106-530061 Series (club seating instln.) (third and fourth aft facing seats) | X   |       |     |      |       |       |       |   | X   |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 50 lb. (+106) (replaces third and fourth forward facing seats) |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 50 lb. (+122) fifth and sixth forward facing seats) |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |
| 30 lb. (+155)                            |     |      |     |      |       |       |       |   |     |      |      |     |     |       |       |         |         |         |         |         |         |         |         |

**See Note 8.
***See Note 9.

Supplements required as follows: (a) through (d)
(B95, B95A, 95-55); (e) and (f) P/N 130017 dated July 14, 1961, or 65-001021-25 dated March 28, 1962 (95-55, 95-A55, 95-B55);
(g), (i) and (o) P/N 95-590001-5 dated October 6, 1961, or January 7, 1964 (all models except 95-B55B and 56TC); (h) and (m) P/N 130046 dated January 4, 1962 (B95, B95A); (i) through (l) and (r) P/N 130043 dated May 7, 1963, or August 10, 1962 (95-A55);
or dated March 22, 1963, or December 24, 1963 or dated December 21, 1963 (95-B55); or P/N 55-590000-47 dated March 13, 1964 (95-B55, S/N TC-602 and up); or P/N 55-590000-53 dated December 28, 1964 (95-B55, S/N TC-837 and up); (n) P/N 130046 dated December 6, 1961 (95-55); (o), (p) and (q) P/N 65-001021-25 dated March 28, 1962 (B95, B95A, 95-55, 95-A55); (v) P/N 130388 dated October 25, 1966 (95-55, 95-A55, 95-B55); (w) and (x) 95-590014-67 dated August 19, 1964, or May 25, 1966, or later (D95A, 95-B55, 95-C55); (y) P/N 55-590000-59 dated July 8, 1965 (95-55, 95-A55, 95-B55); (z) and (aa) P/N 95-590014-67 dated May 25, 1966 (D95A, 95-B55, 95-C55); (bb) P/N 55-590000-63 dated September 12, 1966 (95-C55); (cc) P/N 130739 dated October 6, 1967, or later (D55)

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</tr>
<tr>
<td>55 lb. (+176)</td>
</tr>
<tr>
<td>(l)  Beech H-14 with altitude controller, auto-trim and ILS coupler per Beech Dwg. 96-500002-5 or 55-001072 or 55-001075</td>
</tr>
<tr>
<td>56 lb. (+175)</td>
</tr>
<tr>
<td>(m)  Sperry SP-2A with altitude hold per Beech Dwg. 95-001044-7</td>
</tr>
<tr>
<td>30 lb. (+161)</td>
</tr>
<tr>
<td>(n)  Sperry SP-2A per Beech Dwg. 55-001060-7</td>
</tr>
<tr>
<td>25 lb. (+151)</td>
</tr>
<tr>
<td>(o)  Sperry SP-3 per Beech Dwg. 95-001044-1</td>
</tr>
<tr>
<td>32 lb. (+160)</td>
</tr>
<tr>
<td>(p)  Sperry SP-3 with altitude hold per Beech Dwg. 95-001044-1</td>
</tr>
<tr>
<td>37 lb. (+166)</td>
</tr>
<tr>
<td>(q)  Sperry SP-3 course director coupler per Beech Dwg. 96-500000 with Item 604(e) or (f) and ARC CD-1 or CD-3 or CD-4 course director</td>
</tr>
<tr>
<td>5 lb. (+212)</td>
</tr>
<tr>
<td>(r)  Beech H-14 with altitude controller, auto-trim and ILS-OMNI coupler per Beech Dwg. 96-500002-13 or 55-001072 or 55-001075</td>
</tr>
<tr>
<td>56 lb. (+175)</td>
</tr>
<tr>
<td>(s)  Beech H-14 heading selector per Beech Dwg. 18-500022 or 55-001072 or 55-001075 for use only with Items 604(i), (j), (k), (l) or (r)</td>
</tr>
<tr>
<td>1 lb. (+68)</td>
</tr>
<tr>
<td>(t)  Tactair T-3 autopilot instln. per Beech Dwg. 95-500000 or Tactair Dwg. A-2461</td>
</tr>
<tr>
<td>13 lb. (+145)</td>
</tr>
<tr>
<td>(u)  Altitude hold instln. per Beech Dwg. 95-500000-1 or Tactair Dwg. A-1521 or A-1950</td>
</tr>
<tr>
<td>2 lb. (+58)</td>
</tr>
<tr>
<td>(v)  Beech H-14 right engine vacuum instln. per Beech Dwg. 55-001084 for use only with Item 604(i), (j), (k), (l) or (r)</td>
</tr>
<tr>
<td>5 lb. (+50)</td>
</tr>
<tr>
<td>(w)  Tactair T-3AL autopilot instln. per Beech Dwg. 96-500006 or Tactair Dwg. B-2589</td>
</tr>
<tr>
<td>15 lb. (+133)</td>
</tr>
<tr>
<td>(x)  Tactair T-3AL autopilot instln. per Beech Dwg. 95-500001 or Tactair Dwg. B-2588</td>
</tr>
<tr>
<td>15 lb. (+133)</td>
</tr>
</tbody>
</table>

**See Note 8.**

***See Note 9.
### Miscellaneous

| 604. | 
| --- | --- |
| (y) Bendix M4C autopilot instln. per Beech Dwg. Mod C.O. B99377 | X X X X |
| 57 lb. (+159) | |
| (z) Tactair T-3ALL autopilot instln. per Beech Dwg. 96-500007 or Tactair Dwg. A-3110 | X X X X |
| 15 lb. (+133) | |
| (aa) Tactair T-3ALL autopilot instln. per Beech Dwg. 95-500002 or Tactair Dwg. A-3108 | X |
| 15 lb. (+133) | |
| (bb) Beech H-14 with altitude controller auto-trim, ILS-OMNI coupler and electric heading selector per Beech Dwg. Mod. C.O. C12597 or 96-500009 | X X |
| 53 lb. (+169) | |
| (cc) Beech H-14 with altitude controller auto-trim, S-OMNI coupler and electric heading selector per Beech Dwg. 96-500008 | X |
| 60 lb. (+183) | |
| (dd) Beech H-14 with altitude controller, auto-trim, ILS-OMNI coupler and electric heading per Beech Dwg. 96-500038 | X |
| 56 lb. (+180) | |
| (ee) Beech H-14 with altitude controller, auto-trim, ILS-OMNI coupler and electric heading selector per Beech Dwg. 96-500009-69 through -79 Series | X X |
| 57 lb. (+177) | |

| 605. | 
| --- | --- |
| Emergency static source instln. | |
| (a) Beech Dwg. 95-010839 or Beech Dwg. 96-324068 (Basic) Airplane Flight Manual Supplement P/N 95-590014-45 dated March 10, 1961, required (S/N TD-534 through TD-619) or dated March 17, 1965, required (S/N TD-620 through TD-707) | X X X X |
| P/N 55-590000-21 dated November 9, 1960, required (S/N TC-371, TC-502 through TC-875) or dated March 17, 1965, required (S/N TC-876, TC-878, TC-880, TC-881, TC-898 through TC-954) | 1 1 2 |
| Weight negligible | |
| (b) Beech Dwg. 58-5006 | X |
| Item 401(ac) or (ad) required (S/N TC-371, TC-502 through TC-954) | X |
| Item 401(ac) required (S/N TC-955 through TC-1156) | X |
| Item 401(ad) required (S/N TC-1157 through TC-1372) | X |
| Item 401(af) required (S/N TC-502 through TC-1372) | |
| Item 401(pp) required (S/N TE-768 through TE-832) | X |
| Item 401(rr) required (S/N TH-1 through TH-106) | X |
| Weight negligible | |
### 606. Oxygen Installation

|   | DSS | DSSA | ESS | ESSA | AS6TC | AS6TC* | B95 | B95A | DSSA | FSS | FSSA | S6-SS | S6-SSA | S6-SSS | S6-SSBB | S6-SSC | S6-SSD | S6-SSSA | S6-SSB* | S6-SSA** | G58 |
|---|-----|------|-----|------|-------|--------|-----|-----|------|-----|-----|-------|-------|--------|--------|--------|--------|--------|--------|-------|
| (a) | X | X | X | | | | | | | | | | | | | | | | | |
| (b) | | | | | | | X | | | | | | | | | | | | | |
| (c) | | | | | | | | | | | | | | | | | | | | | |
| (d) | | | | | | | | | | | | | | | | | | | | | |
| (e) | | | | | | | | | | | | | | | | | | | | | |
| (f) | | | | | | | | | | | | | | | | | | | | | |
| (g) | | | | | | | | | | | | | | | | | | | | | |
| (h) | | | | | | | | | | | | | | | | | | | | | |
| (i) | | | | | | | | | | | | | | | | | | | | | |
| (j) | | | | | | | | | | | | | | | | | | | | | |
| (k) | | | | | | | | | | | | | | | | | | | | | |
| (l) | | | | | | | | | | | | | | | | | | | | | |
| (m) | | | | | | | | | | | | | | | | | | | | | |
| (n) | | | | | | | | | | | | | | | | | | | | | |
| (o) | | | | | | | | | | | | | | | | | | | | | |
| (p) | | | | | | | | | | | | | | | | | | | | | |
| (q) | | | | | | | | | | | | | | | | | | | | | |
| (r) | | | | | | | | | | | | | | | | | | | | | |

**See Note 8.**

***See Note 9.
606. Oxygen installation (cont'd)

<table>
<thead>
<tr>
<th>(s)</th>
<th>High pressure per Beech Dwg. 58-560000 and 58-56001 (49 cu. ft. fwd. bottle instnl.)</th>
<th>33 lb. (+56)</th>
<th>33 lb. (+46)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(t)</td>
<td>High pressure per Beech Dwg. 58-560000 and 58-56001 (65 cu. ft. fwd. bottle instnl.)</td>
<td>39 lb. (+54)</td>
<td>39 lb. (+44)</td>
</tr>
<tr>
<td>(u)</td>
<td>High pressure per Beech Dwg. 58-560000 and 58-56001 (114 cu. ft. fwd. bottle instnl.)</td>
<td>57 lb. (+50)</td>
<td></td>
</tr>
<tr>
<td>(v)</td>
<td>High pressure per Beech Dwg. 58-560001 49 cu. ft. fwd. bottle instnl.</td>
<td>34 lb. (+50)</td>
<td>35 lb. (+50)</td>
</tr>
<tr>
<td></td>
<td>or 66 cu. ft. fwd. bottle instnl.</td>
<td>40 lb. (+48)</td>
<td>41 lb. (+48)</td>
</tr>
</tbody>
</table>

607. Aft baggage compartment instnl. per Beech Dwg. Mod. C.O. B82155 or 96-400000-3. Combined weight of luggage and/or equipment must not exceed 120 lb. Loading placard P/N 96-534050 required.

12 lb. (+181)


3 lb. (+100)

609. Elevator electrical trim control instnl. per Beech Dwg. 96-524031 Series or Beech Dwg. 55-3014

3 lb. (+205)


<table>
<thead>
<tr>
<th>DSS</th>
<th>DSSA</th>
<th>ESS</th>
<th>ESSA</th>
<th>S5TC</th>
<th>A56TC</th>
<th>S8**</th>
<th>95</th>
<th>95-55</th>
<th>95-A55</th>
<th>95-B55</th>
<th>95-B55A</th>
<th>95-B55B</th>
<th>S5A</th>
<th>S5A**</th>
<th>S5A***</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**See Note 8.

***See Note 9.

1See Note 11.
611. Models 58 and 58A are approved for flight with both utility doors removed when provisions for utility door removal are made per Beech Drawing 58-430010.

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

612. Area navigation equipment installed per applicable Beech dwgs.


613. Loran Navigation Equipment installed per applicable Beech drawings.


**See Note 8.
***See Note 9.
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 locations must include system (undrainable) oil (not included in oil capacity) and unusable fuel (not included in usable fuel) as follows:

<table>
<thead>
<tr>
<th>Unusable Fuel Weight</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>(lb.)</td>
<td></td>
</tr>
</tbody>
</table>

(a) Models 95 and B95  Standard fuel system or optional Item 106  41 +79


(c) Models 95-B55 and 9-B55A  (S/N TC-1608 and up)  Standard fuel system or optional Item 116  36 +79

(d) Models E55 and E55A  (S/N TE-938, TE-943 and up)  Standard fuel system or optional items 114 and 116 36 +79

(e) Models B95A, D95A, and E95  Standard fuel system or optional Item 109  41 +79

(f) Model 95-B55B  Standard fuel system  41 +79

(g) Models 58 and 58A  Standard fuel system or optional Item 114 or optional Item 117  36 +79

(h) Models 56TC and A56TC  Item 113 with unbaffled Inboard leading edge tanks in either or both wings  (1) 25 +79  (2) 114 +76

Item 113 with baffled Inboard leading edge tanks (1) Prior to compliance with S.I. 0559-281, Rev. 1. (2) After compliance with S.I. 0559-281, Rev. 1  25 +79  36 +78

(j) Model 95-B55 (S/N TC-1475 through TC-1480, TC-1575 TC-1579, TC-1584, TC-1587 and TC-1593)  Optional Item 118  36 +79

(k) Model G58  Standard fuel system  36 +79

Unusable Oil Weight (lb.) Arm

All models except 56TC and A56TC  9 +42

56TC and A56TC  0

NOTE 2. The following placards and/or markings must be displayed in locations indicated:

(a) L.H. side adjacent to pilot (excluding Models 95-B55B, 56TC and A56TC)  
"This airplane must be operated as a normal category airplane in compliance with the Airplane Flight Manual. No acrobatic maneuvers including spins approved."

(b) On inside rear baggage compartment door:  
"Baggage compartment. Load in accordance with Airplane Flight Manual. Maximum structural capacity 400 pounds."

or when extended baggage compartment is installed:  
"Baggage compartments: Load in accordance with Airplane Flight Manual (or weight and balance data). Maximum structural capacity - Main compartment 400 pounds - Aft compartment 120 pounds."
NOTE 2. (cont’d)
(c) In plain view when nose baggage compartment is open:
"Baggage compartment. Load in accordance with Airplane Flight Manual (or weight and
balance data). Maximum structural capacity - 270 lb. (or 300 lb. - See NOTE 3)."

(d) Adjacent to cabin door handle:
"Rotate to full locked position."

(e) On left cabin sidewall below window sill and close to emergency exit release handle when more than five seats
are installed:
"Emergency exit - Pull pin - Push window out."

(f) L.H. side below ignition switch panel (Model 95-B55B only):
"Normal and Utility Category. This airplane must be operated as a Normal or Utility
Category airplane in compliance with the operating limitations stated in the form of
placards, markings and manuals. No acrobatic maneuvers approved except those in the
Airplane Flight Manual."

(g) L.H. cabin side adjacent to ignition switch panel (Model 56TC and A56TC only)
"This airplane must be operated as a Normal Category airplane in compliance with the
operating limitations stated in the form of placards, markings and manuals (Pilot's
Check List). Occupied seats must be in upright position during takeoff and landing.
Maximum weight 5990 lb. No acrobatic maneuvers including spins approved.

Maximum speed w/landing gear extended (normal)
(TG-1 through TG-71) 165 m.p.h. (143 knots)
(TG-72 and up) 175 m.p.h. (152 knots)
Max. speed with flaps extended (15° down) 175 m.p.h. (152 knots)
Max. speed with flaps extended (normal) 144 m.p.h. (125 knots)
Max. design maneuver speed 183 m.p.h. (159 knots)
Minimum control speed single engine 97 m.p.h. (84 knots)
Max. structural cruising speed (S.L. to 20,000 ft. alt.) 233 m.p.h. (202 knots)
Max. structural cruising speed (25,000 ft. alt.) 222 m.p.h. (193 knots)
Max. structural cruising speed (30,000 ft. alt.) 214 m.p.h. (186 knots)
Never exceed speed (S.L. to 20,000 ft. alt.) 262 m.p.h. (227 knots)
Never exceed speed (25,000 ft. alt.) 249 m.p.h. (216 knots)
Never exceed speed (30,000 ft. alt.) 240 m.p.h. (208 knots)

(h) Floating instrument panel near airspeed indicator (Model 56TC, A56TC):
"See limitations placard for 'max structural cruise' and 'never exceed' limits"

(i) On lower side well adjacent to pilot:
"Warning - Emergency airspeed static source - see Airplane Flight Manual (Pilot's Check List)
emergency procedures for airspeed and altimeter calibration - on-emergency off-normal."

(j) On pilot's storm window: (Excluding Models E55, E55A, A56TC, 58, G58, 58A, 95-B55 (S/N TC-1403 and up)
and 95-B55A (S/N TC-1403 and up))
"Caution - Do not open above 145 m.p.h. (126 knots)."

(k) Between front seats on spar cover:
"Emergency landing gear - Instructions to extend - Engage handle in rear of front seat
and turn counterclockwise as far as possible (50 turns)."

(l) On middle windows:
"Latch windows before takeoff."
"Do not open in flight."

(m) On oxygen console:
"Warning - Do not smoke while oxygen is in use. Hose plug must be pulled out to stop flow of oxygen."
(n) L.H. cabin side adjacent to ignition switch panel (Model E55 S/N TE-768 through TE-879):

“This airplane must be operated as a Normal Category airplane in compliance with the operating
limitations stated in the form of placards, markings and manual. (Pilot's Check List). Occupied seats must
be in upright position during takeoff and landing. Maximum weight 5300 lb. No acrobatic maneuvers
including spins approved.

- Max. speed w/landing gear extended (normal) 175 m.p.h. (152 knots)
- Max. speed with flaps extended (15° down) 175 m.p.h. (152 knots)
- Max. speed with flaps extended (normal) 140 m.p.h. (122 knots)
- Max. design maneuver speed 180 m.p.h. (156 knots)
- Minimum control speed single engine 93 m.p.h. (81 knots)
- Max. structural cruising speed 225 m.p.h. (195 knots)
- Never exceed speed 257 m.p.h. (223 knots)

(o) L.H. cabin side adjacent to ignition switch panel (Model 58 S/N TH-1 through TH-263):

“This airplane must be operated as a Normal Category airplane in compliance with the operating
limitations stated in the form of placards, markings and manual. (Pilot's Check List). Occupied seats must be in upright
position during takeoff and landing. Maximum weight 5400 lb. No acrobatic maneuvers including spins approved.

- Max. speed w/landing gear extended (normal) 175 m.p.h. (152 knots)
- Max. speed with flaps extended (15° down) 175 m.p.h. (152 knots)
- Max. speed with flaps extended (normal) 140 m.p.h. (122 knots)
- Max. design maneuver speed 180 m.p.h. (156 knots)
- Minimum control speed single engine 93 m.p.h. (81 knots)
- Max. structural cruising speed 225 m.p.h. (195 knots)
- Never exceed speed 257 m.p.h. (223 knots)

(p) L.H. cabin side adjacent to ignition switch panel (S/N TE-768 through TE-879 (E55A);
S/N TH-1 through TH-263 (58A)):

“This airplane must be operated as a Normal Category airplane in compliance with the operating
limitations stated in the form of placards, markings and manual. (Pilot's Check List). Occupied seats must
be in upright position during takeoff and landing. Maximum weight 4990 lb. No acrobatic maneuvers
including spins approved.

- Max. speed w/landing gear extended (normal) 175 m.p.h. (152 knots)
- Max. speed with flaps extended (15° down) 175 m.p.h. (152 knots)
- Max. speed with flaps extended (normal) 140 m.p.h. (122 knots)
- Max. design maneuver speed 180 m.p.h. (156 knots)
- Minimum control speed single engine 93 m.p.h. (81 knots)
- Max. structural cruising speed 225 m.p.h. (195 knots)
- Never exceed speed 257 m.p.h. (223 knots)

(q) Instrument Markings:

Models E55 and E55A (S/N TE-768 through TE-879):

- Airspeed
  - Red Radial 257 m.p.h. (223 knots)
  - Yellow Arc 225 - 257 m.p.h. (195 - 223 knots)
  - Green Arc 88 - 225 m.p.h. (76 - 195 knots)
  - White Arc 77 - 140 m.p.h. (67 - 122 knots)
  - Blue Radial 115 m.p.h. (100 knots)

- Oil Temp.
  - Yellow Radial 75° F.
  - Green Arc 75° - 240° F.
  - Red Radial 240° F.

- Oil Pressure
  - Red Radial 30 p.s.i.
  - Green Arc 30 - 60 p.s.i.
  - Red Radial 100 p.s.i.

- Fuel Quantity
  - Yellow Arc E. to 1/2 Standard Fuel
  - Yellow Arc E. to 1/4 Optional Fuel

- Cylinder Head Temp.
  - Green Arc 200° - 460° F.
  - Red Radial 460° F.
(q) Instrument Markings: (cont’d)
Models E55 and E55A (S/N TE-768 through TE-879) (cont’d)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Red Radial</th>
<th>Green Arc (Cruise)</th>
<th>Green Arc (Takeoff and Climb)</th>
<th>Red Radial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Flow and Pressure</td>
<td>1.5 p.s.i.</td>
<td>9.7 - 170 g.p.h.</td>
<td>17.8 - 24.3 g.p.h.</td>
<td>17.5 p.s.i.</td>
</tr>
<tr>
<td>Tachometer</td>
<td></td>
<td></td>
<td>Green Arc2000 - 2700 r.p.m.</td>
<td></td>
</tr>
<tr>
<td>Manifold Pressure</td>
<td></td>
<td></td>
<td>Red Radial 2700 r.p.m.</td>
<td></td>
</tr>
<tr>
<td>Pressure Gauge</td>
<td></td>
<td>Yellow Arc 2.5 - 3.5 in. hg.</td>
<td>Red Radial 29.6 in. hg.</td>
<td></td>
</tr>
<tr>
<td>or</td>
<td></td>
<td>Green Arc 3.5 - 5.5 in. hg.</td>
<td>Yellow Arc 5.5 - 6.5 in. hg.</td>
<td></td>
</tr>
<tr>
<td>or</td>
<td></td>
<td>(red buttons source failure indicators)</td>
<td>(red buttons source failure indicators)</td>
<td></td>
</tr>
<tr>
<td>Pressure Gauge</td>
<td>Green Arc4.3 - 5.9 in. hg.</td>
<td>(red buttons source failure indicators)</td>
<td>(red buttons source failure indicators)</td>
<td></td>
</tr>
<tr>
<td>Deice Pressure Automatic System</td>
<td>Red Radial 9 p.s.i.</td>
<td>Green Arc9 - 20 p.s.i.</td>
<td>Red Radial 20 p.s.i.</td>
<td></td>
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<td></td>
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<td></td>
<td>White Arc84 - 144 m.p.h. (73 - 125 knots)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Blue 121 m.p.h. (105 knots)</td>
<td></td>
</tr>
<tr>
<td>Oil Temp.</td>
<td>Green Arc38° - 118° C.</td>
<td>Red Radial 118° C.</td>
<td>Red Radial 38° C.</td>
<td></td>
</tr>
<tr>
<td>Oil Pressure</td>
<td>Green Arc60 - 90 p.s.i.</td>
<td>Red Radial 25 and 100 p.s.i.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cylinder Head Temp.</td>
<td>Green Arc121° - 232° C.</td>
<td>Red Radial 246° C.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Flow</td>
<td>Green Arc12 - 50 g.p.h.</td>
<td>55 percent15.5 - 18 g.p.h.</td>
<td>65 percent18 - 21 g.p.h.</td>
<td>75 percent21 - 24 g.p.h.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Takeoff 39.5 - 44 g.p.h.</td>
<td>Takeoff 10K - 1000 r.p.m.</td>
<td></td>
</tr>
<tr>
<td>Tachometer</td>
<td>Green Arc2350 - 2900 r.p.m.</td>
<td>Red Radial 2900 r.p.m.</td>
<td>Red Radial 41.5 in. hg.</td>
<td></td>
</tr>
<tr>
<td>Manifold Pressure</td>
<td>Green Arc14 - 41.5 in. hg.</td>
<td>Red Radial 41.5 in. hg.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turbine Inlet Temp.</td>
<td>Red Radial 1650° F.</td>
<td>Green Arc3.5 in. hg. - 5.5 in. hg.</td>
<td>Yellow Arc 5.5 in. hg. - 6.5 in. hg.</td>
<td></td>
</tr>
<tr>
<td>Pressure Gauge</td>
<td>Green Arc4.3 in. hg. - 5.9 in. hg.</td>
<td>(red buttons source failure indicators)</td>
<td>(red buttons source failure indicators)</td>
<td></td>
</tr>
<tr>
<td>Pressure Gauge or</td>
<td>Red Radial 9 p.s.i.</td>
<td>Green Arc9 - 20 p.s.i.</td>
<td>Red Radial 20 p.s.i.</td>
<td></td>
</tr>
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<td>Deice Pressure</td>
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<tr>
<td>Propeller Anti-Ice</td>
<td>Green Arc14 - 18 amps.</td>
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Models 58 and 58A (S/N TH-1 through TH-263)

Airspeed
- Red Radial: 257 m.p.h. (223 knots)
- Yellow Arc: 225 - 257 m.p.h. (195 - 223 knots)
- Green Arc 95 - 225 m.p.h. (82 - 195 knots)
- White Arc 83 - 140 m.p.h. (72 - 122 knots)
- Blue Radial: 115 m.p.h. (100 knots)

Oil Temp. Yellow Radial
- 75° F.
- Green Arc 75° - 240° F.
- Red Radial 240° F.

Oil Pressure
- Red Radial: 30 p.s.i.
- Green Arc 30 - 60 p.s.i.
- Red Radial 100 p.s.i.

Cylinder Head Temp.
- Green Arc 200° - 460° F.
- Red Radial 460° F.

Fuel Flow and
- Red Radial: 1.5 p.s.i.
- Green Arc (Cruise) 9.7 - 17.0 g.p.h.

Fuel Quantity
- Yellow Arc: E. to 1/8

Oil Pressure
- Red Radial: 30 p.s.i.
- Green Arc 30 - 60 p.s.i.
- Red Radial 100 p.s.i.

Cylinder Head Temp.
- Green Arc 200° - 460° F.
- Red Radial 460° F.

Fuel Flow and
- Red Radial: 1.5 p.s.i.
- Green Arc (Cruise) 9.7 - 17.0 g.p.h.

Pressure Gauge
- Yellow Arc 2.5 - 3.5 in. hg.
- Green Arc 3.5 - 5.5 in. hg.
- Yellow Arc 5.5 - 6.5 in. hg.

Pressure Gauge
- Green Arc 4.3 - 5.9 in. hg.

Deice Pressure
- Automatic System
  - Red Radial: 9 p.s.i.
  - Green Arc 20 - 20 p.s.i.
  - Red Radial: 20 p.s.i.

Fuel Quantity
- Yellow Arc: E. to 1/8

(r) On pilot's shock mounted instrument panel or immediately forward of the fuel selector handles for the following models with 25 gal. or 40 gal. main fuel tanks installed:

- 95, B95, B95A, D95A, E95, 95-55, 95-A55, 95-C55, 95-C55A, D55, D55A, 95-B55
  - 95-B55A (40 gal. tanks - S/N TC-502 through TC-1298).
  - 95-B55B (40 gal. tanks - S/N TF-1 through TF-65).

"Takeoff and land on main tanks only. Turning type takeoffs or takeoffs immediately following a fast taxi turn prohibited. Refer to FAA Flight Manual for other fuel System Limitations."

Note: This placard not required when both L.H. and R.H. main fuel tanks are installed in the above aircraft per Item 115.

(s) Between Fuel Selector Handles:
"Use auxiliary tanks and crossfeed in level flight only" (Excluding Models 56TC, A56TC, 58, G58 and 58A)
"Use crossfeed in level flight only" (Models 95-B55 and 95-B55A S/N TC-1608 and up)
(Modes E55 and E55A S/N TE-938, TE-943 and up)
(Modes 58, G58 and 58A)

(t) On pilot's shock mounted instrument panel or on fuel selector panel or fuel selector cover in full view of pilot:
"Do not take off if fuel quantity gages indicate in yellow arc or with less than 13 gallon in each main tank."

(u) Model G58 (S/N TH-2173 and on)

In full view of the pilot:
"NO SMOKING"
NOTE 3. Airplane S/N's TC-955 and up are eligible for a maximum weight of 5100 lb. extended forward C.G. range, flap extension speed of 140 m.p.h. (122 knots) and forward baggage compartment loading of 300 lb. S/N's TC-371, TC-502 through TC-954 are eligible for 5100 lb. gross weight when modified in accordance with Beech Aircraft Kit Dwg. 55-4014.

NOTE 4. The following information shall be provided in the form of placards, markings or manuals (Pilot's Check List) (Models 56TC and A56TC only):

(a) Maximum altitude loss during stall recovery is 450 ft.
(b) Maximum flight maneuver load factor: flaps up 3.8G, flaps down 2.0G.
(c) Weight and balance data.

NOTE 5. Airplane S/N TC-502 and up (Model 95-B55), TE-1 through TE-451 (Model 95-C55), TE-452 through TE-767 (Model D55) and TE-768 and up (Model E55) are eligible for a maximum gross weight of 4990 lb. and model designation of 95-B55A, 95-C55A, D55A and E55A, respectively, when modified in accordance with Beech Aircraft Dwg. 96-590028. Airplane S/N TH-1 through TH-2124 (Model 58) are eligible for a maximum gross weight of 4990 lb. and model designation of 58A when modified in accordance with Beech Aircraft Dwg. 58-590013.

NOTE 6. One 60 amp alternator listed in 301(q) can be used as a spares replacement for one 50 amp alternator listed in 301(m) per Beech Kit 55-3020.

NOTE 7. The following information shall be provided in the form of placards, markings or manuals (Pilot's Check List) (Models 56TC and A56TC only):

(a) Maximum altitude loss during stall recovery is 450 ft.
(b) Maximum flight maneuver load factor: flaps up 3.8G, flaps down 2.0G.
(c) Weight and balance data.

NOTE 8. Model 58A Serial Nos. eligible TH-1389, TH-1396 through TH-2124.


NOTE 17. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: 58, G58: TH-1780 and up.
Contact Raytheon Aircraft Company as necessary to obtain availability information concerning the drawings and kits which are referenced by this publication.

In addition to the placards specified above, the operating limitations indicated by an asterisk (*) under Sections I through X of this aircraft specification must also be displayed by permanent markings. Fuel filler opening may be marked in accordance with FAR 23.1557(c) with word "fuel," and minimum grade, or CAR 3.767(a) with word "fuel," minimum octane rating and usable quantity.

.....END.....