

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

| | | | |
|-------------|-----------|------------|------------------|
| | | | 3A23 |
| | | | Revision 30 |
| | | | MAULE |
| Bee Dee M-4 | M-5-180C | MXT-7-160 | M-4-180V |
| M-4 | M-5-200 | MX-7-180A | |
| M-4C | M-5-210C | MXT-7-180A | |
| M-4S | M-5-210TC | MX-7-180B | |
| M-4T | M-5-220C | M-7-235B | |
| M-4-180C | M-5-235C | M-7-235A | |
| M-4-180S | M-6-180 | M-7-235C | |
| M-4-180T | M-6-235 | MX-7-180C | |
| M-4-210 | M-7-235 | M-7-260 | |
| M-4-210C | MX-7-235 | MT-7-260 | |
| M-4-210S | MX-7-180 | M-7-260C | |
| M-4-210T | MX-7-420 | M-7-420AC | |
| M-4-220 | MXT-7-180 | MX-7-160C | |
| M-4-220C | MT-7-235 | MX-7-180AC | |
| M-4-220S | M-8-235 | M-7-420A | |
| M-4-220T | MX-7-160 | MT-7-420 | |
| | | | January 26, 2006 |

TYPE CERTIFICATE DATA SHEET NO. 3A23

This data sheet which is part of Type Certification No. 3A23 prescribes conditions and limit under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: MAULE AEROSPACE TECHNOLOGY, INC.
2099 GEORGIA HIGHWAY 133 SOUTH
MOULTRIE, GEORGIA 31768

I. Model Bee Dee M-4, 4 PCLM (Normal Category), Approved August 10, 1961

Model M-4, 4 PCLM (Normal Category), Approved February 21, 1963

Model M-4C, 4 PCLM (Normal Category), Approved October 7, 1965

(Same as Model M-4 except for modified right fuselage truss, larger rear doors to facilitate cargo loading, and other minor changes.)

Model M-4S, 4 PCLM (Normal Category), Approved March 15, 1966

(Same as Model M-4 except for minor changes.)

Model M-4T, 2 PCLM (Normal Category), Approved March 15, 1966

(Same as Model M-4C except no rear seats or rear door and other minor changes.)

Engine Continental O-300-A or B

Fuel 80/87 minimum grade aviation gasoline

Engine limits For all operations, 2700 rpm (145 hp) (See NOTE 3)

| | | | | | | | | | | | | | | | | | | | | | |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Page No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| Rev. No. | 30 | 29 | 30 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 26 | 29 | 30 | 30 | 30 | 29 | 29 |

| | | | | | | | | | | | | | | | | | | | | | |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Page No. | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 |
| Rev. No. | 27 | 30 | 29 | 29 | 29 | 29 | 29 | 30 | 29 | 29 | 30 | 29 | 30 | 30 | 30 | 29 | 29 | 30 | 30 | 30 | 30 |

| | | | | | | | |
|----------|----|----|----|----|----|----|----|
| Page No. | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| Rev. No. | 30 | 30 | 30 | 30 | 29 | 29 | 29 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|---|---|------|--|---------|------------|--------------|----------|-------------|--------------|--------------|-------------|---|--|----------------|--|--|-------------|--|--------|---------------|--------------|------------|---------------|--------------|
| Propeller and propeller limits | McCauley 1A170-DM7460 Diameter: Not over 74 in., not under 73 in. No further reduction permitted. Static rpm at maximum permissible throttle setting: Not over 2200, not under 2100 No additional tolerance permitted. McCauley 1C172-MDM7647 to 7656 (Eligible on s/n 24, 46-94, 1C-11C, 1S-3S, 1T-3T) (Eligible on s/n 3-23, 25-45 when modified per Maule Modification Kit No. 36) Diameter: Not over 76 in., not under 74.5 in. No further reduction permitted. Static rpm at maximum permissible throttle setting: Not over 2250, not under 2100 No additional tolerance permitted. | | | | | | | | | | | | | | | | | | | | | | | | |
| Airspeed limits (CAS) | <u>Landplane and Skiplane:</u> (See NOTE 11) | | | | | | | | | | | | | | | | | | | | | | | | |
| C.G. range | <u>Landplane:</u> (+15.0) to (+23.0) at 2100 lbs. (+11.0) to (+23.0) at 1400 lbs. or less NOTE: With fuel in optional auxiliary tanks, aft C.G. restricted to (+18.0). See Service Bulletin No. 18, Airplane Flight Manual Supplement (AFMS) No. 4 is required. <u>Skiplane:</u> Models M-4, M-4C with Fli-Lite 3000 MK IIIA Skis (+13.0) to (+23.0) at 1850 lbs. (+10.6) to (+23.0) at 1550 lbs. or less Models M-4, M-4C with FluiDyne A2000A Skis (+15.0) to (+23.0) at 2100 lbs. (+11.0) to (+23.0) at 1400 lbs. or less Straight line variation between points given. | | | | | | | | | | | | | | | | | | | | | | | | |
| Empty weight C.G. range | None | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum weight | <u>Landplane:</u> 2100 lbs. <u>Skiplane:</u> Fli-Lite 3000 MK IIIA Skis: 1850 lbs. Federal A2000A Skis: 2100 lbs. | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of seats | 4 (2 at +18 to +21, 2 at +53) (Bee Dee M-4, M-4, M-4C, M-4S) 2 (+18 to +21) (M-4T) | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum baggage | 100 lbs. (+72) (Bee Dee M-4, M-4) 100 lbs. (+20), 350 lbs. (+42) (M-4C, M-4S, M-4T) 250 lbs. (+70) (M-4C, M-4S) | | | | | | | | | | | | | | | | | | | | | | | | |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) | | | | | | | | | | | | | | | | | | | | | | | | |
| Oil capacity | 8 qt. (-37), 4 qt. Minimum (See NOTE 1 for data on system oil.) | | | | | | | | | | | | | | | | | | | | | | | | |
| Control surface movements | <table border="0"> <tr> <td>Wing flaps</td> <td>Down</td> <td>1st Notch 15° ±3° 2nd Notch 35° ±3°</td> </tr> <tr> <td>Aileron</td> <td>Up 20° ± 1</td> <td>Down 20° ±1°</td> </tr> <tr> <td>Elevator</td> <td>Up 25° ± 2°</td> <td>Down 21° ±1°</td> </tr> <tr> <td>Elevator tab</td> <td>Up 14° ± 1°</td> <td>Down 25° ±1° (Bee Dee M-4, s/n 3-14, M-4, s/n 15-43, unless modified by Maule SL#9 dated 11/8/65)</td> </tr> <tr> <td></td> <td>Up 8° + 2°/-1°</td> <td>Down 25° ±1° (M-4, s/n 44-94, unless modified by Maule SL#9 dated 11/8/65)</td> </tr> <tr> <td></td> <td>Up 11° ± 3°</td> <td>Down 25° ±1° (All M-4C, S, and T and M-4, s/n 3-94 modified by Maule SL#9 dated 11/8/65)</td> </tr> <tr> <td>Rudder</td> <td>Right 21° ±1°</td> <td>Left 21° ±1°</td> </tr> <tr> <td>Rudder tab</td> <td>Right 48° ±4°</td> <td>Left 48° ±4°</td> </tr> </table> | Wing flaps | Down | 1st Notch 15° ±3° 2nd Notch 35° ±3° | Aileron | Up 20° ± 1 | Down 20° ±1° | Elevator | Up 25° ± 2° | Down 21° ±1° | Elevator tab | Up 14° ± 1° | Down 25° ±1° (Bee Dee M-4, s/n 3-14, M-4, s/n 15-43, unless modified by Maule SL#9 dated 11/8/65) | | Up 8° + 2°/-1° | Down 25° ±1° (M-4, s/n 44-94, unless modified by Maule SL#9 dated 11/8/65) | | Up 11° ± 3° | Down 25° ±1° (All M-4C, S, and T and M-4, s/n 3-94 modified by Maule SL#9 dated 11/8/65) | Rudder | Right 21° ±1° | Left 21° ±1° | Rudder tab | Right 48° ±4° | Left 48° ±4° |
| Wing flaps | Down | 1st Notch 15° ±3° 2nd Notch 35° ±3° | | | | | | | | | | | | | | | | | | | | | | | |
| Aileron | Up 20° ± 1 | Down 20° ±1° | | | | | | | | | | | | | | | | | | | | | | | |
| Elevator | Up 25° ± 2° | Down 21° ±1° | | | | | | | | | | | | | | | | | | | | | | | |
| Elevator tab | Up 14° ± 1° | Down 25° ±1° (Bee Dee M-4, s/n 3-14, M-4, s/n 15-43, unless modified by Maule SL#9 dated 11/8/65) | | | | | | | | | | | | | | | | | | | | | | | |
| | Up 8° + 2°/-1° | Down 25° ±1° (M-4, s/n 44-94, unless modified by Maule SL#9 dated 11/8/65) | | | | | | | | | | | | | | | | | | | | | | | |
| | Up 11° ± 3° | Down 25° ±1° (All M-4C, S, and T and M-4, s/n 3-94 modified by Maule SL#9 dated 11/8/65) | | | | | | | | | | | | | | | | | | | | | | | |
| Rudder | Right 21° ±1° | Left 21° ±1° | | | | | | | | | | | | | | | | | | | | | | | |
| Rudder tab | Right 48° ±4° | Left 48° ±4° | | | | | | | | | | | | | | | | | | | | | | | |

(+15.6) to (+20.5) at 2220 lbs.
 (+12.0) to (+20.5) at 1700 lbs. or less
 Straight line variation between points given.

| | | | |
|--------------------------|---|---|---|
| Empty weight | | | |
| C.G. range | None | | |
| Maximum weight | <u>Landplane:</u> | 2300 lbs. or 2100 lbs. (Reference C.G. Range-landplane) | |
| | <u>Skiplane:</u> | 2100 lbs. | |
| | <u>Floatplane:</u> | Fleet 2500, EDO 248A2440 or 248B2440 Floats: 2300 lbs. CAP 62-2000 Floats: 2220 lbs. | |
| Number of seats | 4 (2 at +18 to +21, 2 at +53)(M-4-210, M-4-210C, M-4-210S) 2 (+18 to +21)(M-4-210T) | | |
| Maximum baggage | 100 lbs. (+72)(M-4-210) 100 lbs. (+20), 350 lbs. (+42)(M-4-210C, M-4-210S, M-4-210T) 250 lbs. (+70)(M-4-210C, M-4-210S) | | |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) Optional wing auxiliary tanks - 23 gal. (23 gal. usable; two 11.5 gal. tanks in outerwings at +22.2) (Fuel in the optional auxiliary tanks not approved in combination with skis or floats.) (See NOTE 1 for data on system fuel.) | | |
| Oil capacity | 10 qt. (-37), 7 qt. Minimum (See NOTE 1 for data on system oil.) | | |
| Control surface movement | Wing flaps | Down | 1st Notch 15° ±3° 2nd Notch 35° ±3° |
| | Aileron | Up 20° ±1° | Down 20° ±1° |
| | Elevator | Up 25° ±2° | Down 21° ±1° |
| | Elevator tab | Up 11° ±3° | Down 25° ±1° (M-4-210, s/n 1051 and up; all M-4-210C, -210S and -210T; and M-4-210 s/n 1001-1050 modified per Maule SL#9 dated 11/8/65) |
| | | Up 8° +2° /-1° | Down 25° ±1° (M-4-210, s/n 1001-1050 unless modified per Maule SL#9 dated 11/8/65) |
| | Rudder | Right 21° ±1° | Left 21° ±1° |
| | Rudder tab | Right 48° ±4° | Left 48° ±4° |
| Serial numbers eligible | Model M-4-210, 1001 and up Model M-4-210C, 1001C and up Model M-4-210S, 1001S and up Model M-4-210T, 1001T and up | | |
| Production basis | (No longer in production) | | |

III. Model **M-4-220**, 4 PCLM (Normal Category), Approved October 18, 1966
 Model **M-4-220C**, 4 PCLM (Normal Category), Approved October 18, 1966
 Model **M-4-220S**, 4 PCLM (Normal Category), Approved October 18, 1966
 Model **M-4-220T**, 2 PCLM (Normal Category), Approved October 18, 1966

(Same as M-4, M-4C, M-4S and M-4T except for the installation of a Franklin 6A-350-C1 engine.)

| | |
|--------------------------------|---|
| Engine | Franklin 6A-350-C1 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | Takeoff (5 min.) 2800 rpm, F.T. (220 hp). For all other operations, 2800 rpm at 26.5 in. hg. (194 hp) (See NOTE 8) |
| Propeller and propeller limits | McCauley constant speed model 2A31C21/84S-8 or -6 Diameter: Not over 78 in.; not under 74 in. Pitch settings at 30 in. sta.: low 12.8° high 23.1° Spinner: Cessna 0552016-1 McCauley constant speed model 2A34C22-N/S84SF-6 or -8 |

Diameter: Not over 78 in.; not under 74.5 in.
 Pitch settings at 30 in. sta.: low 11.5° high 22°
 Spinner: McCauley D4101 assembly
 NOTE: This installation also requires incorporation of Maule Drawings 5030F, rev. D, 5090B, rev. D, and 5043F, rev. G.
 Governor: Woodward 210453 or 210660

| | | | |
|------------------------------|---|--|--|
| Airspeed limits (CAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) | | |
| C.G. range | <u>Landplane:</u> | (+15.6) to (+19.0) at 2300 lbs. (+14.5) to (+20.5) at 2100 lbs. (+11.1) to (+20.5) at 1500 lbs. or less Model M-4-220S, s/n 2001S only: (+15.0) to (+20.5) at 2100 lbs. (+11.0) to (+20.5) at 1400 lbs. or less NOTE: With fuel in optional wing auxiliary tanks, aft C.G. restricted to +18.0. | |
| | <u>Skiplane:</u> | Federal C2200H Skis: (+12.6) to (+18.4) at 2100 lbs. (+9.6) to (+18.4) at 1620 lbs. or less Model M-4-220C only: Federal A2000A Skis (+14.5) to (+20.5) at 2100 lbs. (+11.1) to (+20.5) at 1500 lbs. or less Fli-Lite 3000 MK IIIA Skis (+14.5) to (+20.5) at 2300 lbs. (+11.1) to (+20.5) at 1500 lbs. or less | |
| | <u>Floatplane:</u> | EDO 248A2440, 248B2440 or Fleet 2500 Floats: (+15.5) to (+20.5) at 2300 lbs. (+11.0) to (+20.5) at 1600 lbs. or less Straight line variation between points given. | |
| Empty weight C.G. range | None | | |
| Maximum weight | <u>Landplane:</u> | 2300 lbs. (M-4-220, M-4-220C, M-4-220S (s/n 2002S and up), M-4-220T) 2100 lbs. (s/n 2001S only) | |
| | <u>Skiplane:</u> | 2100 lbs. | |
| | <u>Floatplane:</u> | 2300 lbs. | |
| Number of seats | 4 (2 at +18 to +21, 2 at +53) (M-4-220, M-4-220C, M-4-220S) 2 (+18 to +21) (M-4-220T) | | |
| Maximum baggage | 100 lbs. (+70) (M-4-220) 100 lbs. (+20), 350 lbs. (+42) (M-4-220C, M-4-220S, M-4-220T) 250 lbs. (+70) (M-4-220C, M-4-220S) | | |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) Optional wing auxiliary tanks 23 gal. (23 gal. usable; two 11.5 gal. tanks in wings at +22.2) (Fuel in the optional auxiliary tanks not approved in combination with skis or floats) (See NOTE 1 for data on system fuel.) | | |
| Oil capacity | 8.8 qt.(-37), 5.8 qt. Minimum (See NOTE 1 for data on system oil.) | | |
| Control surface movements | Wing flaps | Down | 1st Notch 15° ±3° 2nd Notch 35° ±3° |
| | Aileron | Up 20° ±1° | Down 20° ±1° |
| | Elevator | Up 25° ±2° | Down 21° ±1° |
| | Elevator tab | Up 11° ±3° | Down 25° ±1° |
| | Rudder | Right 21° ±1° | Left 21° ±1° |
| | Rudder tab | Right 48° ±4 | Left 48° ±4° |

Serial numbers eligible Model M-4-220, 2001 and up
Model M-4-220C, 2001C and up
Model M-4-220S, 2001S and up
Model M-4-220T, 2001T and up

Production basis (No longer in production)

IV. Model **M-4-180C**, 4 PCLM (Normal Category), Approved October 20, 1970
Model **M-4-180S**, 4 PCLM (Normal Category), Approved October 20, 1970
Model **M-4-180T**, 2 PCLM (Normal Category), Approved October 20, 1970

(Same as M-4C, M-4S and M-4T except for the installation of Franklin 6A-335-B1A engine.)

Engine Franklin 6A-335-B1A

Fuel 80/87 minimum grade aviation gasoline

Engine limits For all operations, 2800 rpm (180 hp)

Propeller and
propeller limits McCauley constant speed model 2A34C22-N/S84SF-6
Diameter: Not over 78 in.; not under 76.5 in.
Pitch settings at 30 in. sta.: low 11.5° high 22°
Spinner: McCauley D4180 with C4181 bulkhead assembly,
B3243 front support, B3410-16 or -32 shim.
Governor: Woodward 210453 or 210660

Airspeed limits (CAS) Landplane: (See NOTE 11)

C.G. Range Landplane: (+15.6) to (+19.0) at 2300 lbs.
(+14.5) to (+20.5) at 2100 lbs.
(+11.1) to (+20.5) at 1500 lbs. or less
Straight line variation between points given.
NOTE: With fuel in optional wing auxiliary tanks, aft C.G. restricted to (+18.0).
See Service Bulletin No. 18, AFMS No. 2 is required.

Empty weight
C.C. Range None

Maximum weight 2300 lbs.

Number of seats 4 (2 at +18 to +21, 2 at +53) (M-4-180C, M-4-180S)
2 (+18 to +21) (M-4-180T)

Maximum baggage 100 lbs. (+20), 350 lbs. (+42) (M-4-180C, M-4-180S, M-4-180T)
250 lbs. (+70) (M-4-180C, M-4-180S)

Fuel capacity 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24)
(See NOTE 1 for data on system fuel.)

Oil capacity 8.8 qt. (-37), 5.8 qt. Minimum (See NOTE 1 for data on system oil.)

| | | | |
|------------------------------|--------------|---------------|--|
| Control surface movements | Wing flaps | Down | 1st Notch 15° ±3° 2nd Notch 35° ±3° |
| | Aileron | Up 20° ±1° | Down 20° ±1° |
| | Elevator | Up 25° ±2° | Down 21° ±1° |
| | Elevator tab | Up 11° ±3° | Down 25° ±1° |
| | Rudder | Right 21° ±1° | Left 21° ±1° |
| | Rudder tab | Right 48° ±4° | Left 48° ±4° |

Serial numbers eligible Model M-4-180C, 3001C and up
Model M-4-180S, 3001S and up
Model M-4-180T, 3001T and up

Production basis (No longer in production)

V. Model **M-5-210C**, 4 PCLM (Normal Category), Approved December 28, 1973

(Same as M-4-210C except modified empennage, increased span flaps, smaller ailerons, modified C.G. range and other minor changes.)

| | |
|--------------------------------|--|
| Engine | Continental IO-360-D |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 210 hp at 2800 rpm all operations |
| Propeller and propeller limits | McCauley constant speed model D2A34C67N/S76C-2 Diameter: 74 in., no further reduction permitted. Pitch settings at 30 in. sta.: low 12.5° high 23° Spinner: McCauley spinner assembly D-2771-1 Governor (hydraulic): Woodward B210680 or F210452 |
| Airspeed limits (CAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <p><u>Landplane:</u> (+16.0) to (+20.5) at 2300 lbs. (+15.0) to (+20.5) at 2100 lbs. (+12.0) to (+20.5) at 1600 lbs. or less All s/n modified per Maule SL#45 and SL#46: (+17.0) to (+20.5) at 2500 lbs. (+15.0) to (+20.5) at 2100 lbs. (+12.0) to (+20.5) at 1600 lbs. or less</p> <p><u>Floatplane:</u> EDO 248A2440 or 248B2440 Floats: (+16.0) to (+18.0) at 2300 lbs. (+12.0) to (+18.0) at 1600 lbs. or less EDO 248B2400 Floats with modification per Maule Drawing 9173A: (+15.6) to (+19.0) at 2500 lbs. (+12.0) to (+19.0) at 1600 lbs. or less Pee Kay 2300 Floats: (+15.5) to (+20.0) at 2300 lbs. (+14.0) to (+20.0) at 1800 lbs. or less Note: M-5-210C s/n 6001C-6014C, 6039C, 6043C-6045C requires compliance to Maule SL#28 when equipped with EDO 248A2440/B2440 floats.</p> <p><u>Skiplane:</u> Fluidyne C2200H Skis (+12.5) to (+20.0) at 2300 lbs. (+9.5) to (+20.0) at 1600 lbs. or less Fli-Lite 3000 MK IIIA Skis (+16.0) to (+20.0) at 2300 lbs. (+12.0) to (+20.0) at 1600 lbs. or less Straight line variation between points given.</p> |
| Empty weight C.G. range | None |
| Maximum weight | Landplane, Skiplane and Floatplane: 2300 lbs. Landplane modified per SL#45 and SL#46: 2500 lbs. Floatplane modified per 9173A: 2500 lbs. |
| Number of seats | 4 (2 at +20, 2 at +48.8) |
| Maximum baggage | 100 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +23.3) Optional wing auxiliary tanks 23 gal. (23 gal. usable; two 11.5 gal. tanks in wings at +22.2) See NOTE 16 if Modification Kit No. 15 is installed. (See NOTE 1 for data on system fuel.) |

Oil capacity 10 qt. (-37) 7 qt. Minimum (See NOTE 1 for data on system oil.)

| | | | |
|---------------------------|--------------------------|----------------------------------|--|
| Control surface movements | Wing flaps | Down | 1st Notch $15^{\circ} \pm 3^{\circ}$ 2nd Notch $35^{\circ} \pm 3^{\circ}$ |
| | Modified per Maule SL#46 | Down | 1st Notch $20^{\circ} \pm 3^{\circ}$ 2nd Notch $40^{\circ} \pm 3^{\circ}$ |
| | Aileron | Up $20^{\circ} \pm 1^{\circ}$ | Down $20^{\circ} \pm 1^{\circ}$ |
| | Elevator | Up $25^{\circ} \pm 2^{\circ}$ | Down $21^{\circ} \pm 1^{\circ}$ |
| | Elevator tab | Up $12^{\circ} \pm 4^{\circ}$ | Down $29^{\circ} \pm 2^{\circ}$ |
| | Rudder | Right $21^{\circ} \pm 1^{\circ}$ | Left $21^{\circ} \pm 1^{\circ}$ |
| | Rudder tab | Right $48^{\circ} \pm 4^{\circ}$ | Left $48^{\circ} \pm 4^{\circ}$ |

Serial numbers eligible Model M-5-210C, 6001C and up
(See NOTE 13 for float installation requirements.)

Production basis (No longer in production)

VI. Model M-5-220C, 4 PCLM (Normal Category), Approved December 28, 1973

(Same as M-4-220C except modified empennage, increased span flaps, smaller ailerons, and other minor changes.)

Engine Franklin 6A-350-C1

Fuel 100/100LL minimum grade aviation gasoline

Engine limits 220 hp at 2800 rpm, all operations

Propeller and propeller limits McCauley constant speed model 2A34C22-N/S84SF-6 or -8
Diameter: Not over 78 in., not under 74.5 in.
Pitch settings at 30 in. sta.: low 11.5° high 22°
Spinner: McCauley D4180 with C4181 bulkhead assembly, B3243 front support, B3410-16 or -32 shim
Governor: Woodward 210453 or 210660

Airspeed limits (CAS) Landplane, Floatplane, and Skiplane: (See NOTE 11)

C.G. range Landplane: (+16.0) to (+20.5) at 2300 lbs.
(+15.0) to (+20.5) at 2100 lbs.
(+12.0) to (+20.5) at 1600 lbs. or less
All s/n modified per Maule SL#48 and SL#51:
(+17.0) to (+20.5) at 2500 lbs.
(+15.0) to (+20.5) at 2100 lbs.
(+12.0) to (+20.5) at 1600 lbs. or less

Floatplane: EDO 248A2440 or 248B2440 Floats:
(+16.0) to (+18.0) at 2300 lbs.
(+12.0) to (+18.0) at 1600 lbs. or less
EDO 248B2400 Floats with modification per Maule Drawing 9173A:
(+15.6) to (+19.0) at 2500 lbs.
(+12.0) to (+19.0) at 1600 lbs. or less
Pee Kay 2300 Floats:
(+15.5) to (+20.0) at 2300 lbs.
(+14.0) to (+20.0) at 1800 lbs. or less
NOTE: M-5-220C, s/n 5002C, 5019C, 5020C, 5022C-5024C requires compliance to Maule SL#28 when equipped with EDO 248A2440/B2440 floats.

Skiplane: FluiDyne C2200H Skis
(+12.5) to (+20.0) at 2300 lbs.
(+9.5) to (+20.0) at 1600 lbs. or less
Straight line variation between points given.

Empty weight
C.G. range None

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------|--|-------------------|------|-------------------|--------------|--|-------------------|-------------|------|-------------------|--|--|-------------------|---------|------------|--------------|----------|------------|--------------|--------------|------------|--------------|--------|---------------|--------------|------------|---------------|--------------|
| Maximum weight | Landplane, Skiplane and Floatplane: 2300 lbs. Landplane modified per SL#48 and SL#51: 2500 lbs. Floatplane modified per 9173A: 2500 lbs. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of seats | 4 (2 at 15.1 to +18.1, 2 at 48.8) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum baggage | 100 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +23.3) Optional wing auxiliary tanks 23 gal. (23 gal. usable; two 11.5 gal. tanks in wings at +22.2) See NOTE 16 if Modification Kit No. 15 is installed. (See NOTE 1 for data on system fuel.) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oil capacity | 8.8 qt. (-37) 5.8 qt. minimum (See NOTE 1 for data on system oil.) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Control surface movements | <table border="0"> <tr> <td>Wing flaps</td> <td>Down</td> <td>1st Notch 15° ±3°</td> </tr> <tr> <td>Modified per</td> <td></td> <td>2nd Notch 35° ±3°</td> </tr> <tr> <td>Maule SL#48</td> <td>Down</td> <td>1st Notch 20° ±3°</td> </tr> <tr> <td></td> <td></td> <td>2nd Notch 40° ±3°</td> </tr> <tr> <td>Aileron</td> <td>Up 20° ±1°</td> <td>Down 20° ±1°</td> </tr> <tr> <td>Elevator</td> <td>Up 25° ±2°</td> <td>Down 21° ±1°</td> </tr> <tr> <td>Elevator tab</td> <td>Up 12° ±4°</td> <td>Down 29° ±2°</td> </tr> <tr> <td>Rudder</td> <td>Right 21° ±1°</td> <td>Left 21° ±1°</td> </tr> <tr> <td>Rudder tab</td> <td>Right 48° ±4°</td> <td>Left 48° ±4°</td> </tr> </table> | Wing flaps | Down | 1st Notch 15° ±3° | Modified per | | 2nd Notch 35° ±3° | Maule SL#48 | Down | 1st Notch 20° ±3° | | | 2nd Notch 40° ±3° | Aileron | Up 20° ±1° | Down 20° ±1° | Elevator | Up 25° ±2° | Down 21° ±1° | Elevator tab | Up 12° ±4° | Down 29° ±2° | Rudder | Right 21° ±1° | Left 21° ±1° | Rudder tab | Right 48° ±4° | Left 48° ±4° |
| Wing flaps | Down | 1st Notch 15° ±3° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Modified per | | 2nd Notch 35° ±3° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maule SL#48 | Down | 1st Notch 20° ±3° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2nd Notch 40° ±3° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aileron | Up 20° ±1° | Down 20° ±1° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Elevator | Up 25° ±2° | Down 21° ±1° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Elevator tab | Up 12° ±4° | Down 29° ±2° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rudder | Right 21° ±1° | Left 21° ±1° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rudder tab | Right 48° ±4° | Left 48° ±4° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Serial numbers eligible | Model M-5-220C, 5001C and up. (See NOTE 13 for float installation requirement.) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Production basis | (No longer in production) | | | | | | | | | | | | | | | | | | | | | | | | | | | |

VII. Model M-5-235C, 4 PCLM (Normal Category), Approved April 6, 1976

(Same as M-5-220C except for nacelle, engine, propeller and electrical system.)

| | |
|--------------------------------|---|
| Engine | Lycoming O-540-J1A5D, O-540-J3A5, IO-540-W1A5D, IO-540-W1A5, or O-540-B4B5 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 235 hp at 2400 rpm, all operations (O-540-J/IO-540-W) 235 hp at 2575 rpm, all operations (O-540-B) |
| Propeller and propeller limits | (See NOTE 14) |
| Airspeed limits (CAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <p><u>Landplane:</u> S/n 7001C-7026C, 7028C, 7030C-7032C, 7037C (+16.0) to (+20.5) at 2300 lbs. (+12.0) to (+20.5) at 1600 lbs. or less or - S/n 7001C-7026C, 7028C, 7030C-7032C, 7037C with expanded C.G. limits per Maule SL#36 (+12.5) to (+20.5) at 2300 lbs. (+10.5) to (+20.5) at 1700 lbs. or less or -S/n 7001C-7320C, 7322C-7346C, 7348C,7349C modified per Maule SL#43 (+13.2) to (+20.5) at 2500 lbs. (+10.5) to (+20.5) at 1700 lbs. or less or -S/n 7001C-7320C, 7322C-7346C, 7348C, 7349C modified per Maule SL#44 (+12.5) to (+20.5) at 2300 lbs. (+11.7) to (+20.5) at 1700 lbs. or less or -S/n 7001C-7320C, 7322C-7346C, 7348C, 7349C modified per Maule SL#43 and SL#44 and s/n 7321C, 7347C, 7351C, 7363C, 7369C and up (+13.2) to (+20.5) at 2500 lbs. (+11.7) to (+20.5) at 1700 lbs. or less</p> |

| | | |
|------------------------------|--|---|
| | <u>Floatplane:</u> | EDO 248A2440, 248B2440 or Aqua 2400 Floats: (+14.3) to (+20.0) at 2530 lbs. (+13.3) to (+20.0) at 2100 lbs. or less Pee Kay 2300 Floats: (+14.3) to (+20.0) at 2500 lbs. (+13.3) to (+20.0) at 2100 lbs. or less EDO 248B2440, Aqua 2400, or EDO 797-2500 amphibious Floats (Floatplanes modified per Maule drawing 9143A (B2440's), 9166A (2400's) or 9057A (amphibs)): (+14.0) to (+19.0) at 2750 lbs. (+10.5) to (+19.0) at 1600 lbs. or less |
| | <u>Skiplane:</u> | FluiDyne C2200H, C3000H, C3000M or Fli-Lite 3000 MK IIIA Skis: (+12.5) to (+20.0) at 2300 lbs. (+9.5) to (+20.0) at 1600 lbs. or less FluiDyne A2500A Skis: (+12.9) to (+20.5) at 2300 lbs. (+11.7) to (+20.5) at 1700 lbs. or less Fli-Lite MK IIIA Skis (Skiplanes modified per Maule drawing 9081A): (+13.2) to (+20.0) at 2500 lbs (+11.7) to (+20.0) at 1700 lbs. or less FluiDyne C3000M or C3000H Skis (Skiplanes modified per Maule drawing 9158A for C3000M or 9174A, Rev. C or later for C3000H): (+13.2) to (+20.0) at 2500 lbs. (+10.7) to (+20.0) at 1700 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None | |
| Maximum weight | Landplane: 2300 lbs. Floatplane: 2530 lbs. (EDO 2440 only), 2500 lbs. (PeeKay 2300) Skiplane: 2300 lbs. Landplanes modified per Maule SL#43 and s/n 7321C, 7347C, 7350C and up: 2500 lbs. Floatplanes modified per Maule drawing 9143A (EDO B2440), 9166A(Aqua 2400), or 9057A (EDO amphibis): 2750 lbs. Skiplanes modified per Maule drawing 9081A (Fli-Lites), 9158A (C3000M), or 9174A (C3000H): 2500 lbs. | |
| Number of seats | 4 (2 at +20, 2 at +48.8) | |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) | |
| Fuel capacity | 43 gal. (40. gal. usable; two 21.5 gal. tanks in wings at +24) Optional wing auxiliary tanks 23 gal. (23 gal. usable; two 11.5 gal. tanks in wings at +24) See NOTE 16 if Modification Kit No. 15 is installed. (See NOTE 1 for data on system fuel.) | |
| Oil capacity | IO-540: 8 qt. (-34), 5 qt. minimum O-540: 12 qt. (-34), 9 qt. minimum (See NOTE 1 for data on system oil.) | |
| Control surface movements | Wing flaps (s/n 7001C-7320C, 7322C-7346C, 7348C-7350C, 7352C-7362C, 7364C-7368C): Down 1st Notch 15° ±3° 2nd Notch 35° ±3° (s/n 7321C, 7347C, 7351C, 7363C, 7369C and up and airplanes modified per Maule SL#44): Down 1st Notch 20° ±3° 2nd Notch 40° ±3° Aileron Up 20° ±1° Down 20° ±1° Elevator Up 25° ±2° Down 21° ±1° Elevator tab Up 12° ±4° Down 29° ±2° Elevator tab w/piano hinge Up 12° ±2° Down 38° ±2° Rudder Right 21° ±1° Left 21° ±1° | |

| | |
|------------------------|---|
| Rudder tab | Right 48° ±4° Left 48° ±4° |
| Serial number eligible | Model M-5-235C, 7001C and up (NOTE: Letter 'A' preceding serial number denotes installation of Lycoming IO-540-W1A5D fuel-injected engine and applies only to the following s/n A7354C, A7355C, A7358C, A7360C, A7361C, A7366C and A7367C.) 'A' was not used on later serial numbers with this engine. |
| Production basis | (No longer in production) |

VIII. Model M-5-180C, 4 PCLM (Normal Category), Approved April 19, 1979

(Same as M-5-235C except for nacelle, engine and propeller.)

| | |
|--------------------------------|---|
| Engine | Lycoming O-360-C1F |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 180 hp at 2700 rpm, all operations |
| Propeller and propeller limits | Hartzell constant speed model HC-C2YR-1BF/F7666A Diameter: Not over 76 in; not under 72 in. Pitch settings at 30 in. sta.: low 12° high 27.8° to 29.8° Avoid continuous operation between 2000 and 2250 rpm. Spinner: Hartzell spinner assembly A2298-2 Governor: Woodward H210681 McCaughey C290D3(X)/T29 or DC290D1(X)/T12 |
| Airspeed limits (CAS) | <u>Landplane</u> : (See NOTE 11) |
| C.G. range | <u>Landplane</u> : (+16.7) to (+20.5) at 2300 lbs. (+12.6) to (+20.5) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | Landplane: 2300 lbs. |
| Number of seats | 4 (2 at +20, 2 at +48.8) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) Optional wing auxiliary tanks 23 gal. (23 gal. usable; two 11.5 gal. tanks in wings at +24) See NOTE 16 if Modification Kit No. 15 is installed. (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | Wing flaps (s/n 8001C-8022C): Down 1st Notch 15° ±3° 2nd Notch 35° ±3° (s/n 8023C and up and airplanes modified per Maule SL#49): Down 1st Notch 20° ±3° 2nd Notch 40° ±3° Aileron Up 20° ±1° Down 20° ±1° Elevator Up 25° ±2° Down 21° ±1° Elevator tab Up 12° ±4° Down 29° ±2° w/piano hinge Up 12° ±2° Down 38° ±2° Rudder Right 21° ±1° Left 21° ±1° Rudder tab Right 48° ±4° Left 48° ±4° |
| Serial numbers eligible | Model M-5-180C, 8001C-8014C, 8016C-8019C, 8021C, 8023C-8042C, 8044C-8064C, 8068C-8094C |

and up

Production basis (No longer in production)

IX. Model M-5-210TC, 4 PCLM (Normal Category), Approved February 4, 1980

(Same as M-5-180C except for nacelle, engine and propeller.)

| | | |
|-----------------------------------|---|---|
| Engine | Lycoming TO-360-F1A6D, Carburetor parts listing No. IO-5258 | |
| Fuel | 100/100LL minimum grade aviation gasoline | |
| Engine limits | 210 hp at 2575 rpm at 42.0 in. hg. MP, all operations | |
| Propeller and propeller limits | Hartzell constant speed model HC-E2YR-1BF/F8467-7R Diameter: Not over 77 in.; not under 76.5 in. Pitch settings at 30 in. sta.: low 15° ±0.1° high 30° to 33° Spinner: Hartzell spinner assembly A2298-2 Governor: Woodward C210681 | |
| Airspeed limits (CAS) | <u>Landplane and Skiplane:</u> (See NOTE 11) | |
| C.G. range | <u>Landplane:</u> | (+15.0) to (+20.5) at 2300 lbs. (+12.0) to (+20.5) at 1700 lbs. or less |
| | <u>Skiplane:</u> | Fli-Lite 3000 MK IIIA Skis: (+12.5) to (+20.0) at 2300 lbs. (+9.5) to (+20.0) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None | |
| Maximum weight | Landplane and Skiplane: 2300 lbs. | |
| Number of seats | 4 (2 at +20, 2 at +48.8) | |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) | |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) Optional wing auxiliary tanks 23 gal. (23 gal. usable; two 11.5 gal. tanks in wings at +24) See NOTE 16 if Modification Kit No. 15 is installed. (See NOTE 1 for data on system fuel.) | |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum (See NOTE 1 for data on system oil.) | |
| Maximum operating altitude | 20,000 feet | |
| Control surface movements | Wing flaps | (s/n 9001C-9010C): Down 1st Notch 15° ±3° 2nd Notch 35° ±3° (s/n 9011C and up and airplanes modified per Maule SL#47): Down 1st Notch 20° ±3° 2nd Notch 40° ±3° Aileron Up 20° ±1° Down 20° ±1° Elevator Up 25° ±2° Down 21° ±1° Elevator tab Up 12° ±4° Down 29° ±2° Rudder Right 21° ±1° Left 21° ±1° Rudder tab Right 48° ±4° Left 48° ±4° |
| Serial numbers eligible | Model M-5-210TC, 9001C and up | |
| Production basis | (No longer in production) | |

X. Model M-6-235, 4*PCLM (Normal Category), Approved June 25, 1981

(Same as M-5-235C except for wings, flaps, ailerons and flap control mechanism.)(*Optional 5th seat s/n's 7474C and up.)

| | | |
|-----------------------------------|---|---|
| Engine | Lycomin | O-540-J1A5D, O-540-J3A5, IO-540-W1A5D, g IO-540-W1A5 or O-540-B4B5 |
| Fuel | | 100/100LL minimum grade aviation gasoline |
| Engine limits | | 235 hp at 2400 rpm, all operations (O-540-J/O-540-W) 235 hp at 2575 rpm, all operations (O-540-B) |
| Propeller and propeller limits | | (See NOTE 14) |
| Airspeed limits (CAS) | <u>Landplane, Floatplane, and Skiplane:</u> | (See NOTE 11) |
| C.G. range | <u>Landplane:</u> | (+15.0) to (+20.5) at 2500 lbs. (+11.0) to (+20.5) at 1700 lbs. or less |
| | <u>Floatplane:</u> | EDO 797-2500 amphibious* or 248B2440 Floats (+14.0) to (+19.0) at 2750 lbs. (+10.5) to (+19.0) at 1600 lbs. or less Aqua 2400 Floats (+14.8) to (+19.0) at 2750 lbs. (+10.5) to (+19.0) at 1600 lbs. or less Wipline 3000 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less Wipline 2350 amphibious Floats*** (+14.1) to (+19.0) at 2500 lbs. (+12.6) to (+19.0) at 2090 lbs. or less |
| | <u>Skiplane:</u> | FluiDyne A2500A Skis* (+14.3) to (+20.5) at 2300 lbs. (+11.0) to (+20.5) at 1700 lbs. or less Fli-Lite 3000 MK IIIA Skis* (+15.0) to (+20.5) at 2500 lbs. (+11.0) to (+20.5) at 1700 lbs. or less FluiDyne C2200H, C3000H/AH/M wheel Skis** (+15.0) to (+20.0) at 2500 lbs. (+10.0) to (+20.0) at 1700 lbs. or less *Not applicable s/n 7474C and up **Not applicable s/n 7466C, 7468C-7473C ***Not applicable s/n 7249C, 7356C-7465C Straight line variation between points given. |
| Empty weight C.G. range | | None |
| Maximum weight | <u>Landplane:</u> <u>Floatplane:</u> <u>Skiplane:</u> | 2500 lbs. 2750 lbs. Fli-Lite 3000/C2200H/C3000H/AH/M: 2500 lbs. FluiDyne A2500A: 2300 lbs. |
| Number of seats | | 4 (2 at +20, 2 at +56) S/n 7474C and up: Optional: 5 (2 at +20.0, 2 at +53, 1 at +78) |
| Maximum baggage | | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) |

For S/n 7249C, 7356C-7472C w/ MK#27 and S/n 7473C and up:
 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24)
 Optional wing auxiliary tanks 26 gal. (26 gal. usable; two 13 gal. tanks in wings at +24),
 S/n 7473C and up:
 Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24), or
 With Modification Kit 33 installed:
 Optional wing auxiliary tanks 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24)
 (See NOTE 1 for data on system fuel.)

| | |
|---------------------------|---|
| Oil capacity | IO-540: 8 qt. (-34), 5 qt. minimum O-540: 12 qt. (-34), 9 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model M-6-235, s/n 7249C, 7356C, 7379C-7444C, 7446C-7450C, 7452C-7459C, 7461C-7466C, 7468C, 7469C, 7471C-7475C, 7488C-7514C, 7516C-7519C and up |
| Production basis | Production Certificate No. 11S0 |

XI. Model **M-6-180**, 4 PCLM (Normal Category), Approved September 15, 1982

(Same as M-6-235, s/n 7249C-7472C, except for nacelle, engine and propeller.)

| | |
|--------------------------------|--|
| Engine | Lycoming O-360-C1F |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 180 hp at 2700 rpm, all operations |
| Propeller and propeller limits | Hartzell constant speed model HC-C2YR-1BF/F7666A Diameter: Not over 76 in; not under 72 in. Pitch settings at 30 in. sta.: low 12° high 27.8° to 29.8° Avoid continuous operation between 2000 and 2250 rpm. Spinner: Hartzell spinner assembly A2298-2 Governor: Woodward H210681 McCauley DC290D1(X)T12 or C290D3(X)/T29 |
| Airspeed limits (CAS) | <u>Landplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+16.7) to (+20.5) at 2400 lbs. (+13.6) to (+20.5) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight | |
| C.G. range | None |
| Maximum weight | Landplane: 2400 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) Optional wing auxiliary tanks 26 gal. (26 gal. usable; two 13 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum See NOTE 1 for data on system oil.) (|
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model M-6-180, s/n 8020C, 8065C-8067C and up |
| Production basis | Production Certificate No. 11S0 |

XII. Model M-5-200, 4 PCLM (Normal Category), Approved October 29, 1982

(Same as M-5-235C except for nacelle, engine and propeller.)

| | | | |
|-----------------------------------|--|---|--|
| Engine | Lycoming IO-360-J1A6D | | |
| Fuel | 100/100LL minimum grade aviation gasoline | | |
| Engine limits | 200 hp at 2700 rpm, all operations | | |
| Propeller and propeller limits | Hartzell constant speed model HC-E2YR-1BF/F8467-7R Diameter: Not over 77 in.; not under 76.5 in. Pitch settings at 30 in. sta.: low 12° high 30° to 33° Do not exceed 24 in. manifold pressure below 2350 rpm. Spinner: Hartzell spinner assembly A2298-2P Governor: Woodward K210681 | | |
| Airspeed limits (CAS) | <u>Landplane:</u> | (See NOTE 11) | |
| C.G. range | <u>Landplane:</u> | (+16.7) to (+20.5) at 2500 lbs. (+13.2) to (+20.5) at 1700 lbs. or less Straight line variation between points given. | |
| Empty weight C.G. range | None | | |
| Maximum weight | 2500 lbs. | | |
| Number of seats | 4 (2 at +20, 2 at +56) | | |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) | | |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) Optional wing auxiliary tanks 23 gal. (23 gal. usable; two 11.5 gal. tanks in wings at +24) See NOTE 16 if Modification Kit No. 15 is installed. (See NOTE 1 for data on system fuel.) | | |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum (See NOTE 1 for data on system oil.) | | |
| Control surface movements | Wing flaps | Down | 1st Notch 20° ±3° 2nd Notch 40° ±3° |
| | Aileron | Up 20° ±1° | Down 20° ±1° |
| | Elevator | Up 25° ±2° | Down 21° ±1° |
| | Elevator tab | Up 8° to 16° | Down 29° ±2° |
| | Rudder | Right 21° ±1° | Left 21° ±1° |
| | Rudder tab | Right 48° ±4° | Left 48° ±4° |
| Serial numbers eligible | Model M-5-200, s/n 8015C, 8022C | | |
| Production basis | (No longer in production.) | | |

XIII. Model M-7-235, 5 PCLM (Normal Category) Approved November 9, 1983

(Same as M-6-235 except for fuselage, wings, flaps, ailerons, and rudder.)

| | | |
|---------------|---|---|
| Engine | Lycoming | O-540-J1A5D, O-540-J3A5, IO-540-W1A5D, IO-540-W1A5 or O-540-B4B5 |
| Fuel | 100/100LL minimum grade aviation gasoline | |
| Engine limits | 235 hp at 2400 rpm, all operations (O-540-J/IO-540-W) 235 hp at 2575 rpm, all operations (O-540-B) | |
| Propeller and | | |

| | |
|------------------------------|--|
| propeller limits | (See NOTE 14) |
| Airspeed limits (CAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.0) at 2500 lbs. (+12.5) to (+20.0) at 1700 lbs. or less <u>Floatplane:</u> EDO 797-2500 amphibious or 248B2440 Floats (+14.0) to (+19.0) at 2750 lbs. (+10.5) to (+19.0) at 1600 lbs. or less Aqua 2400 Floats (+15.0) to (+20.0) at 2750 lbs. (+12.5) to (+20.0) at 1600 lbs. or less Wipline 3000 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less <u>Skiplane:</u> Fli-Lite 3000 MK IIIA Skis (+15.0) to (+20.0) at 2500 lbs. (+12.5) to (+20.0) at 1700 lbs. or less FluiDyne C3000H and C3000M Skis (+15.0) to (+20.0) at 2500 lbs. (+10.0) to (+20.0) at 1700 lbs. or less Straight line variation between points given. |
| Maximum weight | <u>Landplane:</u> 2500 lbs. <u>Floatplane:</u> 2750 lbs. <u>Skiplane:</u> 2500 lbs. |
| Number of seats | 5(2 at +20, 2 at +53, 1 at +83) |
| Empty weight C.G. range | None |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | IO-540: 8 qt. (-34), 5 qt. minimum O-540: 12 qt. (-34), 9 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model M-7-235, s/n 4001C and up; With STC SA2661SO, s/n 12001C and up (also known as Model M-7-420) |
| Production basis | Production Certificate No. 11S0 |

XIV. Model MX-7-235, 4/5 PCLM (Normal Category), Approved October 18, 1984

(Same as M-6-235 except for wings, flaps, aileron and wing tip.)

| | |
|---------------|---|
| Engine | Lycoming O-540-J1A5D, O-540-J3A5, IO-540-W1A5D, IO-540-W1A5 or O-540-B4B5 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 235 hp at 2400 rpm, all operations (O-540-J/IO-540-W) 235 hp at 2575 rpm, all operations (O-540-B) |

| | |
|--------------------------------|--|
| Propeller and propeller limits | (See NOTE 14) |
| Airspeed limits (CAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <p><u>Landplane:</u> (+15.0) to (+20.5) at 2500 lbs. (+12.0) to (+20.5) at 1700 lbs. or less</p> <p><u>Floatplane:</u> EDO 797-2500 amphibious or 248B2440: (+14.3) to (+19.0) at 2750 lbs. (+12.3) to (+19.0) at 2100 lbs. or less Wipline 2350 amphibious Floats (+14.1) to (+19.0) at 2500 lbs. (+12.6) to (+19.0) at 2090 lbs. or less Wipline 3000 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less</p> <p><u>Skiplane:</u> FluiDyne C3000H: (+15.0) to (+19.0) at 2500 lbs. (+11.0) to (+19.0) at 1840 lbs. or less FliLite 3000 MK IIIA: (+15.0) to (+19.0) at 2500 lbs. (+11.0) to (+19.0) at 1700 lbs. or less Straight line variation between points given.</p> |
| Empty weight C.G. range | None |
| Maximum weight | <p>Landplane: 2500 lbs. Floatplane: 2750 lbs. Skiplane: 2500 lbs.</p> |
| Number of seats | 4 (2 at +20, 2 at +56) Optional: 5 (2 at +20, 2 at +53, 1 at +78) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | IO-540: 8 qt. (-34), 5 qt. minimum O-540: 12 qt. (-34), 9 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MX-7-235, s/n 10001C and up |
| Production basis | Production Certificate No. 11S0 |

XV. Model MX-7-180, 4/5 PCLM (Normal Category), Approved December 18, 1984

(Same as MX-7-235 except for nacelle, engine and propeller.)

| | |
|--------------------------------|---|
| Engine | Lycoming 0-360-C1F |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 180 hp at 2700 rpm, all operations |
| Propeller and propeller limits | Hartzell constant speed model HC-C2YR-1BF/F7666A Diameter: Not over 76 in., not under 72 in. |

Pitch settings at 30 in. sta.: low 12° high 27.8° to 29.8°
 Spinner: Hartzell spinner assembly A2298-2
 Governor: Woodward H210681
 McCauley C290D3(X)/T29 or DC290D1(X)/T12

| | |
|------------------------------|---|
| Airspeed limits (IAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+16.7) to (+20.5) at 2500 lbs. (+13.6) to (+20.5) at 1600 lbs. or less <u>Floatplane:</u> Aqua 2200 Floats: (+13.9) to (+20.5) at 2500 lbs. (+10.5) to (+20.5) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | 2500 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) Optional: 5 (2 at +20, 2 at +53, 1 at +78) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MX-7-180, s/n 11001C and up |
| Production basis | Production Certificate No. 11S0 |

XVI. Model **MX-7-420**, 4/5 PCLM (Normal Category) Approved June 1, 1989

(Same as MX-7-235 except for nacelle, engine, propeller and rudder.)

| | |
|-----------------------------------|--|
| Engine | Rolls-Royce Corp. (Allison) Gas Turbine 250-B17C |
| Fuel | Primary: Mil-T-5624L, grade JP-4 and JP-5, Mil-T-83133A, grade JP-8, ASTM-D-1655, Jet A, A1 or B, JP-1 Fuel conforming to ASTM-D-1655, Jet A, Artic Diesel Fuel DF-A (VV0F800B) conforming to ASTM-D-1655, Jet A or A1 Diesel #1 fuel conforming to ASTM-D-1655, Jet A Emergency: Mil-G-5572, all grades (aircraft boost pump on; maximum of 6 hours operation per overhaul period of turbine through an engine operating range of idle to 90% maximum SHP) Cold Weather: To assure consistent starts below 4°C (40°F), the following fuels may be necessary: MIL-T-5624, grade JP-4 ASTM-D-1655, Jet B AVGAS/Jet A, Jet A1 or Jet JP-5 mixture. (Refer to Cold Weather Fuels, para 2-48, for mixing/use of cold weather fuel in Allison Manual 11W2.) |
| Engine limits | 369 hp - 90 psi torque, at 2030 rpm continuous |
| Propeller and propeller limits | Hartzell, constant speed, full-feathering beta, model HC-B3TF-7A/T10173F-21R or HC-B3TF-7A/T10173-21R Diameter: 80.5 - 78 inches Pitch settings at 30" sta.: Reverse pitch -15° ±5° feather 81.1° ±5° Spinner: Hartzell spinner assembly A3640P |

| | |
|----------------------------|--|
| Maximum operating altitude | 20,000 feet |
| Airspeed limits (CAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.0) at 2500 lbs. (+12.0) to (+20.0) at 1700 lbs. or less |
| | <u>Floatplane:</u> Wipline 2350 Amphibious: (+14.1) to (+18.5) at 2500 lbs. (+12.6) to (+18.5) at 2090 lbs. or less Straight line variation between points given. |
| Empty weight | |
| C.G. range | None |
| Maximum weight | 2500 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) Optional: 5 (2 at +20, 2 at +53, 1 at +78) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40.6 usable; two 21.5 gal. tanks in wings at +24-considered one tank) or 47.6 gal. (43 gal.usable, two 23.8 gal. tanks in wings at +24 - considered one tank) Optional wing auxiliary tanks, 30 gal. (30 usable; two 15 gal. tanks in wings at +24) (or 42 gal. 42 usable; two 21 gal. tanks in wings at + 24). (See NOTE 1 for data on system fuel.) |
| Oil capacity | 10 qt. (-22.5), 9 qts. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MX-7-420, s/n 13001C and up |
| Production basis | Production Certificate No. 11S0 |

XVII. Model MXT-7-180, 4/5 PCLM (Normal Category), Approved November 9, 1990

(Same as M-6-235, s/n 7474C and up, except for nacelle, engine, propeller, ailerons, flaps and landing gear (aluminum spring mains with nosewheel in lieu of tailwheel).)

| | |
|--------------------------------|---|
| Engine | Lycoming Lycoming 0-360-C1F |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 180 hp at 2700 rpm, all operations |
| Propeller and propeller limits | Hartzell constant speed model HC-C2YR-1BF/7666A Diameter: Not over 76 in., not under 72 in. Pitch settings at 30 in. sta.: low 12° high 27.8° to 29.8° Avoid continuous operation between 2000 and 2250 rpm. McCaughey constant speed 3-blade model B3D32C414-C/G-82NDA-8 Diameter: 74 in. Pitch settings at 30" sta: low 10.6° ±0.2° high 27.5° ±0.5° Avoid continuous operation below 10 inches HG between 1900 and 2300 rpm. Spinner: Hartzell spinner assembly A2298-2 (use with Hartzell propeller only) McCaughey spinner assembly D-6240 (use with McCaughey propeller only) Governor: Woodward H210681 McCaughey C290D3(X)/T29 or DC290D1(X)/T12 |
| Airspeed limits (IAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |

| | |
|------------------------------|--|
| C.G. range | <u>Landplane:</u> (+15.9) to (+20.5) at 2500 lbs. (+12.4) to (+20.5) at 1740 lbs. or less |
| | <u>Floatplane:</u> Aqua 2200 Floats: (+13.9) to (+20.5) at 2500 lbs. (+10.5) to (+20.5) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | 2500 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) Optional: 5 (2 at +20, 2 at +53, 1 at +78) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MXT-7-180, s/n 14000C and up |
| Production basis | Production Certificate No. 11S0 |

XVIII. Model **MT-7-235**, 5 PCLM (Normal Category), Approved March 20, 1992

(Same as MXT-7-180 except for nacelle, engine, propeller and M-7 fuselage.)

| | |
|-----------------------------------|--|
| Engine | Lycoming IO-540-W1A5D, IO-540-W1A5 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 235 hp at 2400 rpm, full throttle continuous |
| Propeller and propeller limits | Hartzell constant speed model HC-C2YR-1BF/8468A-6R or -3R Diameter: -3R: Not over 81 in.; not under 77 in. -6R: Not over 78 in.; not under 77 in. Pitch settings at 30" sta.: -3R: low $16^{\circ} \pm 1^{\circ}$ high $30^{\circ} \pm 1^{\circ}$ -6R: low $16.7^{\circ} \pm 1^{\circ}$ high $30^{\circ} \pm 1^{\circ}$ -6R: Do not exceed 23 in. M.P. below 2050 rpm. McCaughey constant speed model B3D32C414-C/G-82NDA-4 or -2 McCaughey constant speed model B2D37C-224-B/G-90RA-9 Pitch settings at 30" sta: -2 (80"): low $15.0^{\circ} \pm 0.2^{\circ}$ high $30.0^{\circ} \pm 0.5^{\circ}$ -4 (78"): low $15.7^{\circ} \pm 0.2^{\circ}$ high $30.0^{\circ} \pm 0.5^{\circ}$ -9 (81"): low $14.7^{\circ} \pm 0.2^{\circ}$ high $24.6^{\circ} \pm 0.5^{\circ}$ Spinner: Hartzell spinner assembly A2298-2 (use with Hartzell 2 blade propeller only) McCaughey spinner assembly D-6240 (use with McCaughey 3 blade propeller only) McCaughey spinner assembly D-6195 (use with McCaughey 2 blade propeller only) |
| Governor: | Woodward F210681 or B210761 McCaughey C290D3(X)/T30 or DC290D1(X)/T14 |
| Airspeed limits (IAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.5) at 2500 lbs. |

| | |
|------------------------------|---|
| | (+12.0) to (+20.5) at 1800 lbs. or less |
| | <u>Floatplane:</u> Aqua 2400 Floats (+15.0) to (+20.0) at 2750 lbs. (+12.5) to (+20.0) at 1600 lbs. or less Wipline 3000 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | Landplane: 2500 lbs. Floatplane: 2750 lbs. |
| Number of seats | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-34), 5 qt. Minimum (See NOTE 1 for data on system oil) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MT-7-235, s/n 18001C and up |
| Production basis | Production Certificate No. 11S0 |

XIX. Model M-8-235, 4/5 PCLM (Normal Category), Approved August 10, 1992

(Same as M-6-235, s/n 7474C & up, except for flaps, ailerons and landing gear (aluminum spring mains.)

| | |
|-----------------------------------|---|
| Engine | Lycoming O-540-J1A5D, O-540-J3A5, IO-540-W1A5D, IO-540-W1A5 or O-540-B4B5 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 235 hp at 2400 rpm, all operations (O-540-J/IO-540-W) 235 hp at 2575 rpm, all operations (O-540-B) |
| Propeller and propeller limits | (See NOTE 14) |
| Airspeed limits (CAS) | <u>Landplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.5) at 2500 lbs. (+12.0) to (+20.5) at 1760 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | Landplane: 2500 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) Optional: 5 (2 at +20, 2 at +53, 1 at +78) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |

| | |
|---------------------------|---|
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | IO-540: 8 qt. (-34), 5 qt. minimum O-540: 12 qt. (-34), 9 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model M-8-235, s/n 15001C and up |
| Production basis | Production Certificate No. 11S0 |

XX. Model MX-7-160, 4 PCLM (Normal Category), Approved November 13, 1992

(Same as MXT-7-180, except for engine, propeller, and has conventional tailwheel landing gear.)

| | |
|--------------------------------|--|
| Engine | Lycoming Lycoming 0-320-B2D |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 160 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | Sensenich fixed pitch 74DM7S5-0-52 or -54 or -56 (74" Dia.) or Sensenich fixed pitch 74DM7S8-0-52 or -54 or -56 (74" Dia.) Diameter: Not over 74 in., not under 72 in., no further reduction permitted. Static rpm at full throttle: Not over 2500 rpm, not under 2400 rpm (-54 or -56) Not over 2620 rpm, not under 2520 rpm (-52) Spinner: Sensenich spinner assembly S74DM |
| Airspeed limits (IAS) | <u>Landplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.4) to (+20.5) at 2200 lbs. (+12.5) to (+20.5) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | 2200 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MX-7-160, s/n 19001C and up |
| Production basis | Production Certificate No. 11S0 |

XXI. Model MXT-7-160, 2/4 PCLM (Normal Category), Approved November 13, 1992

(Same as MXT-7-180, except for engine and propeller.)

| | |
|--------------------------------|--|
| Engine | Lycoming Lycoming 0-320-B2D |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 160 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | Sensenich fixed pitch 74DM7S5-0-52 or -54 or -56 (74" Dia.) or Sensenich fixed pitch 74DM7S8-0-52 or -54 or -56 (74" Dia.) Diameter: Not over 74 in., not under 72 in., no further reduction permitted. Static rpm at full throttle: Not over 2500 rpm, not under 2400 rpm (-54 or -56) Not over 2620 rpm, not under 2520 rpm (-52) Spinner: Sensenich spinner assembly S74DM |
| Airspeed limits (IAS) | <u>Landplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.4) to (+20.5) at 2200 lbs. (+12.5) to (+20.5) at 1600 lbs. or less <u>Floatplane:</u> Aqua 2200 Floats: (+14.6) to (+20.5) at 2200 lbs. (+13.5) to (+20.5) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | 2200 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) Optional: 2 (2 at +20) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MXT-7-160, s/n 17001C and up |
| Production basis | Production Certificate No. 11S0 |

XXII. Model MX-7-180A, 4 PCLM (Normal Category), Approved June 3, 1993

(Same as MXT-7-180, except for engine, propeller, and has conventional tailwheel landing gear.)

| | |
|--------------------------------|--|
| Engine | Lycoming 0-360-C1F or 0-360-C4F |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 180 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | Sensenich fixed pitch 76EM8S5-0-56 (76" Dia.) or 76EM8S8-0-56 (76" Dia.) Diameter: Not over 76 in., not under 76 in., no further reduction permitted. |

| | |
|------------------------------|--|
| | Static rpm at full throttle: Not over 2500 rpm, not under 2400 rpm. Spinner: Sensenich spinner assembly S76EM |
| Airspeed limits (IAS) | <u>Landplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.9) to (+20.5) at 2400 lbs. (+12.4) to (+20.5) at 1740 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | 2400 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) |
| Maximum baggage | 170 lbs. at (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wing at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MX-7-180A, s/n 20001C and up |
| Production basis | Production Certificate No. 11S0 |

XXIII. Model MXT-7-180A, 4 PCLM (Normal Category), Approved June 3, 1993

(Same as MXT-7-180, except for engine and propeller.)

| | |
|-----------------------------------|--|
| Engine | Lycoming 0-360-C1F or 0-360-C4F |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 180 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | Sensenich fixed pitch 76EM8S5-0-56 (76" Dia.) or 76EM8S8-0-56 (76" Dia.) Diameter: Not over 76 in., not under 76 in., no further reduction permitted. Static rpm at full throttle: Not over 2500 rpm, not under 2400 rpm. Spinner: Sensenich spinner assembly S76EM |
| Airspeed limits (IAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.9) to (+20.5) at 2400 lbs. (+12.4) to (+20.5) at 1740 lbs. or less <u>Floatplane:</u> Aqua 2200 Floats: (+15.0) to (+20.5) at 2400 lbs. (+13.5) to (+20.5) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | 2400 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) |

| | |
|---------------------------|--|
| Maximum baggage | 170 lbs. at (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wing at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. Minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MXT-7-180A, s/n 21001C and up |
| Production basis | Production Certificate No. 11S0 |

XXIV. Model MX-7-180B, 4/5 PCLM (Normal Category), Approved July 12, 1993

(Same as MXT-7-180 except for conventional tailwheel landing gear.)

| | |
|--------------------------------|---|
| Engine | Lycoming Lycoming 0-360-C1F |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 180 hp at 2700 rpm, all operations |
| Propeller and propeller limits | Hartzell constant speed model HC-C2YR-1BF/7666A Diameter: Not over 76 in., not under 72 in. no further reduction permitted. Pitch settings at 30 in. sta.: low 12° high 27.8° to 29.8° Avoid continuous operation between 2000 and 2250 rpm. Spinner: Hartzell spinner assembly A2298-2 Governor: Woodward H210681 McCauley C290D3(X)/T29 or DC290D1(X)/T12 |
| Airspeed limits (IAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.9) to (+20.5) at 2500 lbs. (+12.4) to (+20.5) at 1740 lbs. or less Straight line variation between points given. |
| Empty weight | <u>Floatplane:</u> See appropriate AFMS for C.G. range for different float installations. |
| C.G. range | None |
| Maximum weight | 2500 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) Optional: 5 (2 at +20, 2 at +53, 1 at +78) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |

Serial numbers eligible Model MX-7-180B, s/n 22001C and up

Production basis Production Certificate No. 11S0

XXV. Model MXT-7-420, 4/5 PCLM (Normal Category), Approved July 12, 1993, Model deleted from TC January 7, 2003

Model MXT-7-420 removed from the type certificate per Maule Aerospace Technology's request. One serial number airplane of this model was built and has now been dismantled.

XXVI. Model M-7-235B, 5 PCLM (Normal Category), Approved October 14, 1993

(Same as MT-7-235 except has conventional tailwheel landing gear.)

| | |
|--------------------------------|--|
| Engine | Lycoming O-540-J1A5D, O-540-J3A5, IO-540-W1A5D, IO-540-W1A5 or O-540-B4B5 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 235 hp at 2400 rpm, all operations (O-540-J/IO-540-W) 235 hp at 2575 rpm, all operations (O-540-B) |
| Propeller and propeller limits | (See NOTE 14) |
| Airspeed limits (CAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.0) at 2500 lbs. (+12.5) to (+20.0) at 1700 lbs. or less <u>Floatplane:</u> EDO 797-2500 amphibious or 248B2440: (+14.0) to (+19.0) at 2750 lbs. (+12.5) to (+19.0) at 2400 lbs. or less Aqua 2400 Floats (+15.0) to (+20.0) at 2750 lbs. (+12.5) to (+20.0) at 1600 lbs. or less Wipline 3000 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less <u>Skiplane:</u> FliLite 3000 MK IIIA: (+15.0) to (+20.0) at 2500 lbs. (+12.5) to (+20.0) at 1700 lbs. or less FluiDyne C3000H: (+15.0) to (+19.5) at 2500 lbs. (+11.5) to (+19.5) at 1700 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | Landplane: 2500 lbs. Floatplane: 2750 lbs. Skiplane: 2500 lbs. |
| Number of seats | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | IO-540: 8 qt. (-34), 5 qt. minimum |

| | |
|---------------------------|--|
| Control surface movements | O-540: 12 qt. (-34), 9 qt. minimum (See NOTE 1 for data on system oil.) (See NOTE 12) |
| Serial numbers eligible | Model M-7-235B, s/n 23001C and up |
| Production basis | Production Certificate No. 11S0 |

XXVII. Model M-7-235A, 5 PCLM (Normal Category) Approved March 10, 1994

(Same as M-7-235 except for flaps and ailerons.)

| | |
|--------------------------------|---|
| Engine | Lycoming O-540-J1A5D, O-540-J3A5, IO-540-W1A5D, IO-540-W1A5 or O-540-B4B5 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 235 hp at 2400 rpm, all operations (O-540-J/IO-540-W) 235 hp at 2575 rpm, all operations (O-540-B) |
| Propeller and propeller limits | (See NOTE 14) |
| Airspeed limits (CAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.0) at 2500 lbs. (+12.5) to (+20.0) at 1700 lbs. or less <u>Floatplane:</u> Aqua 2400 Floats (+15.0) to (+20.0) at 2750 lbs. (+12.5) to (+20.0) at 1600 lbs. or less <u>Skiplane:</u> FluiDyne C3000H: (+15.0) to (+19.5) at 2500 lbs. (+11.5) to (+19.5) at 1700 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | Landplane: 2500 lbs. Floatplane: 2750 lbs. Skiplane: 2500 lbs. |
| Number of seats | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | IO-540: 8 qt. (-34), 5 qt. minimum O-540: 12 qt. (-34), 9 qt. minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model M-7-235A, s/n 24001C and up |
| Production basis | Production Certificate No. 11S0 |

XXVIII. Model M-7-235C, 5 PCLM (Normal Category) Approved October 10, 1995

(Same as M-7-235B except spring aluminum main landing gear.)

| | | |
|-----------------------------------|--------------------|---|
| Engine | Lycoming | O-540-J1A5D, O-540-J3A5, IO-540-W1A5D, IO-540-W1A5 or O-540-B4B5 |
| Fuel | | 100/100LL minimum grade aviation gasoline |
| Engine limits | | 235 hp at 2400 rpm, all operations (O-540-J/IO-540-W) 235 hp at 2575 rpm, all operations (O-540-B) |
| Propeller and propeller limits | | (See NOTE 14) |
| Airspeed limits (CAS) | | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> | (+15.0) to (+20.5) at 2500 lbs. (+12.0) to (+20.5) at 1760 lbs. or less |
| | <u>Floatplane:</u> | EDO 797-2500 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.5) to (+19.0) at 2400 lbs. or less Aqua 2400 Floats (+15.0) to (+20.0) at 2750 lbs. (+12.5) to (+20.0) at 1600 lbs. or less Wipline 3000 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | | None |
| Maximum weight | Landplane: | 2500 lbs. |
| | Floatplane: | 2750 lbs. |
| Number of seats | | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | | 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) or 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | IO-540: | 8 qt. (-34), 5 qt. minimum |
| | O-540: | 12 qt. (-34), 9 qt. minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | | (See NOTE 12) |
| Serial numbers eligible | | Model M-7-235C, s/n 25001C and up |
| Production basis | | Production Certificate No. 11S0 |

XXIX. Model MX-7-180C, 4/5 PCLM (Normal Category) Approved August 27, 1996

(Same as MX-7-180B except for landing gear (aluminum spring mains))

| | | |
|---------------|----------|---|
| Engine | Lycoming | Lycoming O-360-C1F |
| Fuel | | 100/100LL minimum grade aviation gasoline |
| Engine limits | | 180 hp at 2700 rpm, all operations |

| | |
|-----------------------------------|--|
| Propeller and propeller limits | Hartzell constant speed model HC-C2YR-1BF/7666A Diameter: Not over 76 in., not under 72 in. no further reduction permitted. Pitch settings at 30 in. sta.: low 12° high 27.8° to 29.8° Avoid continuous operation between 2000 and 2250 rpm. Spinner: Hartzell spinner assembly A2298-2 Governor: Woodward H210681 McCauley C290D3(X)/T29 or DC290D1(X)/T12 |
| Airspeed limits (IAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.9) to (+20.5) at 2500 lbs. (+12.4) to (+20.5) at 1740 lbs. or less <u>Floatplane:</u> Aqua 2200 Floats (+13.9) to (+20.5) at 2500 lbs. (+10.5) to (+20.5) at 1600 lbs. or less Wipline 2350 amphibious Floats (+15.0) to (+19.0) at 2500 lbs. (+13.5) to (+19.0) at 2090 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | 2500 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) Optional: 5 (2 at +20, 2 at +53, 1 at +78) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) or 43 gal. (40 gal. usable; two 21.5 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on system fuel.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. minimum (See NOTE 1 for data on system oil.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MX-7-180C, s/n 28001C and up |
| Production basis | Production Certificate No. 11S0 |

XXX. Model M-7-260, 5 PCLM (Normal Category) Approved April 17, 1998

(Same as M-7-235B except engine and propeller.)

| | |
|-----------------------------------|---|
| Engine | Lycoming IO-540-V4A5 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 260 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | (See NOTE 15) |
| Airspeed limits (IAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.0) at 2500 lbs. |

| | |
|---------------------------|---|
| | (+12.5) to (+20.0) at 1700 lbs. or less |
| | <u>Floatplane:</u> Wipline 3000 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less |
| | Aqua 2400 Floats (+15.0) to (+20.0) at 2750 lbs. (+12.5) to (+20.0) at 1600 lbs. or less |
| | Straight line variation between points given. |
| Empty weight | |
| C.G. range | None |
| Maximum weight | Landplane: 2500 lbs. Floatplane: 2750 lbs. |
| Number of seats | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on fuel system.) |
| Oil capacity | 8 qt. (-34), 5 qt. minimum (See NOTE 1 for data on oil system.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model M-7-260, s/n 26001C and up |
| Production basis | Production Certificate No. 11S0 |

XXXI. Model MT-7-260, 5 PCLM (Normal Category) Approved April 17, 1998

(Same as MT-7-235 except engine and propeller.)

| | |
|--------------------------------|---|
| Engine | Lycoming IO-540-V4A5 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 260 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | (See NOTE 15) |
| Airspeed limits (IAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.0) at 2500 lbs. (+12.5) to (+20.0) at 1700 lbs. or less |
| | <u>Floatplane:</u> Wipline 3000 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less |
| | Aqua 2400 Floats (+15.0) to (+20.0) at 2750 lbs. (+12.5) to (+20.0) at 1600 lbs. or less |
| | Straight line variation between points given. |
| Empty weight | |
| C.G. range | None |

| | |
|---------------------------|---|
| Maximum weight | Landplane: 2500 lbs. Floatplane: 2750 lbs. |
| Number of seats | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on fuel system.) |
| Oil capacity | 8 qt. (-34), 5 qt. minimum (See NOTE 1 for data on oil system.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MT-7-260, s/n 27001C and up |
| Production basis | Production Certificate No. 11S0 |

XXXII. Model M-7-260C, 5 PCLM (Normal Category) Approved October 19, 1998

(Same as M-7-235C except engine and propeller.)

| | |
|--------------------------------|--|
| Engine | Lycoming IO-540-V4A5 |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 260 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | (See NOTE 15) |
| Airspeed limits (IAS) | <u>Landplane, Floatplane, and Skiplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.0) at 2500 lbs. (+12.5) to (+20.0) at 1700 lbs. or less <u>Floatplane:</u> Wipline 3000 amphibious Floats (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less Aqua 2400 Floats (+15.0) to (+20.0) at 2750 lbs. (+12.5) to (+20.0) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | Landplane: 2500 lbs. Floatplane: 2750 lbs. |
| Number of seats | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on fuel system.) |

| | |
|---------------------------|---|
| Oil capacity | 8 qt. (-34), 5 qt. minimum (See NOTE 1 for data on oil system.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model M-7-260, s/n 30001C and up |
| Production basis | Production Certificate No. 11S0 |

XXXIII. Model M-7-420AC, 5 PCLM (Normal Category) Approved December 17, 1998

(Same as M-7-235A except for main landing gear, flap ratchet, nacelle, engine, and propeller.)

| | |
|--------------------------------|---|
| Engine | Rolls-Royce Corp. (Allison) Gas Turbine 250-B17C |
| Fuel | <p>Primary: Mil-T-5624L, grade JP-4 and JP-5, Mil-T-83133A, grade JP-8, ASTM-D-1655, Jet A, A1 or B, JP-1 Fuel conforming to ASTM-D-1655, Jet A, Artic Diesel Fuel DF-A (VV0F800B) conforming to ASTM-D-1655, Jet A or A1 Diesel #1 fuel conforming to ASTM-D-1655, Jet A</p> <p>Emergency: Mil-G-5572, all grades (aircraft boost pump on; maximum of 6 hours operation per overhaul period of turbine through an engine operating range of idle to 90% maximum SHP)</p> <p>Cold Weather: To assure consistent starts below 4°C (40°F), the following fuels may be necessary: MIL-T-5624, grade JP-4 ASTM-D-1655, Jet B AVGAS/Jet A, Jet A1 or Jet JP-5 mixture. (Refer to Cold Weather Fuels, para 2-48, for mixing/use of cold weather fuel in Allison Manual 11W2.)</p> |
| Engine limits | 369 hp - 90 psi torque, at 2030 rpm continuous |
| Propeller and propeller limits | <p>Hartzell, constant speed, full-feathering beta, model HC-B3TF-7A/T10173F-21R</p> <p>Diameter: 80.5 - 78 inches</p> <p>Pitch settings at 30" sta.:</p> <p>Reverse pitch -15° ±5° feather 81.1° ±5°</p> <p>Spinner: Hartzell spinner assembly A3640P</p> |
| Maximum operating altitude | 20,000 feet |
| Airspeed limits (CAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |
| C.G. range | <p><u>Landplane:</u> (+15.0) to (+20.5) at 2500 lbs. (+13.1) to (+20.5) at 2090 lbs. or less</p> <p><u>Floatplane:</u> Wipline 3000 Amphibious: (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less Straight line variation between points given.</p> |
| Empty weight C.G. range | None |
| Maximum weight | <p>Landplane: 2500 lbs.</p> <p>Floatplane: 2750 lbs.</p> |
| Number of seats | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 47.6 gal. (43 gal. usable, two 23.8 gal. tanks in wings at +24 - considered one tank) Optional wing auxiliary tanks, 42 gal. (42 usable; two 21 gal. tanks in wings at + 24). (See NOTE 1 for data on fuel system.) |
| Oil capacity | 10 qt. (-22.5), 9 qts. Minimum (See NOTE 1 for data on oil system.) |

| | |
|---------------------------|------------------------------------|
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model M-7-420AC, s/n 29001C and up |
| Production basis | Production Certificate No. 11S0 |

XXXIV. Model MX-7-160C, 4 PCLM (Normal Category), Approved March 12, 1999

(Same as MX-7-160, except for spring aluminum main landing gear.)

| | |
|--------------------------------|--|
| Engine | Lycoming 0-320-B2D |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 160 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | Sensenich fixed pitch 74DM7S5-0-52 or -54 or -56 (74" Dia.) or Sensenich fixed pitch 74DM7S8-0-52 or -54 or -56 (74" Dia.) Diameter: Not over 74 in., not under 72 in., no further reduction permitted. Static rpm at full throttle: Not over 2500 rpm, not under 2400 rpm (-54 or -56) Not over 2620 rpm, not under 2520 rpm (-52) Spinner: Sensenich spinner assembly S74DM |
| Airspeed limits (IAS) | <u>Landplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.4) to (+20.5) at 2200 lbs. (+12.5) to (+20.5) at 1600 lbs. or less <u>Floatplane:</u> Aqua 2200 Floats (+14.6) to (+20.5) at 2200 lbs. (+13.5) to (+20.5) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | 2200 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wings at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on fuel system.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. minimum (See NOTE 1 for data on oil system.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MX-7-160C, s/n 34001C and up |
| Production basis | Production Certificate No. 11S0 |

XXXV. Model MX-7-180AC, 4/5 PCLM (Normal Category), Approved May 4, 2000

(Same as MX-7-180A, except for aluminum spring main landing gear.)

| | |
|--------|---|
| Engine | Lycoming 0-360-C1F or 0-360-C4F |
| Fuel | 100/100LL minimum grade aviation gasoline |

| | |
|--------------------------------|--|
| Engine limits | 180 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | Sensenich fixed pitch 76EM8S5-0-56 (76" Dia.) or 76EM8S8-0-56 (76" Dia.) Diameter: Not over 76 in., not under 76 in., no further reduction permitted. Static rpm at full throttle: Not over 2500 rpm, not under 2400 rpm. Spinner: Sensenich spinner assembly S76EM |
| Airspeed limits (IAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.9) to (+20.5) at 2400 lbs. (+12.4) to (+20.5) at 1740 lbs. or less <u>Floatplane:</u> Aqua 2200 Floats (+15.0) to (+20.5) at 2400 lbs. (+13.5) to (+20.5) at 1600 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | 2400 lbs. |
| Number of seats | 4 (2 at +20, 2 at +56) Optional: 5(2 at +20, 2 at +53, 1 at +78) |
| Maximum baggage | 170 lbs. at (+20), 350 lbs. (+42), 250 lbs. (+70) |
| Fuel capacity | 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks 30 gal. (30 gal. usable; two 15 gal. tanks in wing at +24) or 42 gal. (42 gal. usable; two 21 gal. tanks in wings at +24) (See NOTE 1 for data on fuel system.) |
| Oil capacity | 8 qt. (-36.5), 2 qt. minimum (See NOTE 1 for data on oil system.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MX-7-180AC, s/n 33001C and up |
| Production basis | Production Certificate No. 11S0 |

XXXVI. Model M-7-420A, 5 PCLM (Normal Category) Approved November 20, 2000

(Same as M-7-420AC except conventional oleo main landing gear.)

| | |
|--------------------------------|--|
| Engine | Rolls-Royce Corp. (Allison) Gas Turbine 250-B17C |
| Fuel | Primary: Mil-T-5624L, grade JP-4 and JP-5, Mil-T-83133A, grade JP-8, ASTM-D-1655, Jet A, A1 or B, JP-1 Fuel conforming to ASTM-D-1655, Jet A, Artic Diesel Fuel DF-A (VV0F800B) conforming to ASTM-D-1655, Jet A or A1 Diesel #1 fuel conforming to ASTM-D-1655, Jet A Emergency: Mil-G-5572, all grades (aircraft boost pump on; maximum of 6 hours operation per overhaul period of turbine through an engine operating range of idle to 90% maximum SHP) Cold Weather: To assure consistent starts below 4°C (40°F), the following fuels may be necessary: MIL-T-5624, grade JP-4 ASTM-D-1655, Jet B AVGAS/Jet A, Jet A1 or Jet JP-5 mixture. (Refer to Cold Weather Fuels, para 2-48, for mixing/use of cold weather fuel in Allison Manual 11W2.) |
| Engine limits | 369 hp - 90 psi torque, at 2030 rpm continuous |
| Propeller and propeller limits | Hartzell, constant speed, full-feathering beta, model HC-B3TF-7A/T10173F-21R Or HC-B3TF-7A/T10173-21R Diameter: 80.5 - 78 inches |

| | |
|----------------------------|---|
| | Pitch settings at 30" sta.: |
| | Reverse pitch $-15^{\circ} \pm 5^{\circ}$ feather $81.1^{\circ} \pm 5^{\circ}$ |
| | Spinner: Hartzell spinner assembly A3640P |
| Maximum operating altitude | 20,000 feet |
| Airspeed limits (CAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.0) to (+20.5) at 2500 lbs. (+13.1) to (+20.5) at 2090 lbs. or less |
| | <u>Floatplane:</u> Wipline 3000 Amphibious: (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | Landplane: 2500 lbs. Floatplane: 2750 lbs. |
| Number of seats | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 47.6 gal. (43 gal. usable, two 23.8 gal. tanks in wings at +24 - considered one tank) Optional wing auxiliary tanks, 42 gal. (42 usable; two 21 gal. tanks in wings at + 24). (See NOTE 1 for data on fuel system.) |
| Oil capacity | 10 qt. (-22.5), 9 qts. Minimum (See NOTE 1 for data on oil system.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model M-7-420A, s/n 35001C and up |
| Production basis | Production Certificate No. 11S0 |

XXXVII. Model MT-7-420, 5 PCLM (Normal Category) Approved January 6, 2003

(Same as MT-7-260 except for nacelle, engine, propeller.)

| | |
|--------------------------------|--|
| Engine | Rolls-Royce Corp. (Allison) Gas Turbine 250-B17C |
| Fuel | Primary: Mil-T-5624L, grade JP-4 and JP-5, Mil-T-83133A, grade JP-8, ASTM-D-1655, Jet A, A1 or B, JP-1 Fuel conforming to ASTM-D-1655, Jet A, Artic Diesel Fuel DF-A (VVOF800B) conforming to ASTM-D-1655, Jet A or A1 Diesel #1 fuel conforming to ASTM-D-1655, Jet A |
| | Emergency: Mil-G-5572, all grades (aircraft boost pump on; maximum of 6 hours operation per overhaul period of turbine through an engine operating range of idle to 90% maximum SHP) |
| | Cold Weather: To assure consistent starts below 4°C (40°F), the following fuels may be necessary: MIL-T-5624, grade JP-4 ASTM-D-1655, Jet B AVGAS/Jet A, Jet A1 or Jet JP-5 mixture. (Refer to Cold Weather Fuels, para 2-48, for mixing/use of cold weather fuel in Allison Manual 11W2.) |
| Engine limits | 369 hp - 90 psi torque, at 2030 rpm continuous |
| Propeller and propeller limits | Hartzell, constant speed, full-feathering beta, model HC-B3TF-7A/T10173F-21R or HC-B3TF-7A/T10173-21R Diameter: 80.5 - 78 inches Pitch settings at 30" sta.: |
| | Reverse pitch $-15^{\circ} \pm 5^{\circ}$ feather $81.1^{\circ} \pm 5^{\circ}$ |

| | |
|----------------------------|--|
| Maximum operating altitude | Spinner: Hartzell spinner assembly A3640P 20,000 feet |
| Airspeed limits (CAS) | <u>Landplane and Floatplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+16.0) to (+20.5) at 2500 lbs. (+13.0) to (+20.5) at 1700 lbs. or less <u>Floatplane:</u> Wipline 3000 Amphibious: (+14.0) to (+19.0) at 2750 lbs. (+12.0) to (+19.0) at 2100 lbs. or less Straight line variation between points given. |
| Empty weight C.G. range | None |
| Maximum weight | Landplane: 2500 lbs. Floatplane: 2750 lbs. |
| Number of seats | 5 (2 at +20, 2 at +53, 1 at +83) |
| Maximum baggage | 170 lbs. (+20), 350 lbs. (+42), 250 lbs. (+72) |
| Fuel capacity | 47.6 gal. (43 gal. usable, two 23.8 gal. tanks in wings at +24 - considered one tank) Optional wing auxiliary tanks, 42 gal. (42 usable; two 21 gal. tanks in wings at + 24). (See NOTE 1 for data on fuel system.) |
| Oil capacity | 10 qt. (-22.5), 9 qts. Minimum (See NOTE 1 for data on oil system.) |
| Control surface movements | (See NOTE 12) |
| Serial numbers eligible | Model MT-7-420, s/n 51001C and up |
| Production basis | Production Certificate No. 11S0 |

XXXVIII. Model M-4-180V, 2 PCLM (Normal Category) Approved September 6, 2005

(Same as MX-7-180 except for M-4 tail, M-4 maximum weight, seat capacity (2) and door quantity (2))

| | |
|--------------------------------|---|
| Engine | Lycoming 0-360-C1F or 0-360-C4F |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine limits | 180 hp at 2700 rpm, full throttle continuous |
| Propeller and propeller limits | Hartzell constant speed model HC-C2YR-1BF/F7666A (eligible on O-360-C1F only) Diameter: Not over 76 in., not under 72 in. Pitch settings at 30 in. sta.: low 12° high 27.8° to 29.8° Avoid continuous operation between 2000 rpm and 2250 rpm Spinner: Hartzell spinner assembly A2298-2 Governor: Woodward H210681 McCaughey C290D3(X)/T29 or DC290D1(X)/T12 Sensenich fixed pitch 76EM8S5-0-56 or 76EM8S8-0-56 Diameter: Not over 76 in., not under 76 in., no further reduction permitted. Static rpm at full throttle: Not over 2500 rpm, not under 2400 rpm. For O-360-C1F (modified) avoid continuous operation between 2150 rpm and 2350 rpm. Spinner: Sensenich spinner assembly S76EM |
| Airspeed limits (IAS) | <u>Landplane:</u> (See NOTE 11) |
| C.G. range | <u>Landplane:</u> (+15.6) to (+19.0) at 2300 lbs. (+11.0) to (+19.0) at 1500 lbs. or less |

Straight line variation between points given.

| | | | |
|---------------------------|---|------------------|--------------|
| Empty weight | | | |
| C.G. range | None | | |
| Maximum weight | 2300 lbs. | | |
| Number of seats | 2 at +20 | | |
| Maximum baggage | 170 lbs. at (+20), 200 lbs. (+54) | | |
| Fuel capacity | 47.6 gal. (43 gal. usable; two 23.8 gal. tanks in wings at +24) Optional wing auxiliary tanks, 30 gal. (30 gal. usable; two 15 gal. tanks in wing at +24) (See NOTE 1 for data on fuel system.) | | |
| Oil capacity | 8 qt. (-36.5), 2 qt. minimum (See NOTE 1 for data on oil system.) | | |
| Control surface movements | Wing flaps | Handle full down | -7° ±1° |
| | | First Notch | 0° ±1° |
| | | Second Notch | 20° ±3° |
| | | Third Notch | 35° ±3° |
| | Aileron | Up 20° ±1° | Down 20° ±1° |
| | Elevator | Up 25° ±2° | Down 21° ±1° |
| | Elevator tab | Up 11° ±3° | Down 25° ±1° |
| | Rudder | Right 21° ±1° | Left 21° ±1° |
| | Rudder tab | Right 48° ±4° | Left 48° ±4° |
| Serial numbers eligible | Model M-4-180V, s/n 47001C and up | | |
| Production basis | Production Certificate No. 11S0 | | |

DATA PERTINENT TO ALL MODELS:

| | |
|---------------------|---|
| Datum | Wing leading edge |
| Leveling means | Leveling lug and mark on bottom side of right wing root. |
| Certification basis | Part 3, Civil Air Regulations, effective May 15, 1956 as amended by 3-1 thru 3-5 and 3.705 as amended by 3-7; and 14 CFR part 36 amended thru 36-4* and part 23.955 in lieu of CAR 3.435 for the models M-5-235C, M-5-180C, M-5-210TC, M-6-235, M-5-200, M-6-180, M-7-235, MX-7-235, MX-7-180, MXT-7-180, MT-7-235, M-8-235, MX-7-160, MXT-7-160, MX-7-180A, MXT-7-180A, MX-7-180B, M-7-235A, M-7-235B, M-7-235C, MX-7-180C, M-7-260, MT-7-260, M-7-260C, MX-7-160C, MX-7-180AC and M-4-180V. * Part 36 amendment shown is for the model M-5-235C. For the other models shown, the Part 36 amendment in effect on the certification date of each model was used. |

Special Certification Rules for the Model M-5-210TC:

| Part | Amendment |
|------------|-----------|
| 21.101(b) | 21-42 |
| 23.141 | 23-7 |
| 23.909 | 23-7 |
| 23.1041 | 23-7 |
| 23.1043 | 23-7 |
| 23.1047 | 23-7 |
| 23.1093 | 23-17 |
| 23.1143 | 23-17 |
| 23.1183 | 23-15 |
| 23.1305(p) | 23-15 |
| 23.1527 | 23-7 |
| 23.1583(k) | 23-7 |

Special Certification Rule for the Model MX-7-180:

14 CFR part 23.1545 Amendment 23-23, October 30, 1978 in lieu of CAR 3.757 (Amendment 3-5, September 1, 1959)

Special Certification Rules for the Model MX-7-420, M-7-420AC, M-7-420A and MT-7-420:

Part 3, Civil Air Regulations, effective May 15, 1956, as amended through 3-7; and 14 CFR part 36 as amended through 36-14, SFAR 27 as amended through 27-2,* and the following

Part 23 requirements for turbine engine installations:

| | | |
|-------------------------|---------------|--------------------------------|
| 23.45 (-21) | 23.939 (-18) | 23.1143 (-17) |
| 23.49 (-21) | 23.943 (-18) | 23.1145 (-18) |
| 23.65 (-21) | 23.951 (-15) | 23.1155 (-7) |
| 23.75 (-21) | 23.955 (-7) | 23.1165 (-17) |
| 23.77 (-21) | 23.977 (-17) | 23.1183 |
| 23.173 (-14) | 23.991 (-26) | 23.1303 (-17) |
| 23.175 (-17) | 23.997 (-15) | 23.1305 (-26) |
| 23.251 (-0) | 23.1013 (-15) | 23.1323 (-20) |
| 23.253 (-7) | 23.1015 (-15) | 23.1337 (-18) |
| 23.335 (-16) | 23.1019 (-15) | 23.1353 (-20) |
| 23.361 (-26) | 23.1027 (-14) | 23.1505 (-7) & 3.187 or 23.333 |
| 23.371 (-7) | 23.1041 (-7) | 23.1521 (-21) |
| 23.629 (-31) | 23.1043 (-21) | 23.1527 (-7) |
| (to include whirl mode) | 23.1045 (-7) | 23.1529 (-26) |
| 23.863 (-23) | 23.1091 (-7) | 23.1545 (-23) |
| 23.901 (-18) | 23.1093 (-18) | 23.1549 (-12) |
| 23.903 (-26) | 23.1103 (-7) | 23.1557 (-23) |
| 23.905 (-26) | 23.1105 (0) | 23.1583 (-23) |
| 23.929 (-14) | 23.1111 (-17) | 23.1587 (-23) |
| 23.933 (-17) | 23.1121 (-18) | |
| 23.937 (-7) | 23.1141 (-18) | |

*Part 36 and SFAR 27 amendments shown are for the model MX-7-420.

For the other models shown, the amendments of Parts 36 and 34 in effect on the certification date of each model were used.

Type Certificate No. 3A23 issued August 10, 1961

Application for Type Certificate dated November 1, 1957

Equipment

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

- (A) Stall Warning Indicator, Maule drawing 6016F
- (B) The following FAA Approved Airplane Flight Manuals are required (Original AFM or any later FAA approved revision is acceptable):
 1. Model M-4: AFM dated 3/15/66 with rev. 2 dated 5/1/84 is in effect for all M-4, M-4C, M-4S and M-4T.
 2. Model M-4-210, s/n 1001-1005 modified per Maule SL#6, 1001-1035 modified per Maule SL#7 (AD#65-28-04) and s/n 1036-1045, AFM dated 9/24/64 with rev. 1 dated 11/18/64 or AFM dated 3/15/66 with rev. 2 dated 3/15/66. When s/n 1001-1045 modified per Maule SL#15 for 2300# GW, AFM dated 3/15/66 with rev. 3 dated 10/15/68 must be incorporated.
 3. Model M-4-210C, s/n 1001C-1074C, 1079C, 1080C, AFM dated 3/15/66 with rev. 2 dated 3/15/66; s/n 1001C-1074C, 1079C 1080C modified per Maule SL#15 for 2300# GW and s/n 1075C-1078C, 1081C-1085C, AFM dated 3/15/66 with rev. 3 dated 10/15/68; s/n 1086C-1117C, AFM dated 3/15/66 with rev. 4 dated 6/20/73 Note: Models M-4-210S and T were never produced.
 4. Model M-4-220/C, (includes M-4-220, M-4-220C), AFM dated 9/28/66 with rev. 5 dated 5/1/84 Note: Model M-4-220T was never produced.

5. Model M-4-220S, s/n 2001S, AFM dated 9/28/66 (2100# GW)
Note: Rev. 1 to this AFM does not apply to this s/n.
6. Model M-4-180C, AFM dated 10/20/70 with rev. A dated 5/1/84
Note: Models M-4-180S and T were never produced.
7. Model M-5-220C, AFM dated 12/28/73 with rev. A dated 5/1/84
8. Model M-5-210C, AFM dated 12/28/73 with rev. B dated 5/1/84
9. Model M-5-235C, s/n 7001C-7026C, 7028C, 7030C-7032C, 7037C, AFM dated 4/6/76, with expanded C.G. limits per Maule SL#36, rev. B dated 11/6/80; s/n 7027C, 7029C, 7033C-7036C, 7038C-7248C, 7250C-7320C, 7322C-7346C, 7348C, 7349C, AFM dated 4/6/76 with rev. B dated 11/6/80; s/n 7350C, 7352C-7355C, 7357C-7362C, 7364C-7367C, AFM dated 4/6/76 with rev. C dated 4/22/81; s/n 7321C, 7347C, 7351C, 7363C, 7369C-7373C, 7375C, 7445C, 7451C, 7460C, 7467C, AFM dated 8/12/81 with rev. A dated 5/1/84. Note: AFMs dated 4/6/76 must have AFM Supplement #13 attached. AFM dated 1/13/86 for s/n 7470C, 7478C-7480C, 7484C-7487C, 7515C.
10. Model M-5-180C, AFM dated 4/19/79 for s/n 8001C-8014C, 8016C-8019C, 8021C, 8023C-8042C, 8044C-8064C, 8068C, 8069C with rev. D dated 4/12/84; AFM dated 6/12/85 for s/n 8070C-8094C
11. Model M-5-200, AFM dated 10/29/82, rev. B dated 6/10/94
12. Model M-5-210TC, AFM dated 2/4/80, rev. B dated 5/1/84
13. Model M-6-235, AFM dated 6/25/81, rev. I dated 6/10/94 for s/n 7249C, 7356C, 7379C-7465C; AFM dated 5/23/85, rev. B dated 6/10/94 for s/n 7466C, 7468C-7473C; AFM dated 2/19/87, rev. C dated 3/3/95 for s/n 7474C and up
14. Model M-6-180, AFM dated 9/15/82, rev. C dated 6/10/94
15. Model M-7-235, AFM dated 11/9/83, rev. F dated 10/17/94
16. Model MX-7-235, AFM dated 10/18/84, rev. F dated 10/28/94
17. Model MX-7-180, AFM dated 12/18/84, rev. E dated 10/28/94
18. Model MX-7-420, AFM dated 6/1/89, rev. E dated 10/26/98
19. Model MXT-7-180, AFM dated 11/9/90, rev. D dated 3/7/02
20. Model MT-7-235, AFM dated 3/20/92, rev. D dated 3/7/02
21. Model M-8-235, AFM dated 8/10/92, rev. D dated 1/26/96
22. Model MX-7-160, AFM dated 11/13/92, rev. G dated 5/24/02
23. Model MXT-7-160, AFM dated 11/13/92, rev. C dated 3/7/02
24. Model MX-7-180A, AFM dated 6/3/93, rev. D dated 3/7/02
25. Model MXT-7-180A, AFM dated 6/3/93, rev. E dated 3/7/02
26. Model MX-7-180B, AFM dated 7/12/93, rev. D dated 3/7/02
27. Model MXT-7-420 removed from TC January 7, 2003
28. Model M-7-235B, AFM dated 10/14/93, rev. E dated 5/24/02
29. Model M-7-235A, AFM dated 3/10/94, rev. C dated 3/7/02

30. Model M-7-235C, AFM dated 10/10/95, rev C dated 5/20/02
31. Model MX-7-180C, AFM dated 8/26/96, rev. D dated 5/24/02
32. Model M-7-260, AFM dated 4/17/98, rev. F dated 5/24/02
33. Model MT-7-260, AFM dated 4/17/98, rev. E dated 3/7/02
34. Model M-7-260C, AFM dated 10/15/98, rev. E dated 5/24/02
35. Model M-7-420AC, AFM dated 12/17/98, rev. C dated 3/7/02
36. Model MX-7-160C, AFM dated 3/12/99, rev. E dated 3/7/02
37. Model MX-7-180AC, AFM dated 5/4/2000, rev. A dated 3/7/02
38. Model M-7-420A, AFM dated 11/20/2000, rev. C dated 3/7/02
39. Model MT-7-420, AFM dated 1/7/2003, rev.A dated 3/5/04
40. Model M-4-180V, AFM dated 9/6/2005

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 location must include unusable fuel and undrainable oil as follows:

Fuel 18 lbs. (+24)
(20 gal. main) M-4 series (except M-4-180V), M-4-210 series, M-4-220 series, M-4-180 series, M-5-210C, M-5-220C, M-5-210TC, M-5-235C, M-5-200, M-6-235, M-6-180, M-7-235, MX-7-235, MX-7-180, MXT-7-180, MT-7-235, M-8-235, MX-7-160, MXT-7-160, MX-7-180A, MXT-7-180A, MX-7-180B, M-7-235B, M-7-235A, M-7-235C, MX-7-180C

Fuel 27.6 lbs. (+24)
(21.5 gal. main) M-7-235, MX-7-235, MX-7-180, MXT-7-180, MT-7-235, M-8-235, MX-7-160, MXT-7-160, MX-7-180A, MXT-7-180A, MX-7-180B, M-7-235B, M-7-235A, M-7-235C, MX-7-180C, M-7-260, MT-7-260, M-7-260C, MX-7-160C, M-6-235, MX-7-180AC, M-5-210C*, M-5-220C*, M-5-235C*, M-5-180C*, M-5-210TC*, M-5-200*, M-4-180V
*with Modification Kit No. 15 installed.

Fuel 16.2 lbs. (+24)
(40.6 gal. main)* MX-7-420 (tank configuration A)

Fuel 31 lbs. (+24)
(43 gal. main)* MX-7-420 (tank configuration C), M-7-420AC, M-7-420A, MT-7-420

* Two main tanks considered one tank

Oil 8 lbs. (-37) M-4 series

Oil 6 lbs. (-37) M-4-220 series, M-4-180 series, M-4-210 series, M-5-220C, M-5-210C

Oil 6 lbs. (-36.5) M-5-180, M-5-210TC, M-5-200, M-6-180, MX-7-180, MXT-7-180, MX-7-160, MXT-7-160, MX-7-180A, MXT-7-180A, MX-7-180B, MX-7-180C, MX-7-160C, MX-7-180AC, M-4-180V

Oil 6 lbs. (-34) M-5-235C, M-6-235, M-7-235, MX-7-235, MT-7-235, M-7-235B, M-7-235A, M-7-235C, M-7-260, MT-7-260, M-7-260C

Oil 20 lbs. (-22.5) MX-7-420, M-7-420AC, M-7-420A, MT-7-420

Note 2 The following placards shall be displayed:

(A) In front of and in clear view of the pilot:

1. For all M-4 models (except M-4-180V):

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.

For M-4-180V and M-5 and subsequent models:

THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATION LIMITATIONS STATED IN THE FLIGHT MANUAL AND IN THE FORM OF PLACARDS AND MARKINGS.

2. NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED. or
AEROBATIC MANEUVERS, INCLUDING SPINS, ARE NOT APPROVED.

3. For M-4 series (except M-4-180V), M-5 series, M-6 series, M-7-235, and MX-7-235:

ROUGH AIR OR MANEUVERING SPEED 125 MPH.

For M-4-180V:

ROUGH AIR OR MANEUVERING SPEED 109K (125 MPH).

For MX-7-180:

ROUGH AIR OR MANEUVERING SPEED: 129 MPH (112K)

For MX-7-420, M-7-420AC, M-7-420A, and MT-7-420:

ROUGH AIR OR MANEUVERING SPEED IS 121 MPH (105K)

For MXT-7-180, MT-7-235, M-8-235, MX-7-160, MXT-7-160, MX-7-180A, MXT-7-180A, MX-7-180B, M-7-235B, M-7-235A, M-7-235C, MX-7-180C, M-7-260, MT-7-260, M-7-260C, MX-7-160C, MX-7-180AC:

MANEUVERING SPEED: 125 MPH IAS (109K). (Knots and MPH may be interchanged)

4. One of the following placards must be installed in the M-4 and M-4-210:

a. THIS AIRCRAFT APPROVED FOR DAY VFR FLIGHT ONLY.

b. THIS AIRCRAFT APPROVED FOR DAY OR NIGHT VFR FLIGHT.
(If equipment and instruments conforming to 14 CFR part 91.33(c) are installed.)

c. THIS AIRCRAFT APPROVED FOR DAY OR NIGHT VFR OR IFR FLIGHT.
(If equipment and instruments conforming to §91.33(d) and §91.170 are installed.)

The following placard must be installed on all models except the M-4 and M-4-210:

THIS AIRCRAFT APPROVED FOR DAY OR NIGHT IFR NON-ICING FLIGHT WHEN EQUIPPED IN ACCORDANCE WITH FAR 91 OR FAR 135.

5. SEE LOADING INSTRUCTIONS IN WEIGHT AND BALANCE SECTION OF AIRPLANE FLIGHT MANUAL.

6. FUEL REMAINING IN TANK WHEN INDICATOR READS ZERO CANNOT BE USED SAFELY IN FLIGHT.

7. For M-4-180V, M-5 and subsequent models except -420 series:

DO NOT TURN OFF ALTERNATOR IN FLIGHT EXCEPT IN CASE OF EMERGENCY.

8. For -420 series:

COMPASS UNRELIABLE WHEN HEATED INLET IS ON.

9. For -235 series (when using -6R propeller):

DO NOT EXCEED 23 INCHES M.P. BELOW 2050 RPM.

For M-5-200:

FOR CONTINUOUS OPERATION DO NOT EXCEED 24 INCHES OF MANIFOLD PRESSURE BELOW 2350 RPM.

For M-5-210TC:

NOT MORE THAN 34" OF MANIFOLD PRESSURE AT PROPELLER SPEEDS LESS THAN 2350 RPM.
and

NOT LESS THAN 20" OF MANIFOLD PRESSURE AT PROPELLER SPEEDS BETWEEN 2250 AND 2450 RPM.

For M-4-180V:

With Hartzell HC-C2YR-1BF/F7666A:

AVOID CONTINUOUS OPERATION 2000-2250 RPM

With Sensenich fixed pitch propeller and O-360-C1F(modified):

AVOID CONTINUOUS OPERATION 2150-2350 RPM

10. For MXT-7-180A:

DEMONSTRATED CROSSWIND 15 MPH.

For M-4-180V:

DEMONSTRATED CROSSWIND 12K (14 MPH)

and

TAKEOFF WITH 20° FLAPS

11. In addition to the above placards, the following is required when Fli-Lite 3000 MK IIIA skis are installed:
For M-4 series:

SKIPLANE LIMITATIONS: MAXIMUM GROSS WEIGHT 1850 LBS. DO NOT EXCEED 160 MPH. SKI OPERATION PROCEDURES: SET SELECTOR TO POSITION DESIRED THEN OPERATE PUMP UNTIL MAXIMUM PRESSURE IS DEVELOPED.

For M-4-210C series:

SKIPLANE LIMITATIONS: MAXIMUM GROSS WEIGHT 2100 LBS. DO NOT EXCEED 160 MPH. SKI OPERATION PROCEDURES: SET SELECTER TO POSITION DESIRED THEN OPERATE PUMP UNTIL MAXIMUM PRESSURE IS DELVELOPED.

Additional placards listed in the applicable AFM Supplement for skiplane operation must be installed.

12. For M-4, s/n 3-91, M-4-210, s/n 1001-1043, M-4-210C, s/n 1001C-1010C, or if no ashtray installed per Maule drawing 6007B:

At the top of the instrument panel, to the right of the radio group:

NO SMOKING

13. On the instrument panel or wing root panel at the auxiliary fuel tank transfer switches, (if installed):

| | |
|---------------------------------|----------------------------------|
| FUEL TRANSFER PUMPS | |
| PUSH FOR AUX. QUANT. LEFT | PUSH FOR AUX. QUANT. RIGHT |

FUEL CAPACITY: MAIN TANKS (*) GAL. USABLE EACH,
AUX. TANKS (**) GAL. USABLE EACH TANK.

* 20 gal. except M-7/MX-7/MXT-7/MT-7/M-8 series may have either 20 gal. or 21.5 gal. and M-4-180V has 21.5 gal.

** For M-4 (except M-4-180V) and M-5 series: 11.5 gal.
For M-6-180: 13.0 gal.
For M-6-235, s/n 7249C-7473C: 13.0 gal.
For M-6-235, s/n 7474C and up, M-4-180V: 15.0 gal.
For M-7/MXT-7/MT-7/M-8 series

and MX-7 series except those listed below: 15.0 or 21.0 gal.
 For MX-7-420/MX-7-180/MX-7-235: 15.0 gal.

(B) Located on the flap handle:

- For M-4 series (all except M-4-180V) and M-5-235C, s/n 7001C-7248C, 7250C- 7320C, 7322C-7346C, 7348C-7350C, 7352C-7362C, 7364C-7368C, M-5-180, s/n 8001C-8022C, M-5-210C (all), M-5-220C (all), M-5-210TC (all):

FLAPS - PULL ON/ 15° TAKEOFF/ 35° LANDING

or for M-5-235C, s/n 7321C, 7347C, 7351C, 7363C, 7369C and up, M-5-200, s/n 8015C and up, M-5-180C, s/n 8023C and up, and for M-5-235C, s/n 7001C-7248C, 7250C-7320C, 7322C-7346C, 7348C-7350C, 7352C-7362C, 7364C-7368C with Maule SL#44 c/w, M-5-180C, s/n 8001C-8022C with Maule SL#49 c/w, all M-5-210C with Maule SL#46 c/w, all M-5-220C with Maule SL#48 c/w, all M-5-210TC with Maule SL#47 c/w:

FLAPS - PULL ON/ 20° TAKEOFF/ 40° LANDING

- For M-6-180/-235, M-7-235/-235A/-235B*/-235C/-260/-260C, MX-7-180/-180A*/-180B*/-180C/-180AC/-235/-160*/-160C, M-8-235*:

FLAPS/PULL ON/ 2ND NOTCH/ TAKEOFF/ 4TH NOTCH/ LANDING

* 4TH NOTCH" is replaced by "3RD NOTCH" for M-7-235B S/N's 23001C thru 23003C, 23005C thru 23010C, and 23012C, MX-7-180A S/N's 20001C thru 20026C, 20028C, 20029C, and 20031C thru 20035C, MX-7-180B S/N's 22003C, 22006C, and 22007C, MX-7-160 S/N's 19001C thru 19034C and 19041C M-8-235 S/N's 15001C thru 15005C unless Mod Kit #11 is complied with.

- For MX-7-420, MXT-7-180/-180A/-160/-420, MT-7-235/-260/-420, M-8-235, M-7-420AC, M-7-420A, M-4-180V:

FLAPS/PULL ON/2ND NOTCH/TAKEOFF/3RD NOTCH/LANDING

(C) Located at the main fuel tank selector valve on left kick panel:

- For M-4, s/n 23, 25-45:

| | |
|----------------|---------------|
| TAKE + LANDING | |
| LEFT ONLY | |
| 21 GAL. | |
| | RIGHT 21 GAL. |
| OFF | |

- For M-4, s/n 24, 46-94, 1C-11C, 1S-3S, 1T-3T:

| | |
|-------------------|---------------|
| TAKEOFF + LANDING | |
| BOTH TANKS | |
| LEFT 21 GAL. | RIGHT 21 GAL. |
| | OFF |

- For M-4-220C, (s/n 2125C, 2127C, 2128C, 2137C, 2138C, 2140C and up), M-5-220C, M-5-200, M-5-210TC, M-5-235C/-180C, M-6-235C/-180C, MX-7-235/-180, M-7-235/-235A/-235B, MXT-7-180, MT-7-235, M-8-235, MX-7-160, MXT-7-160, MX-7-180A, MXT-7-180A, MX-7-180B, M-7-235C, MX-7-180C, M-7-260, MT-7-260, M-7-260C, MX-7-180AC:

| | |
|---------------------|-----------------|
| FUEL SELECTOR VALVE | |
| LEFT: 20* GAL. | |
| OFF | BOTH |
| | RIGHT: 20* GAL. |

*or 21.5 gal. for M-7/MXT-7/MT-7/M-8 series and MX-7-160/-180/-180A/-180B/-180C/-180AC and M-4-180V

or for M-4-220C and early M-5-235C with SP2321-B3 Fuel Selector Valve: (Not applicable to M-5-235C s/n 7321C, 7347C, 7351C, 7363C, 7369C and up.):

| | |
|---------|---------|
| LEFT | |
| 20 GAL. | |
| | RIGHT |
| | 20 GAL. |
| OFF | |

4. For M-4-210(C,S) and M-5-210C:

| | |
|-----------------|------------------|
| LEFT 20 GAL. | RIGHT 20 GAL. |
|-----------------|------------------|

or

| | |
|-----------------|-----------------|
| LEFT 20 GAL. | BOTH 20 GAL. |
|-----------------|-----------------|

(Use with 10049E-7 Valve)

(Use with SP-2263-B3 or 10049E-6 Valve)

5. For -420 series:

| |
|---------------------------------------|
| FUEL SELECTOR VALVE BOTH ON OFF |
|---------------------------------------|

(D) In rear cabin area:

1. For M-4 (except M-4-180V) and M-5 series:

| |
|--|
| BAGGAGE 250 LBS. MAXIMUM. FOR LOADING INSTRUCTIONS SEE WEIGHT AND BALANCE INFORMATION. |
|--|

2. For M-5 and subsequent models (except M-4-180V):

| |
|---|
| CARGO OR BAGGAGE LIMITATIONS MAX. LOAD AREA "A" 170 LBS. MAX. LOAD AREA "B" 350 LBS. MAX. LOAD AREA "C" 250 LBS. |
|---|

3. For models with optional 5th seat installed and M-7/MT-7 series:

| |
|---|
| CHECK WEIGHT AND BALANCE CAREFULLY WHEN USING 5TH SEAT OR LOADING REAR/CARGO/BAGGAGE. |
|---|

| |
|------------------------------------|
| MAXIMUM REAR SEAT LOADING 170 LBS. |
|------------------------------------|

4. For M-7-235, s/n 4001C-4061C: (Unless Maule SK#15 is c/w)

| |
|---|
| BALLAST IN AFT FUSELAGE SHOULD BE REMOVED FOR LARGE AFT CABIN LOADS. THIS BALLAST SHOULD BE IN PLACE IN THE AFT FUSELAGE STORAGE FOR LIGHT/FORWARD LOADING. |
|---|

5. For M-4-180V:

| |
|--|
| CHECK WEIGHT AND BALANCE CAREFULLY WHEN LOADING REAR/CARGO/BAGGAGE. |
|--|

| |
|---|
| CARGO OR BAGGAGE LIMITATION MAX. LOAD AREA "A" 170 LBS. MAX. LOAD AREA "B" 200 LBS. |
|---|

Note 3 The models Bee Dee M-4 and M-4, s/n 3-23, 25-45 fuel systems do not comply with CAR 3.433 and 3.434 for horsepower greater than 125 at the best angle of climb speed, which is the most critical flight attitude, unless optional Modification Kit No. 36 is installed.

Note 4 The following aircraft were manufactured at Jackson, Michigan:

| <u>Models</u> | <u>Serial numbers</u> |
|---------------|---------------------------|
| M-4 | 3-94 |
| M-4C | 1C-11C |
| M-4S | 1S-3S |
| M-4T | 1T-3T |
| M-4-210 | 1001-1045 |
| M-4-210C | 1001C-1074C, 1079C, 1080C |

M-4-220C 2001C-2018C
M-4-220S 2001S

- Note 5 Optional wing tips (ref. Maule drawing 9041F) have been approved for all M-4 series models except Bee Dee M-4 s/n 3-14.
- Note 6 Equipment approved for all models is listed on the Required and Optional Equipment Lists.
- Note 7 The following aircraft are eligible for manufacture under Production Certificate No. 11S0:

| <u>Models</u> | <u>Serial numbers</u> |
|---------------|---|
| M-4 Series | (Spare parts) |
| M-5-220C | (Spare parts) |
| M-5-210C | (Spare parts) |
| M-5-235C | (Spare parts) |
| M-5-180C | (Spare parts) |
| M-5-200 | (Spare parts) |
| M-5-210TC | (Spare parts) |
| M-6-235 | 7249C, 7356C, 7379C and up |
| M-7-235 | 4001C and up, and 12001C with STC SA2661SO (known as M-7-420) |
| M-6-180 | 8020C, 8065C-8067C and up |
| MX-7-235 | 10001C and up |
| MX-7-180 | 11001C and up |
| MX-7-420 | 13001C and up |
| MXT-7-180 | 14000C and up |
| MT-7-235 | 18001C and up |
| M-8-235 | 15001C and up |
| MX-7-180A | 20001C and up |
| MXT-7-180A | 21001C and up |
| MX-7-160 | 19001C and up |
| MXT-7-160 | 17001C and up |
| MX-7-180B | 22001C and up |
| M-7-235B | 23001C and up |
| M-7-235A | 24001C and up |
| M-7-235C | 25001C and up |
| MX-7-180C | 28001C and up |
| M-7-260 | 26001C and up |
| MT-7-260 | 27001C and up |
| M-7-260C | 30001C and up |
| M-7-420AC | 29001C and up |
| MX-7-160C | 34001C and up |
| MX-7-180AC | 33001C and up |
| M-7-420A | 35001C and up |
| MT-7-420 | 51001C and up |
| M-4-180V | 47001T and up |

- Note 8 For M-4-220C, s/n 2178C and up, and all other M-4-220 airplanes which have complied with Maule SL#27, the maximum continuous throttle operation restriction may be removed and replaced by 220 hp - 2800 rpm all operations. Airplane Flight Manual Supplement No. 3 must be attached to the FAA approved Airplane Flight Manual for those airplanes incorporating Maule SL#27.
- Note 9 All Maule float installations require installation of wing tip mounted anti-collision light system conforming to Maule drawing 7045F for night flight.
- Note 10 For all aircraft except model Bee Dee M-4, s/n 3-14 and M-4 s/n 15-44, all placards required in the applicable approved Airplane Flight Manual and skiplane and floatplane AFM Supplements must be installed in the appropriate location.
- Note 11 Airspeed limits -
(A) For models M-4/C/S/T, M-4-180C/-180S/-180T, M-4-210/-210C/-210S/-210T, M-4-220/-220C/-220S/-220T:

Landplane: Never exceed 180 mph (156 knots)

| | |
|--------------------------|---------------------|
| Max. structural cruising | 145 mph (126 knots) |
| Maneuvering | 125 mph (109 knots) |
| Flaps extended | 90 mph (78 knots) |

- (B) For models M-5-180C/-210C/-220C/-235C/-210TC/-200, M-6-235/-180, M-7-235/A, M-8-235, MX-7-235:

| | |
|--------------------------------|---------------------|
| <u>Landplane:</u> Never exceed | 180 mph (156 knots) |
| Max. structural cruising | 145 mph (126 knots) |
| Maneuvering | 125 mph (109 knots) |
| Flaps extended | 94 mph (82 knots) |

- (C) For models MX-7-160/-160C, MXT-7-160:

| | |
|--------------------------------|---------------------|
| <u>Landplane:</u> Never exceed | 180 mph (156 knots) |
| Max. structural cruising | 147 mph (128 knots) |
| Maneuvering | 125 mph (109 knots) |
| Flaps extended | 95 mph (82 knots) |

- (D) For models M-7-235B/-235C, M-7-260/-260C, MXT-7-180, MT-7-235/-260 and M-4-180V:

| | |
|--------------------------------|---------------------|
| <u>Landplane:</u> Never exceed | 182 mph (158 knots) |
| Max. structural cruising | 147 mph (128 knots) |
| Maneuvering | 125 mph (109 knots) |
| Flaps extended | 95 mph (83 knots) |

- (E) For models MX-7-180A/-180B/-180C/-180AC and MXT-7-180A:

| | |
|--------------------------------|---------------------|
| <u>Landplane:</u> Never exceed | 185 mph (161 knots) |
| Max. structural cruising | 149 mph (129 knots) |
| Maneuvering | 125 mph (109 knots) |
| Flaps extended | 98 mph (85 knots) |

- (F) For models MX-7-180:

| | |
|--------------------------------|---------------------|
| <u>Landplane:</u> Never exceed | 185 mph (161 knots) |
| Max. structural cruising | 149 mph (129 knots) |
| Maneuvering | 129 mph (112 knots) |
| Flaps extended | 98 mph (85 knots) |

- (G) For all -420 models:

| | | |
|--------------------|--------------------------|---------------------|
| <u>Landplane,</u> | Never exceed | 151 mph (131 knots) |
| <u>Floatplane,</u> | Max. structural cruising | 151 mph (131 knots) |
| <u>and</u> | Maneuvering | 121 mph (105 knots) |
| <u>Skiplane:</u> | Flaps extended | 94 mph (82 knots) |

- (H) All reciprocating engine models (except M-4-210/-210C with Federal A2000A Skis never exceed speed is unchanged from Landplane):

| | | |
|--------------------|--------------|---------------------|
| <u>Skiplane:</u> | Never exceed | 160 mph (139 knots) |
| <u>Floatplane:</u> | Never exceed | 164 mph (142 knots) |

Airplane Flight Manual Supplements required for Floatplanes and Skiplanes.

Airspeed limits for Models M-4 series, M-5 series, M-6 series, M-7-235/-235A, M-8-235, MX-7-235 and MX-7-420 are Calibrated Airspeeds (CAS). All other models are Indicated Airspeeds (IAS).

Note 12 Control surface movements for M-6 and subsequent models (except M-4-180V):

| | | |
|------------|------------------|---------|
| Wing flaps | Handle full down | -7° ±1° |
| | First Notch | 0° ±1° |
| | Second Notch | 24° ±3° |

| | | | |
|-------------------------------|----------------------------------|------|----------------------------|
| | Third Notch | | $40^{\circ} \pm 3^{\circ}$ |
| | Fourth Notch* | | $48^{\circ} \pm 2^{\circ}$ |
| Aileron | Up $20^{\circ} \pm 1^{\circ}$ | Down | $20^{\circ} \pm 1^{\circ}$ |
| Elevator | Up $30^{\circ} \pm 1^{\circ}$ | Down | $20^{\circ} \pm 1^{\circ}$ |
| Elevator tab | Up $14^{\circ} \pm 2^{\circ}$ | Down | $28^{\circ} \pm 2^{\circ}$ |
| Elevator tab w/piano hinge | Up $12^{\circ} \pm 2^{\circ}$ | Down | $38^{\circ} \pm 2^{\circ}$ |
| Rudder | Right $21^{\circ} \pm 1^{\circ}$ | Left | $21^{\circ} \pm 1^{\circ}$ |
| Rudder tab | Right $48^{\circ} \pm 4^{\circ}$ | Left | $48^{\circ} \pm 4^{\circ}$ |

(Note: Rudder tab not installed on M-7-235 s/n 4001C- 4022C - M-7 Rudder w/tab may be installed per MK#4)

*Fourth Notch applicable to those models listed in Note 2 (B) 2.

Note 13 Aircraft models M-4-210, M-4-210C, M-4-220S, M-4-220C, M-5-210C, M-5-220C, M-5-235C, M-6-235, M-7-235/-235A/-235B/-235C/-260/-260C, MX-7-235/-180A/-180B/-180C, and MT-7-235/-260 are eligible for float installation when structural modifications have been incorporated per Maule drawings 9001F, Sheet 1, also required are structural modifications per 9001F, Sheet 2 for the following models: M-4-210C, M-4-220C, M-5-210C, M-5-220C, M-5-235C s/n 7001C-7460C, M-6-235 s/n 7249C, 7356C, 7379C-7465C, and MX-7-235 s/n 10001C-10005C.

Note 14 Propeller and propeller limits - For models M-5-235C, M-6-235, M-7-235, MX-7-235, M-8-235, M-7-235A, M-7-235B, and M-7-235C:

Hartzell constant speed model HC-C2YR-1BF/F8468A-6R or -3R

(-3R use with 7:00 tires or larger/26 psi minimum air pressure.)

Hartzell constant speed 2 blade model HC-C2YR-1BF/F8477D-6

(Use with O-540-J3A5 or O-540-B4B5 engine only)

Hartzell constant speed 3 blade model HC-C3YR-1RF/F7693(F)-()

(Use with O-540-J3A5, O-540-B4B5, IO-540-W1A5D or IO-540-W1A5 engines only)

Diameter: -3R: Not over 81 in.; not under 77 in.

-6R: Not over 78 in.; not under 77 in.

F8477D-6 or F7693(F)-(): Not over 78 in.; not under 76 in.

Pitch settings at 30" sta.:

-3R: low $16^{\circ} \pm 1^{\circ}$ high $30^{\circ} \pm 1^{\circ}$ (O-540-J1A5D, O-540-J3A5, IO-540-W1A5D or IO-540-W1A5 engines)

low $13.8^{\circ} \pm 1^{\circ}$ high $30^{\circ} \pm 1^{\circ}$ (O-540-B4B5 engine)

-6R: low $16.7^{\circ} \pm 1^{\circ}$ high $30^{\circ} \pm 1^{\circ}$ (O-540-J1A5D, O-540-J3A5, IO-540-W1A5D or IO-540-W1A5 engines)

low $14.3^{\circ} \pm 1^{\circ}$ high $30^{\circ} \pm 1^{\circ}$ (O-540-B4B5 engine)

F8477D-6: low $16.7^{\circ} \pm 1^{\circ}$ high $30^{\circ} \pm 1^{\circ}$ (O-540-J3A5 engine)

low $14.3^{\circ} \pm 1^{\circ}$ high $30^{\circ} \pm 1^{\circ}$ (O-540-B4B5 engine)

F7693(F)-(): low $14.2^{\circ} \pm 1^{\circ}$ high $31^{\circ} \pm 1^{\circ}$ (O-540-J3A5, IO-540-W1A5 or IO-540-W1A5D engines)

low $12.5^{\circ} \pm 1^{\circ}$ high $31^{\circ} \pm 1^{\circ}$ (O-540-B4B5 engine)

-6R: Do not exceed 23 in. M.P. below 2050 rpm.

McCaughey constant speed 3-blade model B3D32C414-C/G-82NDA-2 or -4*

(-2 use with 7:00 tires or larger)

McCaughey constant speed 2-blade model B2D37C224-B/G-90RA-9**

(-9 use with 7:00 tires or larger/26 psi minimum air pressure.)

Diameter: -2: not over 80 in.; not under 76 in.

-4: not over 78 in.; not under 76 in.

-9: not over 81 in.; not under 78 in.

Pitch settings at 30" sta.:

-2 (80"): low $15.0^{\circ} \pm 0.2^{\circ}$ high $30.0^{\circ} \pm 0.5^{\circ}$ (O-540-J1A5D, O-540-J3A5, IO-540-W1A5D or IO-540-W1A5 engines)

low $13.3^{\circ} \pm 0.2^{\circ}$ high $30.0^{\circ} \pm 0.5^{\circ}$ (O-540-B4B5 engine)

-4 (78"): low $15.7^{\circ} \pm 0.2^{\circ}$ high $30.0^{\circ} \pm 0.5^{\circ}$ (O-540-J1A5D, O-540-J3A5, IO-540-W1A5D or IO-540-W1A5 engines)

low $14.0^{\circ} \pm 0.2^{\circ}$ high $30.0^{\circ} \pm 0.5^{\circ}$ (O-540-B4B5 engine)

-9 (81"): low $14.7^{\circ} \pm 0.2^{\circ}$ high $24.6^{\circ} \pm 0.5^{\circ}$ (O-540-J1A5D, O-540-J3A5, IO-540-W1A5D or IO-540-W1A5 engines)

low $13.3^{\circ} \pm 0.2^{\circ}$ high $24.6^{\circ} \pm 0.5^{\circ}$ (O-540-B4B5 engine)

Spinner: Hartzell spinner assembly A2298-2 (use with Hartzell propeller only)

- McCauley spinner assembly D-6240 (use with McCauley 3-blade propeller only)
 McCauley spinner assembly D-6195 (use with McCauley 2-blade propeller only)
- Governor: Woodward F210681*** or B210761 (O-540-J1A5D, O-540-J3A5, IO-540-W1A5D or IO-540-W1A5 only);
 E210761 (O-540-B4B5 only)
- McCauley C290D3(X)/T30 or DC290D1(X)/T14 (O-540-J1A5D, O-540-J3A5, IO-540-W1A5D or IO-540-W1A5 only);
 C290D3(X)/T31 or DC290D1(X)/T15 (O-540-B4B5 only)
- * McCauley B3D32C414-C/G-82NDA-4 not approved for installation on M-5-235C with O-540-J1A5D, O-540-J3A5, IO-540-W1A5D or IO-540-W1A5 engines.
- ** McCauley B2D37C224-B/G-90RA-9 not approved for installation on M-5-235C, M-6-235, M-7-235, MX-7-235 with O-540-B4B5 engines.
- *** For Woodward Governor F210681 on M-5-235C refer to AD#81-25-01 for eligible serial numbers.

Note 15 Propeller and propeller limits - For models M-7-260, M-7-260C and MT-7-260:

MT-Propeller 4 Blade Model MTV-14-B/190-17

Diameter: not over 75in.; not under 69 in.

Pitch settings at 26.18 in. sta.: low $12.0^\circ \pm 0.2^\circ$; high $32.0^\circ \pm 1^\circ$

Hartzell - constant speed 2-blade model HC-C2YR-1BF/F8477D-6

Hartzell - constant speed 3-blade model HC-C3YR-1RF/F7693(F) and (F)-2

Diameter: not over 78 in.; not under 76 in.

Pitch settings at 30 in. sta.:

F8477D-6: low $13.5^\circ \pm 0.1^\circ$ high $30^\circ \pm 1^\circ$

F7693: low $12.0^\circ \pm 0.2^\circ$ high $31^\circ \pm 1^\circ$

McCauley - constant speed 2-blade model B2D37C224/90RA-12 and -10.5

McCauley - constant speed 3-blade model B3D32C414/82NDA-2 and -4

Diameter: -12: not over 78 in.; not under 77 in.

-10.5: not over 79.5 in.; not under 78 in.

-2: not over 80 in.; not under 76 in.

-4: not over 78 in.; not under 76 in.

Pitch settings at 30 in. sta.:

-12: low $13.4^\circ \pm 0.2^\circ$ high $29.5^\circ \pm 0.5^\circ$

-10.5: low $13.1^\circ \pm 0.2^\circ$ high $29.5^\circ \pm 0.5^\circ$

-4: low $12.0^\circ \pm 0.2^\circ$ high $30.0^\circ \pm 0.5^\circ$

-2: low $11.3^\circ \pm 0.2^\circ$ high $30.0^\circ \pm 0.5^\circ$

Spinner: MT-Propeller spinner assembly P-238-A-1 (use with MT-Propeller only)

Hartzell spinner assembly A2298-2 (use with Hartzell 2-blade prop only)

Hartzell spinner assembly C-3535-1P (use with Hartzell 3-blade prop only)

McCauley spinner assembly D-6195 (use with McCauley 2-blade prop only)

McCauley spinner assembly D-6240 (use with McCauley 3-blade prop only)

Governor: McCauley DC290D1(X)/T33

Note 16 For M-5 series models with optional wing assemblies 2110X-30 installed per Modification Kit No. 15:
 Fuel Capacity 47.6 gal (43 gal. usable; two 23.8 gal. tanks in wings at +24.0)

....END...