## OPERATING LIMITATIONS

POWER PLANT LIMITATIONS:

Engine: Lycoming O-540-B4B5

Engine Limits: 235 hp @ 2575 RPM, Full Throttle Continuous

Propeller: Hartzell: Constant Speed HC-C2YR-1BF/F8468A-3R (81") or -6R (78") (Use -3R with 7:00 tires or larger and 26 psi minimum air pressure)

Engine Instrument Markings:

Tachometer: Green Arc - Normal Operating Range, 2200 - 2575 RPM

Red Radial - Maximum RPM, 2575 RPM

## NORMAL OPERATING PROCEDURES

NORMAL FLIGHT OPERATIONS:

NOISE LEVEL:

The noise level obtained during certification per FAR 36 was 73.9 dBA. No determination has been made by the Federal Aviation Administration that the noise level of this airplane is or should be acceptable or unacceptable for the operation at, into or out of any airport.

FAA APPROVED
DATE: SEP 12 1994
REV. A: MAR 1 1996
REV. B: APR 26 1996

MAULE AEROSPACE TECHNOLOGY, INC.
LAKE MAULE -:- RT. 5, BOX 318 -:- MOULTRIE, GA. 31768 -:- PHONE (912) 985-2045 -:- FAX: (912) 890-2402

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 22

FOR

MAULE **M-5-235C**

Reg. No._____

Ser. No._____

This Supplement must be attached to the FAA Approved Airplane Flight Manual dated **6 April 1976** with **Rev. B** dated 11/6/80 or with **Rev. C** dated 4/22/81 when Lycoming **O-540-J3A5** or **IO-540-W1A5** Engine is installed in accordance with Maule Engine Installation Drawing **5260X** or **5400X.**

The information contained herein supersedes and supplements the information of the basic Airplane Flight Manual; for limitation, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

FAA APPROVED: for _____
Manager, Aircraft Certification Office
Federal Aviation Administration
Atlanta, Georgia

DATE: SEP 12 1994

REV. A MAR 1 1996

S/n 7001C-7026C, 7028C, 7030C-7032C, 7037C must have SL#36 c/w using expanded CG limits.



IT'S PERFORMANCE THAT COUNTS!

MAULE AEROSPACE TECHNOLOGY, INC.
MOULTRIE, GEORGIA
AFM SUPPLEMENT NO. 22
FOR M-5-235C



## LOG OF REVISIONS

| REV. | TO PAGES | DESCRIPTION | APPROVAL AND DATE |
|---|---|---|---|
| A | 2 | Deleted effective serial numbers, except those requiring Service Letter No. 36 compliance. | Manager, Aircraft Certification Office<br>Federal Aviation Administration<br>Atlanta, Georgia<br>Date: MAR 1 1996 |
| | | | |

## OPERATING LIMITATIONS

POWER PLANT LIMITATIONS:

Engine: Lycoming O-540-J3A5 or IO-540-W1A5

Propeller: Hartzell: Constant Speed HC-C2YR-1BF/F8468A-3R (81") or -6R (78")(Use -3R with 7:00 tires or larger/26 psi minimum air pressure)

McCauley: B2D37C224-B/G-90RA-9 (81")(Use with 7:00 tires or larger/26 psi min. air pressure)
B3D32C414-C/G-82NDA-2 (80")(Use with 7:00 tires or larger)

Engine Instrument Markings:

Tachometer: Green Arc - Normal Operating Range, 2050 - 2400 RPM

Red Radial - Maximum RPM, 2400 RPM

////////////// ///CAUTION/// ////////////// WHEN EQUIPPED WITH THE HARTZELL -6R (78") PROP DO NOT EXCEED 23 IN. M.P. BELOW 2050 RPM. THIS IS A VIBRATORY STRESS LIMITATION WHICH APPLIES ONLY TO THIS MODEL PROPELLER.

## NORMAL OPERATING PROCEDURES

NORMAL FLIGHT OPERATIONS:

NOISE LEVEL:

The noise levels obtained during certification per FAR 36, were:

75.7 dBA for aircraft with Hartzell -3R (81") 2 blade propeller
67.6 dBA for aircraft with Hartzell -6R (78") 2 blade propeller
73.8 dBA for aircraft with McCauley -9 (81") 2 blade propeller
74.1 dBA for aircraft with McCauley -2 (80") 3 blade propeller

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

FAA APPROVED
DATE: SEP 12 1994
REV. A:MAR 1 1996

## ***WEIGHT AND BALANCE***

(2)

6/5/01 (updated)

Serial Number_____ Registration Number_____

It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The empty weight, empty weight center of gravity and useful load are listed below for this airplane as delivered from the factory. If the airplane has been altered, refer to the aircraft log and/or aircraft records for this information.

WEIGHT AND BALANCE DATA SUMMARY AS DELIVERED FROM THE FACTORY:

Basic Empty Weight (including engine oil)..... _____ Lbs.

Gross Weight..... 2300 Lbs.

Useful Load..... _____ Lbs.

Empty Center of Gravity..... _____ Inches

Empty Weight Moment..... _____ Inch Lbs.

CENTER OF GRAVITY RANGE:

| Center of Gravity Range | At Weight of |
|---|---|
| *+12.5 to +20.5 inches* | *2300 lbs.* |
| *+10.5 to +20.5 inches* | *1700 lbs.* |

NOTE: Straight line variation between given points

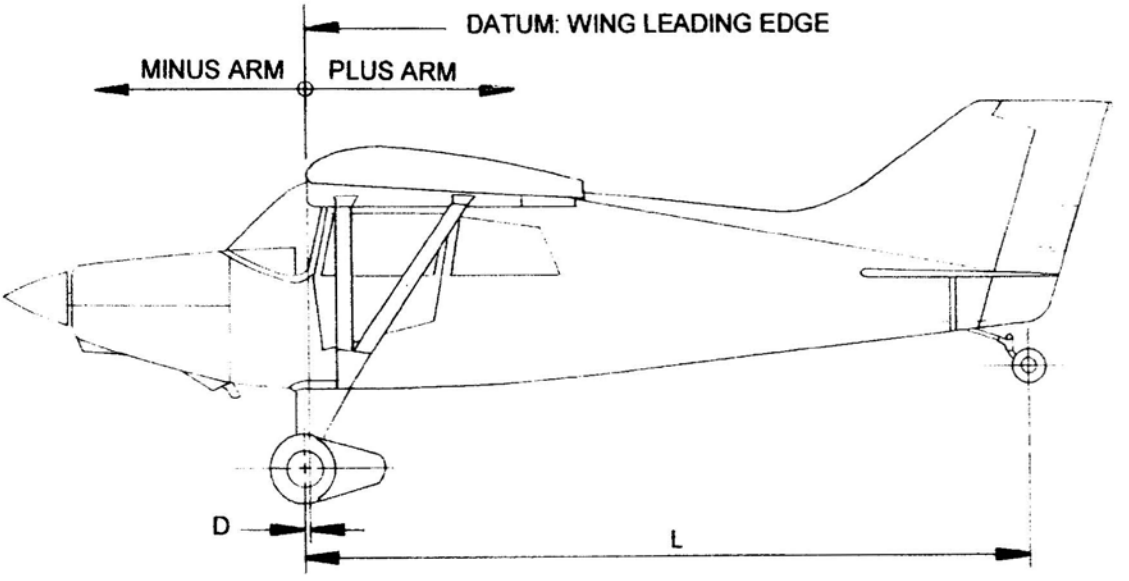
DATUM: Wing leading edge

CERTIFIED BY_____ DATE_____

(2)

6/5/01 (updated)

DETAILED CALCULATIONS OF EMPTY WEIGHT AND EMPTY WEIGHT CENTER OF GRAVITY AS DELIVERED FROM FACTORY:




PROCEDURE:

1. Place each of the wheels on a scale with the tailwheel elevated to place the airplane in approximately the flight attitude.

2. Place a level on the leveling mark and leveling lug on the bottom of the right wing near the root. Adjust the height of the tailwheel until the aircraft is level.

3. Measure the following distances:

   a. Wheel base (**L**) - the horizontal distance from the tailwheel weight point (center of axle) to the main wheel weight point (center of axle).
   **L** = _____ Inches

   b. Main Wheel Station (**D**) - the horizontal distance from the main wheel weight point (center of axle) to the datum line.
   **D** = _____ Inches

4. Measure the weights at the following points:

   a. **Right** Main Wheel.....= _____ Lbs.

   b. **Left** Main Wheel.....= _____ Lbs.

   c. **Tailwheel,** with tare =_____Lbs., minus tare of _____ Lbs.
   = net Tailwheel wt. **(T)** of _____ Lbs.

   Total Weight as Weighted **(W) =** _____ Lbs.

(2)

6/5/01 (updated)

The above empty weight includes unusable fuel of 18 lbs. at 24 inches and 12 quarts of oil at minus 34.0 inches for the O-540 engine and 8 quarts of oil at minus 34.0 inches for the IO-540 engine, plus all items of equipment as marked on the accompanying Equipment Lists. The Certificated empty weight is the above weight less 24 lbs. drainable oil for the O-540 engine and 16 lbs. drainable oil for the IO-540 engine at a minus arm of

34 inches and for this airplane is _____lbs. The corresponding empty weight

center of gravity is _____inches.

5. Calculations for determining weight, C.G. and moment:

   a. Center of Gravity (inches) = $\frac{\mathbf{L \times T}}{\mathbf{W}} - \mathbf{D}$

      i.e., C.G. = _____ - _____ = _____inches.

   b. Moment (inch pounds) = **W** x C.G.

      i.e., Moment = _____ x _____ = _____inch lbs.

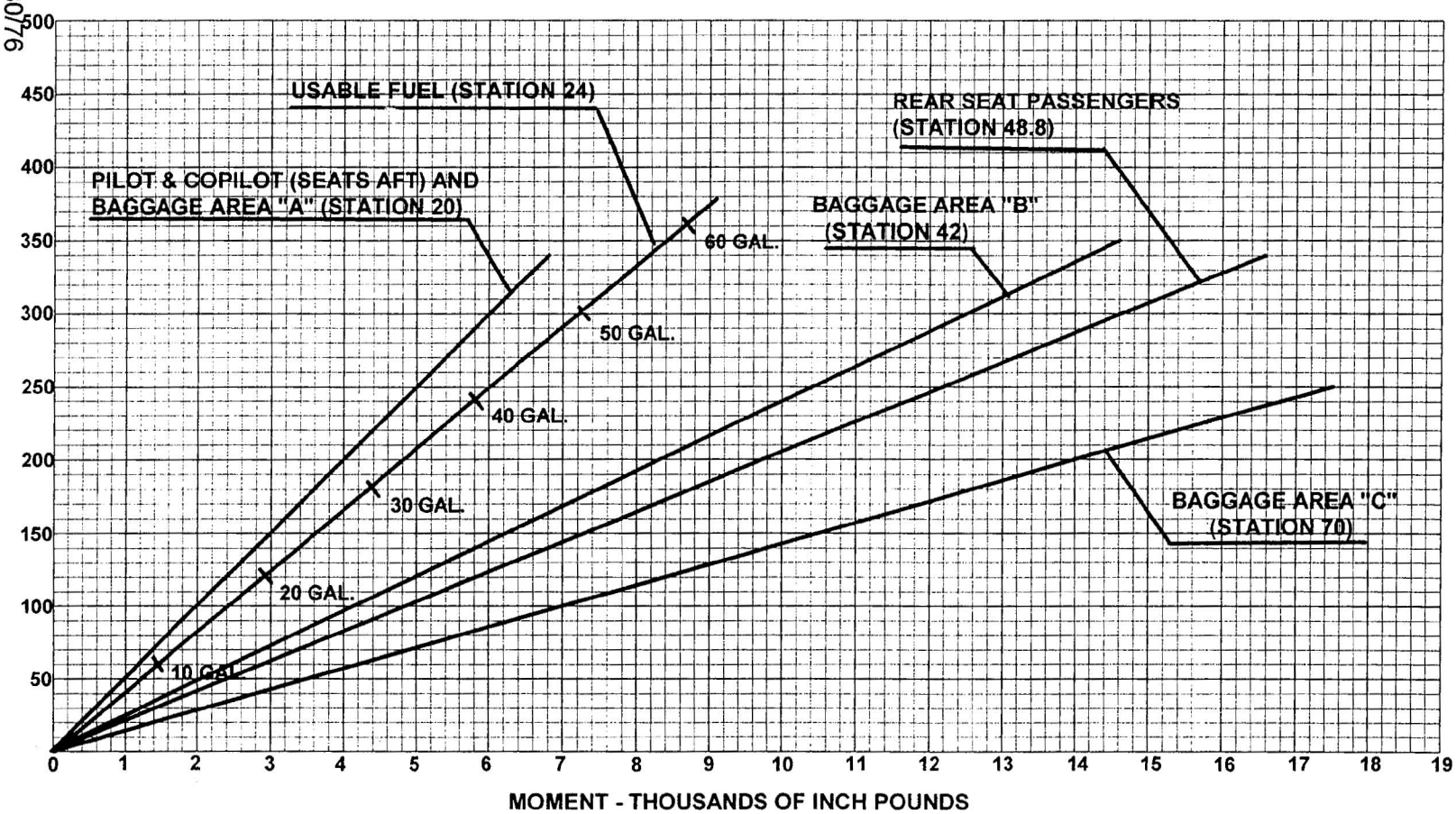
EXAMPLE OF WEIGHT AND BALANCE CALCULATION FOR LOADED AIRCRAFT:

An airplane with an empty weight of 1380 lbs. and empty weight C.G. location of 12.5 inches is loaded with a pilot and front seat passenger, fuel and baggage.

| Item | Weight, lbs. | C.G. Location | Moment, In.lbs. |
|---|---|---|---|
| Empty Weight (including engine oil) | 1430 | 11.0 | 15,730 |
| Pilot and Front Passenger | 340 | * | 5,600 |
| Fuel - 40 gal. in Mains | 240 | * | 5,750 |
| Baggage (Area "C") | 150 | * | 10,500 |
| | 2160 | 17.4 | 37,580 |

*Moments can be read directly from the loading graph.

By locating the point corresponding to 2160 lb. aircraft weight and a C.G. Location of 17.4 inches on the Center of Gravity envelope graph, you can see that this point falls within the envelope, signifying the loading is acceptable.




## LOADING CHART

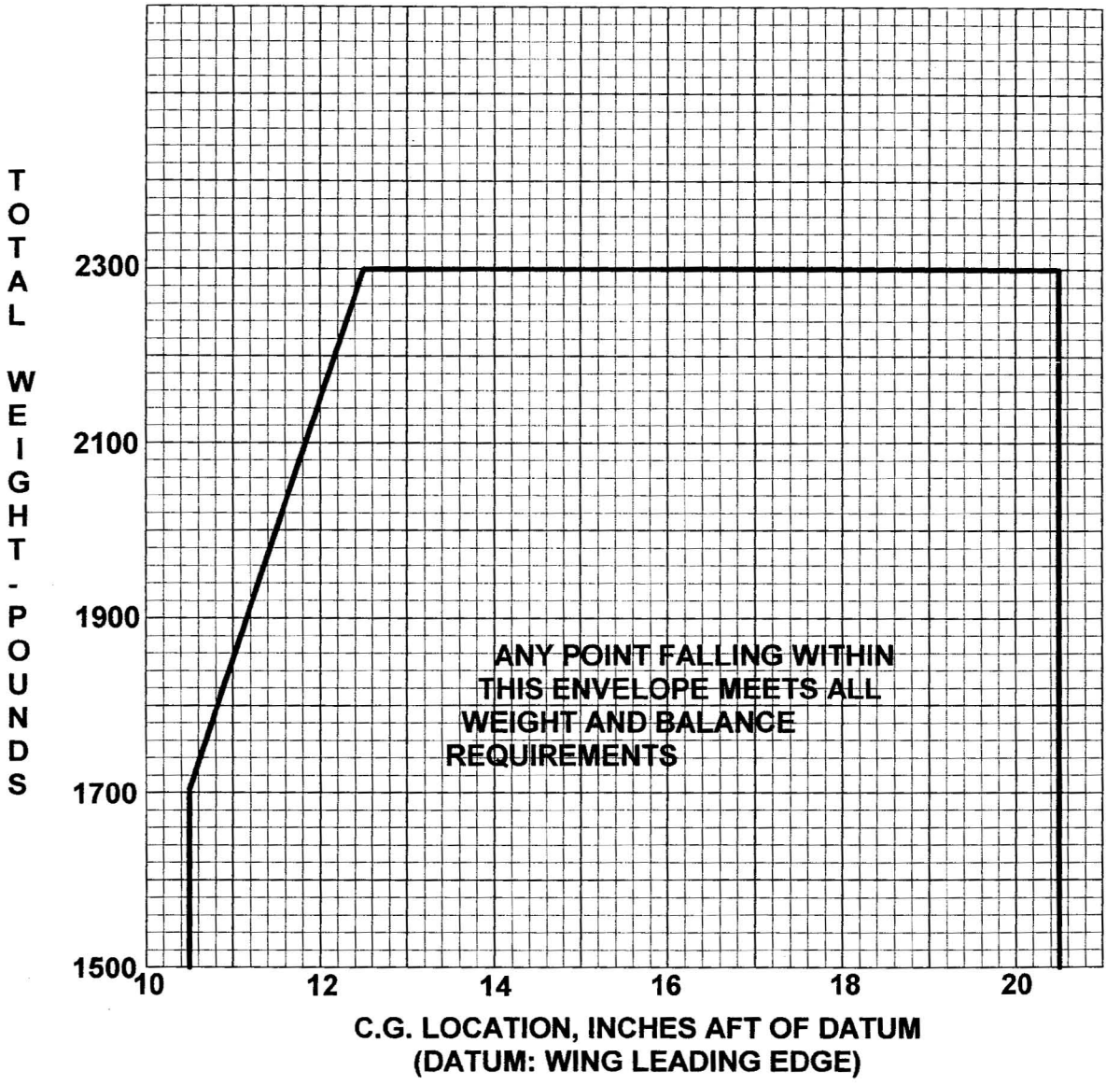
**PROCEDURE FOR DETERMINING WEIGHT & CENTER OF GRAVITY:**

1. **Add weight of items to be carried to the basic weight of the aircraft.**
2. **Find moments of items to be carried by using the above loading graph and add these moments to the basic weight moment of the aircraft.**
3. **Using the total weight and moment from Step 2, find the point on the center of gravity envelope which corresponds to this total weight and total moment.**

(2)

6/5/01 (updated)

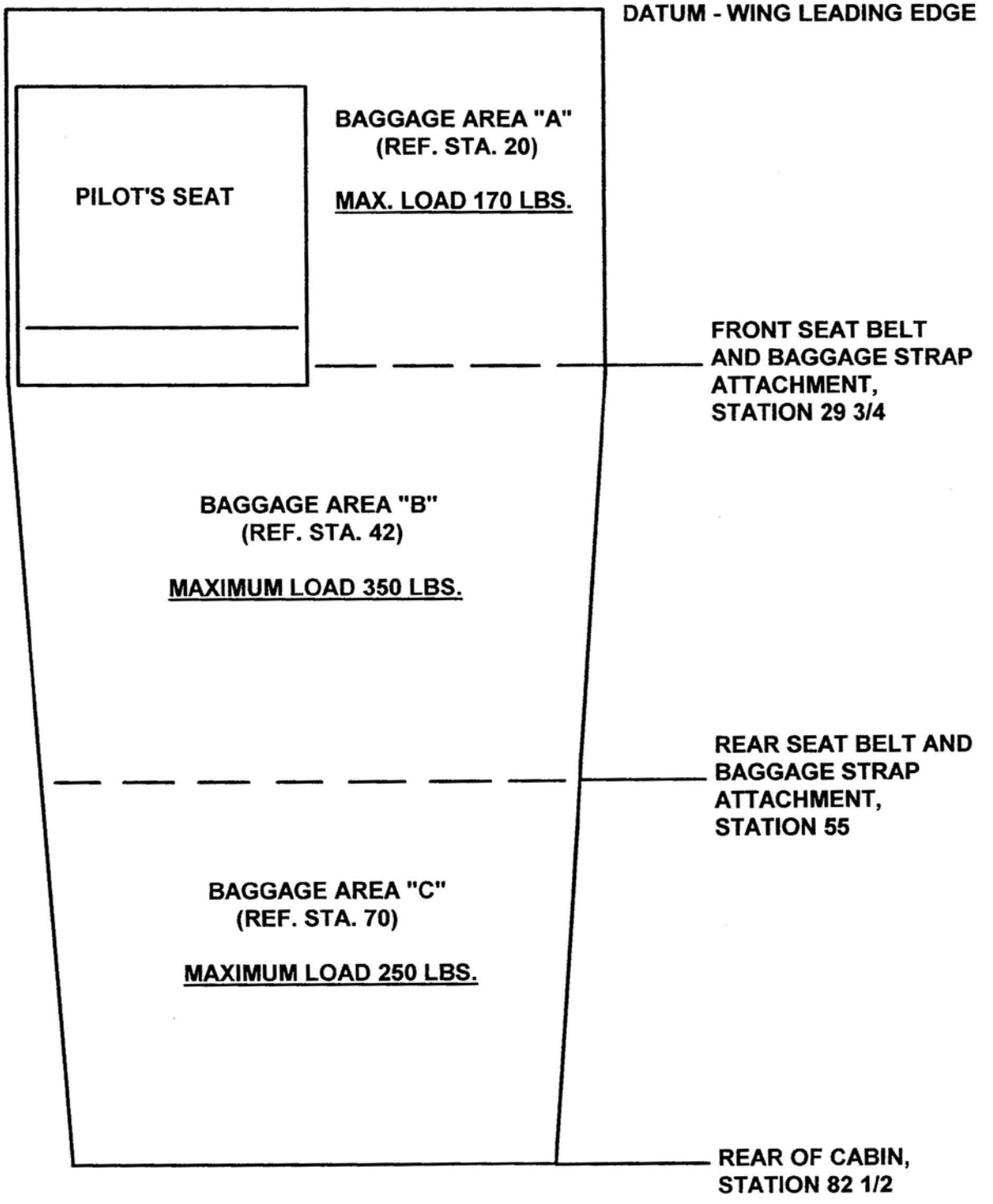
## *WEIGHT AND BALANCE ENVELOPE*



(2)

6/5/01 (updated)

## STRUCTURAL CAPACITY CHART



SERIAL NO._____REG.NO._____MODEL_____

(2)

6/5/01 (updated)

EQUIPMENT CHANGE - WEIGHT AND BALANCE

| ITEM'S (MAKE & MODEL) | WEIGHT | ARM | MOMENTS |
|---|---|---|---|
| Previous Aircraft Empty | | | |
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A. New Empty Weight _____lbs.

B. New Empty Center of Gravity _____ins.

C. New Empty Weight C.G. Moment _____in. lbs.

D. New Useful Load _____lbs.

Supersedes all previous weight and balance data. For aircraft loading see instructions in original weight and balance forms.

BY_____DATE_____

## ***WEIGHT AND BALANCE***

(3)

2/8/01

Serial Number_____ Registration Number_____

It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The empty weight, empty weight center of gravity and useful load are listed below for this airplane as delivered from the factory. If the airplane has been altered, refer to the aircraft log and/or aircraft records for this information.

WEIGHT AND BALANCE DATA SUMMARY AS DELIVERED FROM THE FACTORY:

Basic Empty Weight (including engine oil)..... _____ Lbs.

Gross Weight..... 2500 Lbs.

Useful Load..... _____ Lbs.

Empty Center of Gravity..... _____ Inches

Empty Weight Moment..... _____ Inch Lbs.

CENTER OF GRAVITY RANGE:

| Center of Gravity Range | At Weight of |
|---|---|
| *+13.2 to +20.5 inches* | *2500 lbs.* |
| *+10.5 to +20.5 inches* | *1700 lbs.* |

NOTE: Straight line variation between given points

DATUM: Wing leading edge

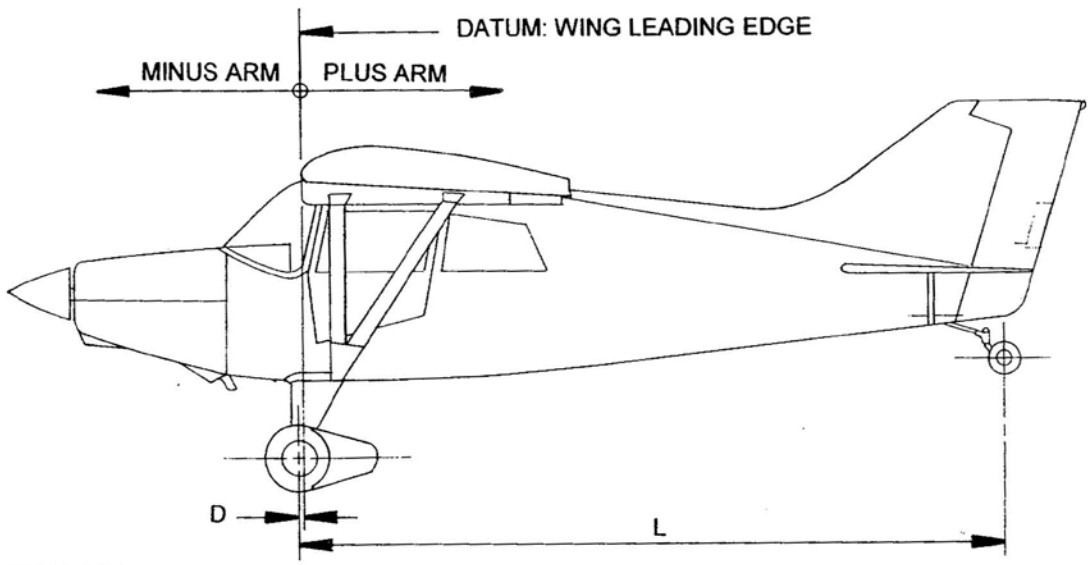
CERTIFIED BY_____ DATE_____

WEIGHT AND BALANCE: (Cont'd)

(3)

2/8/01

DETAILED CALCULATIONS OF EMPTY WEIGHT AND EMPTY WEIGHT CENTER OF GRAVITY AS DELIVERED FROM FACTORY:




PROCEDURE:

1. Place each of the wheels on a scale with the tailwheel elevated to place the airplane in approximately the flight attitude.

2. Place a level on the leveling mark and leveling lug on the bottom of the right wing near the root. Adjust the height of the tailwheel until the aircraft is level.

3. Measure the following distances:

   a. Wheel base (**L**) - the horizontal distance from the tailwheel weight point (center of axle) to the main wheel weight point (center of axle).
   **L** = _____ Inches

   b. Main Wheel Station (**D**) - the horizontal distance from the main wheel weight point (center of axle) to the datum line.
   **D** = _____ Inches

4. Measure the weights at the following points:

   a. **Right** Main Wheel.....= _____ Lbs.

   b. **Left** Main Wheel.....= _____ Lbs.

   c. **Tailwheel,** with tare =_____Lbs., minus tare of _____ Lbs.
   = net Tailwheel wt. **(T)** of _____ Lbs.

   Total Weight as Weighted **(W) =** _____ Lbs.

WEIGHT AND BALANCE: (Cont'd)

(3)

2/8/01

The above empty weight includes unusable fuel of 18 lbs. at 24 inches and 12 quarts of oil at minus 34.0 inches for the O-540 engine and 8 quarts of oil at minus 34.0 inches for the IO-540 engine, plus all items of equipment as marked on the accompanying Equipment Lists. The Certificated empty weight is the above weight less 24 lbs. drainable oil for the O-540 engine and 16 lbs. drainable oil for the IO-540 engine at a minus arm of

34 inches and for this airplane is _____lbs. The corresponding empty weight

center of gravity is _____inches.

5. Calculations for determining weight, C.G. and moment:

   a. Center of Gravity (inches) = $\frac{L \times T}{W} - D$

      i.e., C.G. = _____ - _____ = _____inches.

   b. Moment (inch pounds) = **W** x C.G.

      i.e., Moment = _____ x _____ = _____inch lbs.

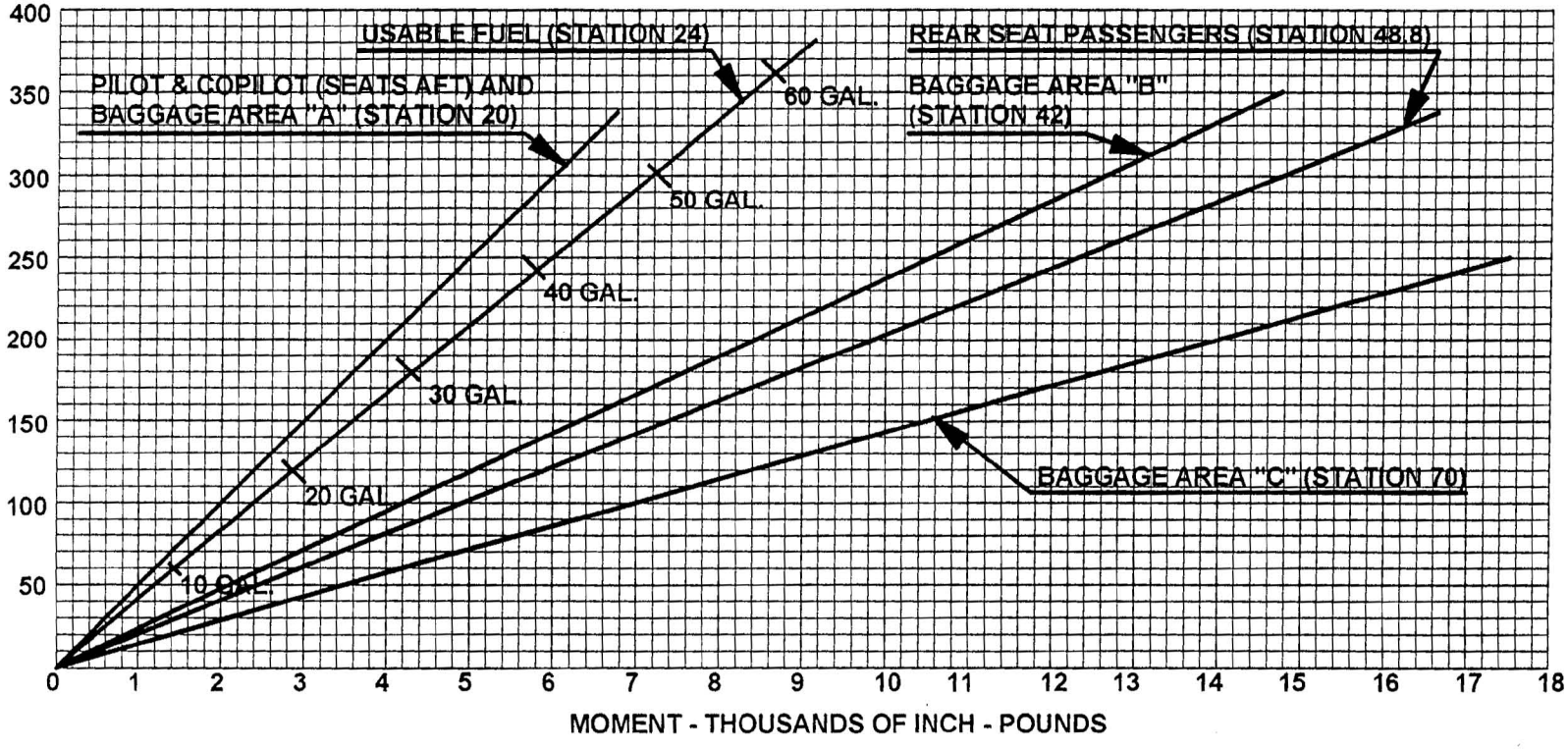
EXAMPLE OF WEIGHT AND BALANCE CALCULATION FOR LOADED AIRCRAFT:

An airplane with an empty weight of 1380 lbs. and empty weight C.G. location of 12.5 inches is loaded with a pilot and front seat passenger, fuel and baggage.

| Item | Weight, lbs. | C.G. Location | Moment, In.lbs. |
|---|---|---|---|
| Empty Weight (including engine oil) | 1380 | 12.5 | 17,250 |
| Pilot and Front Passenger | 340 | * | 6,800 |
| Fuel - 40 gal. in Mains | 240 | * | 5,750 |
| Baggage (Area "C") | 50 | * | 3,500 |
| | 2010 | 16.6 | 33,300 |

*Moments can be read directly from the loading graph.

By locating the point corresponding to 2010 lb. aircraft weight and a C.G. Location of 16.6 inches on the Center of Gravity envelope graph, you can see that this point falls within the envelope, signifying the loading is acceptable.




***LOADING GRAPH***

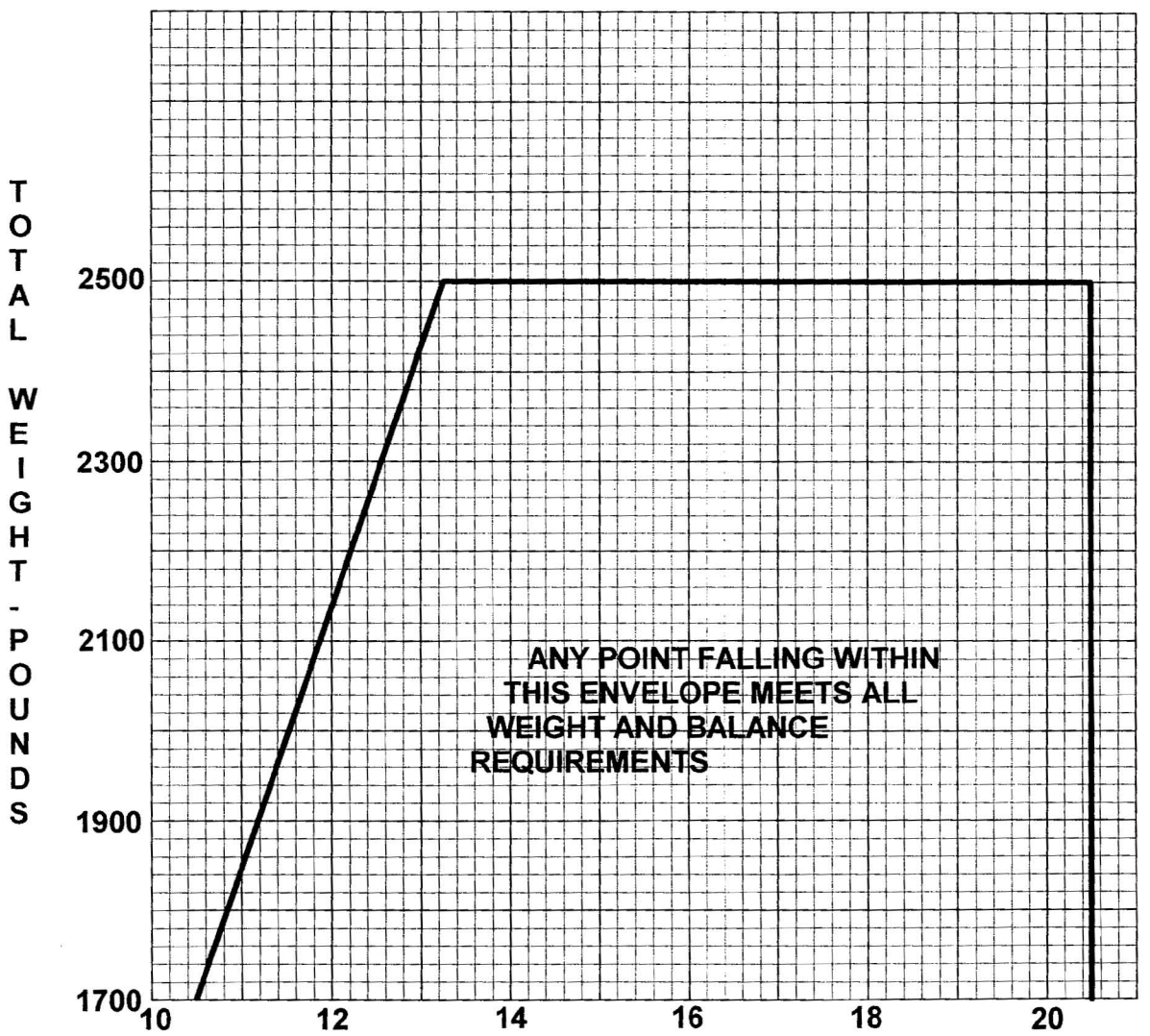
PROCEDURE FOR DETERMINING WEIGHT AND CENTER OF GRAVITY

1. Add weight of items to be carried to the basic weight of the aircraft.
2. Find moments of items to be carried by using the above loading graph and add these moments to the basic weight moment of the aircraft. Divide the total moment by the total weight to find arm (inches aft of datum).
3. Using the total weight and arm from Step 2, find the point on the Weight and Balance Envelope which correpondes to this total weight and arm.

(3)

2/8/01

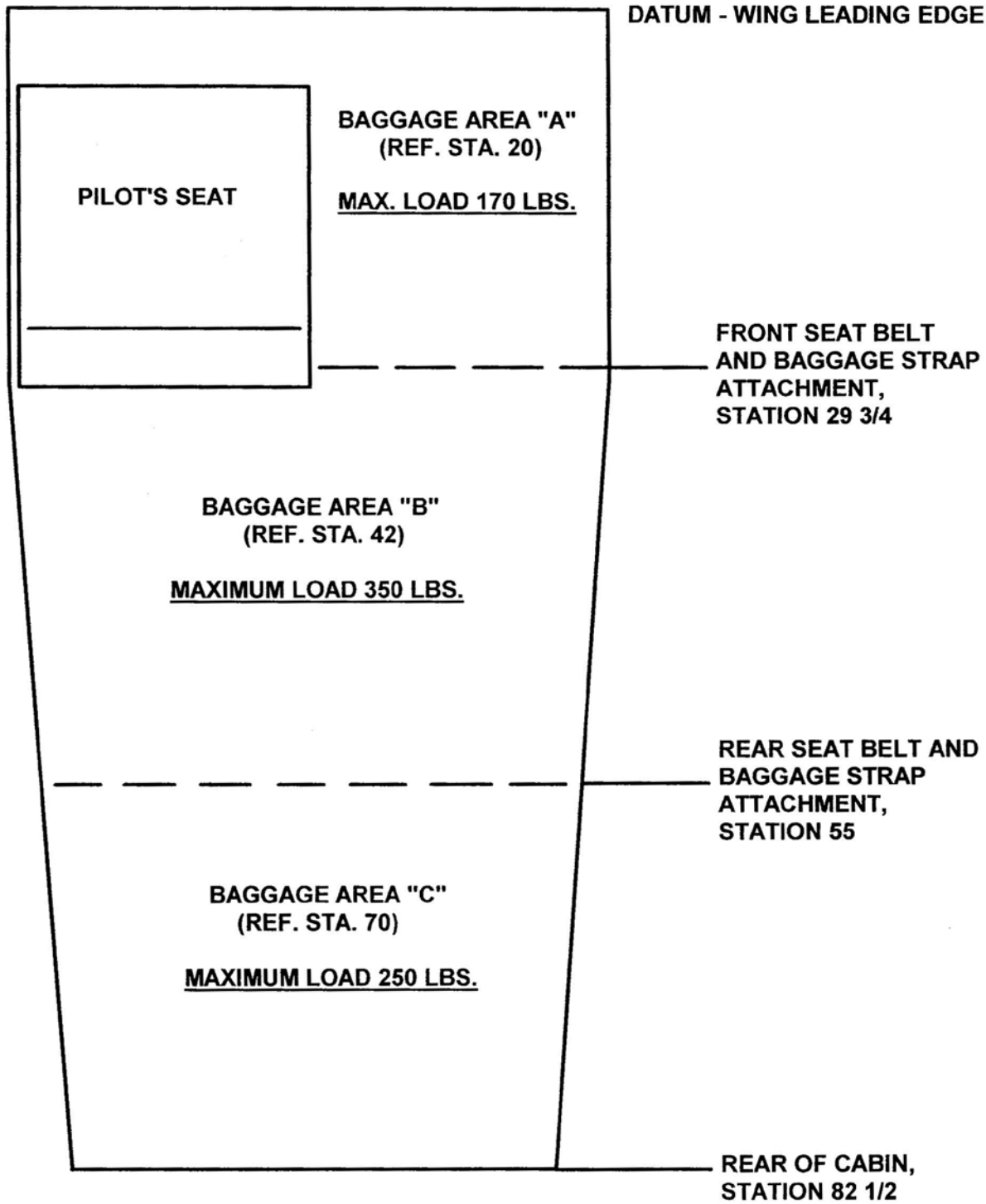
## *WEIGHT AND BALANCE ENVELOPE*



## STRUCTURAL CAPACITY CHART

(3)

2/8/01



SERIAL NO._____REG.NO._____MODEL_____

(3)

EQUIPMENT CHANGE - WEIGHT AND BALANCE

2/8/01

| ITEM'S (MAKE & MODEL) | WEIGHT | ARM | MOMENTS |
|---|---|---|---|
| Previous Aircraft Empty | | | |
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| | | | |
| | | | |

A. New Empty Weight _____lbs.

B. New Empty Center of Gravity _____ins.

C. New Empty Weight C.G. Moment _____in. lbs.

D. New Useful Load _____lbs.

Supersedes all previous weight and balance data. For aircraft loading see instructions in original weight and balance forms.

BY_____DATE_____

MAULE AEROSPACE TECHNOLOGY, INC.
LAKE MAULE -:- RT. 5, BOX 318 -:- MOULTRIE, GA. 31768 -:- PHONE (912) 985-2045 -:- FAX: (912) 890-2402

# MAULE SERVICE LETTER #54

## MAULE M-5-220C Modified to an M-5-235C By Replacing Existing Franklin 6A-350-C1 Engine with a Lycoming O-540-J1A5D, O-540-J3A5, O-540-B4B5, IO-540-W1A5D or IO-540-W1A5 Engine

FAA APPROVED

REV. A DATE: SEP 12 1994

REV. B APPROVED

REV. B DATE: APR 3 1995

MAULE AEROSPACE TECHNOLOGY, INC.
**SERVICE LETTER #54**



LOG OF REVISIONS

| REV. | TO PAGES | DESCRIPTION | APPROVAL AND DATE |
|---|---|---|---|
| A | 1<br>2 | Added Lycoming Engines O-540-J3A5, O-540-B4B5 and IO-540-W1A5.<br><br>Updated Service Letter. | Aircraft Certification Office<br>Federal Aviation Administration<br>Atlanta, Georgia<br><br>Date: SEP 12 1994 |
| B | 2<br><br><br>3 | Added Weight and Balance Data for airplane when modified for a gross weight up to 2500# per SL#51.<br><br>Added ballast requirement check. | for Aircraft Certification Office<br>Federal Aviation Administration<br>Atlanta, Georgia<br><br>Date: APR 3 1995 |
| | | | |

MAULE AEROSPACE TECHNOLOGY, INC.
LAKE MAULE -:- RT. 5, BOX 318 -:- MOULTRIE, GA. 31768 -:- PHONE (912) 985-2045 -:- FAX: (912) 890-2402



SUBJECT: Maule **M-5-220C modified to a M-5-235C** by replacing existing Franklin 6A-350-C1 (220 hp) Engine with a Lycoming O-540-J1A5D, O-540-JA35, IO-540-W1A5D, IO-540-W1A5 or O-540-B4B5 Engine.

ELIGIBLE AIRPLANES: M-5-220C, s/n's 5001C - 5057C.

A) **SUMMARY OF MODIFICATIONS:**

1. **Manuals:** (To be placed in airplane upon completion)

A. M-5-235C Airplane Flight Manual - Rev. B dated 11/6/80
" AFM Supplement #21 (when using O-540-B4B5)
" AFM Supplement #22 (when using O-540-J3A5 or IO-540-W1A5)
" AFM Supplement #13 (attachment required per AD)

NOTE: If modification for increasing the flap travel to 20°/40° per Service Letter #48 is accomplished on aircraft, attach M-5-235C AFMS #6 dated 9/10/81 to AFM. If modification for increasing the flap travel and increasing the gross weight to 2500# is accomplished on aircraft per Service Letter #51, attach M-5-235C AFMS #11 dated 4/1/83 to AFM.

B. M-5-235C Weight and Balance Data - pages 1 and 3 revised 9/22/76
" " " " " - " 2 revised 3/19/76
" " " " " - " 4 and 5 revised 7/30/76
" " " " " - " 6 revised 4/22/81
" W&B Equipment Change Pg - " 7

NOTE: If modification for upgross to 2500# per SL #51 has been completed on aircraft, attach the following in lieu of above:

M-5-235C Weight and Balance Data - Page 1 dated 4/22/81
" " " " " - " 2 " 3/19/76
" " " " " - " 3 " 6/10/81
" " " " " - " 4 " 7/30/76
" " " " " - " 5 " 4/22/81
" " " " " - " 6 " 8/03/81
" W&B Equipment Change Pg - " 7

C. M-5-235C Required Equipment List, rev. 26 (3/10/94)(or later revision)
" Optional Equipment List, rev. 30 (3/10/94)(or later revision)

NOTE: Designate items installed on new lists by circling.

2. **Drawings Required:**

For O-540-J1A5D, O-540-J3A5 or O-540-B4B5:

5260X -235 Engine Installation and drawings listed thereon.

For IO-540-W1A5D or IO-540-W1A5:

5400X -235 Engine Installation and drawings listed thereon.

B) **MODIFICATION INSTRUCTIONS:**

1. Remove all parts forward of firewall, with exception, items approved for the Lycoming -235 engine installation per drawing 5260X or 5400X.

2. Install Lycoming O-540-J1A5D/J3A5/B4B5 engine and ref. parts per drawing 5260X and per listed drawings thereon or IO-540-W1A5D/W1A5 engine and ref. parts per drawing 5400X and per listed drawings thereon.

   NOTE: Battery location is behind baggage compartment bulkhead.

3. Remark Airspeed Indicator, if necessary, per M-5-235C AFM or any superseding AFM Supplement in effect. Since the instrument must be opened, it is required that an approved instrument repair shop do the work.

4. Attach Identification Plate p/n 8001B-1 adjacent to existing Type Data Plate using 3D42BS pop rivets (#30 drill). (Both plates should be installed externally to rear of aircraft per FAR 45.11 (a).)

| MODIFIED TO M-5-235C<br>DATE: _____ |
|---|

NOTE: Date should be when aircraft is Returned to service.

5. Check for any ballast weight requirements per CAR 3.75(b)(c):

| | | | | | |
|---|---|---|---|---|---|
| Aircraft Basic Empty Weight with 235 hp engine installed | _____ lbs. | x | _____ | = | _____ in.lbs. |
| Minimum crew | 170 lbs. | x | 20 in. | = | 3400 in.lbs. |
| Fuel per CAR 3.74(b)(1) | 57 lbs. | x | 24 in. | = | 1368 in.lbs. |
| Check if within C.G. Envelope ⇨ | _____ lbs. | x | _____ in. | = | _____ in.lbs. |
| 1301B Ballast Inst. if needed - (5 - 10 lbs.) | _____ lbs. | x | 167 in. | = | _____ in.lbs. |
| Check if within C.G. Envelope ⇨ | _____ lbs. | x | _____ in. | = | _____ in.lbs. |

1301B Ballast may be ordered from the Maule Parts Department. Please specify weight required.

6. Possible effective Maule Service Letters for this airplane: #29, #32*, #40, #41, #55, #56 and Service Bulletins: #1*, #2*, #3, #5*, #7 and #9. Check if your aircraft is affected and compliance status. *AD issued.

C) **DOCUMENTATION:**

**A new Airworthiness Certificate is required** and aircraft must be **reregistered as an M-5-235C**. Make Appropriate Entry in Aircraft Log Book and complete Compliance Record Sheet for Maule Service Letter #54 and return it to Maule Engineering Record Department for sending any Service Letters or Bulletins affecting the modified aircraft.

Note: Page 5 of this Service Letter is the Compliance Record Sheet which is to be returned to Maule Engineering Records upon completion of this SL.

MAULE AEROSPACE TECHNOLOGY, INC.
LAKE MAULE -:- RT. 5, BOX 318 -:- MOULTRIE, GA. 31768 -:- PHONE (912) 985-2045 -:- FAX: (912) 890-2402



**MAULE SERVICE LETTER #54**

**COMPLIANCE RECORD SHEET**

Airplane Serial Number_____

Airplane Registration Number_____

The following action was taken with respect to this Service letter No. 54:

Maule Service Letter #54, which modifies the Maule model M-5-220C airplane to an M-5-235C by replacing the existing Franklin 6A-350-C1 Engine installation with the following Lycoming Engine installation per drawing 5260X or 5400X, has been completed on this airplane: (Please check engine installed)

( ) O-540-J1A5D ( ) IO-540-W1A5D ( ) O-540-J3A5

( ) O-540-B4B5 ( ) IO-540-W1A5

Certified by_____
Signature

Title_____
Owner, A & P, IA, etc.

Date performed_____

In our effort to keep our mailing list current for sending Service Letters and Bulletins, AFM revisions, etc., please fill in the following:

Owner's name_____

Owner's address_____

_____Zip_____

Mail this Compliance Record Sheet to: Maule Aerospace Technology, Inc.
Engineering Records
2099 GA Hwy 133 South
Moultrie, Georgia 31768
USA

IT'S PERFORMANCE THAT COUNTS!

MAULE AEROSPACE TECHNOLOGY, INC.
LAKE MAULE -:- RT. 5, BOX 318 -:- MOULTRIE, GA. 31768 -:- PHONE (912) 985-2045 -:- FAX: (912) 890-2402

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 21

FOR

MAULE **M-5-235C**

Reg. No._____

Ser. No._____

This Supplement must be attached to the FAA Approved Airplane Flight Manual dated **6 April 1976** with **Rev. B** dated 11/6/80 or with **Rev. C** dated 4/22/81 when Lycoming **O-540-B4B5** Engine is installed in accordance with Maule Engine Installation Drawing **5260X.**

The information contained herein supersedes and supplements the information of the basic Airplane Flight Manual; for limitation, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

FAA APPROVED: _____
for Manager, Aircraft Certification Office
Federal Aviation Administration
Atlanta, Georgia

DATE: SEP 12 1994 REV. B APR 26 1996

REV. A MAR 1 1996

S/n 7001C-7026C, 7028C, 7030C-7032C, 7037C must have SL#36 c/w using expanded CG limits.



IT'S PERFORMANCE THAT COUNTS!

MAULE AEROSPACE TECHNOLOGY, INC.
MOULTRIE, GEORGIA
AFM SUPPLEMENT NO. 21
FOR M-5-235C



## LOG OF REVISIONS

| REV. | TO PAGES | DESCRIPTION | APPROVAL AND DATE |
|---|---|---|---|
| A | 2 | Deleted effective serial numbers, except those requiring Service Letter No. 36 compliance. | Paul Thompson<br>Manager, Aircraft Certification Office<br>Federal Aviation Administration<br>Atlanta, Georgia<br>Date: MAR 1 1996 |
| B | 2 | Deleted -6R propeller vibratory stress limitation. | Melvin D. Taylor<br>for Manager, Aircraft Certification Office<br>Federal Aviation Administration<br>Atlanta, Georgia<br>Date: APR 26 1996 |
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