

1.9 OIL

(a) Oil Capacity (U.S. quarts)		12
(b) Oil Specification	Refer to latest issue of Lycoming Service Instruction 1014.	
(c) Oil Viscosity per Average Ambient Temp. for Starting		
	SINGLE	MULTI
(1) Above 60°F	50	40 or 50
(2) 30°F to 90°F	40	40
(3) 0°F to 70°F	30	40 or 20W-30
(4) Below 10°F	20	20W-30

1.11 MAXIMUM WEIGHTS

(a) Maximum Takeoff Weight (lbs.)		3600
(b) Maximum Landing Weight (lbs.)		3600
	FORWARD	AFT
(c) Maximum Weights in Baggage Compartments	100	100

1.13 STANDARD AIRPLANE WEIGHTS*

(a) Standard Empty Weight (lbs.): Weight of a standard airplane including unusable fuel, full operating fluids and full oil.	2082
(b) Maximum Useful Load (lbs.): The difference between the Maximum Takeoff Weight and the Standard Empty Weight.	1518

1.15 BAGGAGE SPACE

	FORWARD	AFT
(a) Compartment Volume (cubic feet)	7.0	17.3
(b) Entry Width (inches)	16.0	48.0
(c) Entry Height (inches)	22.0	26.0

1.17 SPECIFIC LOADING

(a) Wing Loading (lbs. per sq. ft.)	20.6
(b) Power Loading (lbs. per hp)	12.0

*These values are approximate and vary from one aircraft to another. Refer to Figure 6-5 for the Standard Empty Weight value and the Useful Load value to be used for C.G. calculations for the aircraft specified.

SECTION 2 LIMITATIONS

2.1 GENERAL

This section provides the "FAA Approved" operating limitations, instrument markings, color coding and basic placards necessary for operation of the airplane and its systems.

Limitations associated with those optional systems and equipment which require handbook supplements can be found in Section 9 (Supplements).

2.3 AIRSPEED LIMITATIONS

SPEED	KIAS	KCAS
Never Exceed Speed (V_{NE}) - Do not exceed this speed in any operation.	191	189
Maximum Structural Cruising Speed (V_{NO}) - Do not exceed this speed except in smooth air and then only with caution.	150	150
Design Maneuvering Speed (V_A) - Do not make full or abrupt control movements above this speed.		
At 3600 LBS. G.W.	132	132
At 2170 LBS. G.W.	107	109

CAUTION

Maneuvering speed decreases at lighter weight as the effects of aerodynamic forces become more pronounced. Linear interpolation may be used for intermediate gross weights. Maneuvering speed should not be exceeded while operating in rough air.

Maximum Flaps Extended Speed (V_{FE}) - Do not exceed this speed with the flaps extended.	109	109
Maximum Landing Gear Extension Speed - Do not exceed this speed when extending the landing gear.	129	130
Maximum Landing Gear Retraction Speed - Do not exceed this speed when retracting the landing gear.	106	109
Maximum Landing Gear Extended Speed (V_{LE}) - Do not exceed this speed with the landing gear extended.	129	130

2.21 FUEL LIMITATIONS

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|--|--------------|
| (a) Total Capacity | 98 U.S. GAL. |
| (b) Unusable Fuel | 4 U.S. GAL. |
| The unusable fuel for this airplane has been determined as 2.0 gallons in each wing in critical flight attitudes (2.0 gallons is the total per side, each side having two interconnected tanks). | |
| (c) Usable Fuel | 94 U.S. GAL. |
| The usable fuel in this airplane has been determined as 47.0 gallons in each wing (47.0 gallons is the total per side, each side having two interconnected tanks). | |

2.23 OPERATING ALTITUDE LIMITATIONS

Flight above 20,000 feet is not approved. Flight up to and including 20,000 feet is approved if equipped with oxygen in accordance with F.A.R. 23.1441 and avionics in accordance with F.A.R. 91 or F.A.R. 135.

2.25 NOISE LEVEL

The noise level of this aircraft is 78.6 dBA.

No determination has been made by the Federal Aviation Administration that the noise levels of this airplane are or should be acceptable or unacceptable for operation at, into, or out of, any airport.

The above statement notwithstanding the noise level stated above has been verified by and approved by the Federal Aviation Administration in noise level test flights conducted in accordance with F.A.R. 36, Noise Standards - Aircraft Type and Airworthiness Certification. This aircraft model is in compliance with all F.A.R. 36 noise standards applicable to this type.

2.27 FLIGHT WITH REAR CABIN DOOR OR REAR CABIN DOOR AND CARGO DOOR REMOVED

The following limitations must be observed in the operation of this airplane with the rear cabin door or rear cabin door and cargo door removed:

- (a) The airplane may be flown with the rear cabin door or rear cabin door and cargo door removed. Flight with the front door removed is not approved.
- (b) Maximum speed - 144 KIAS
- (c) No smoking.
- (d) All loose articles must be tied down and stowed.
- (e) Jumper's static lines must be kept free of pilot's controls and control surfaces.
- (f) Operation approved VFR flight conditions only.