This data sheet which is part of Type Certificate No. A7CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Cessna Aircraft Company
P. O. Box 7704
Wichita, Kansas  67277

I - Model 411 (Normal Category), Approved August 17, 1964

Model 411A (Normal Category), Approved January 26, 1967

Engines: Two Continental GTSIO-520-C, reduction gear ratio .750:1

Fuel: Grade 100 or 100LL aviation gasoline

Engine Limits: For all operations, 2400 propeller r.p.m.  (340 hp.)
34.5 in. Hg. Mp. up to critical altitude of 16,000 ft. in standard atmosphere.  Above
16,000 ft. the following maximum Mp. applies for maximum r.p.m.

<table>
<thead>
<tr>
<th>Altitude (ft.)</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16,000</td>
<td>34.5</td>
</tr>
<tr>
<td>18,000</td>
<td>31.2</td>
</tr>
<tr>
<td>20,000</td>
<td>29.0</td>
</tr>
<tr>
<td>22,000</td>
<td>26.4</td>
</tr>
<tr>
<td>24,000</td>
<td>24.3</td>
</tr>
<tr>
<td>26,000</td>
<td>22.2</td>
</tr>
<tr>
<td>28,000</td>
<td>20.2</td>
</tr>
<tr>
<td>30,000</td>
<td>18.5</td>
</tr>
</tbody>
</table>

Propeller and Propeller Limits:

1. Model 411 only

Two Hartzell full-feathering 3-bladed propeller installations
(a) Hartzell Hub HC-A3VF-2D with V8833 blades
   Diameter: not over 88.4 in., not under 86.4 in.
   (no further reduction permitted)
   Pitch settings at 30 in. station:
   low 14.0°, +0°, -2°
   feathered 84.0°, +2°, -0°
(b) Hydraulic Governor Woodward A210444, 210439, C210446 or B210529
(c) Propeller spinner and bulkhead assembly, Hartzell 835-20
2. **Models 411 and 411A**

Two McCauley full-feathered 3-bladed propeller installations

(a) McCauley hub 3AF34C74 with 90LF-0 blades or 
    McCauley hub 3AF37C510 with 90LFB blades

   Diameter: not over 90 in., not under 84.0 in. with 
   90LF-0 blades or not under 88.0 in. with 90LFB-0 blades.
   (no further reduction permitted)

   Pitch settings at 30 in. station:
   - low 14.0°, ±0.2°
   - feathering 84.5°, ±0.3°

(b) Hydraulic governor Woodward A210444, 210439, C210446 or B210529

(c) Propeller spinner and bulkhead assembly,
    McCauley D-3574 or D-3732 for use with C74 Model Propeller, or
    McCauley D-7229 for use with C510 Model Propeller.

### Airspeed Limits (CAS)

- Maneuvering: 180 m.p.h. (156 knots)
- Maximum structural cruising: 230 m.p.h. (200 knots)
- Never exceed: 266 m.p.h. (231 knots)
- Landing gear operating: 160 m.p.h. (139 knots)
- Landing gear extended: 160 m.p.h. (139 knots)
- Flaps extended 15°: 180 m.p.h. (156 knots)
- Flaps extended 45°: 160 m.p.h. (139 knots)
- Minimum control: 103 m.p.h. (90 knots)

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

(+150.6) to (+155.5) at 6500 lb.
(+155.7) at 6100 lb. or less
(+144.3) at 5200 lb. or less

Straight line variation between points given
Landing gear retracted moment change: +837 in.-lb.

### Empty Wt. C.G. Range

None

### Leveling Means

External screw heads on right side of fuselage at stations +213.65 and +238.00 on W.L. +93.80

### Maximum Weight

Landing 6500 lb., takeoff 6500 lb.

### No. of Seats

6, 7 or 8 (2 at +137.0, 2 at +175.5, 2 at +215.5, 1 or 2 at +238.0)
(See manufacturer's equipment list for optional seating arrangements)

### Maximum Baggage

Model 411: 120 lb. (+58.0), 240 lb. (+186.0), 340 lb. (+246.5)
Model 411A: 350 lb. (+71.0), 240 lb. (+186.0), 340 lb. (+246.5)

### Fuel Capacity

175 gal. (2 wing tip tanks, 51 gal. ea., 50 gal. usable at
+152.0 and 2 wing tanks, 36.5 gal. ea., 35 gal. usable at +164.0)
See NOTE 1 for data on unusable fuel

### Oil Capacity

26 qt. (13 qt. in ea. engine at +115.4; usable 7.0 qt. per engine)
See NOTE 1 for undrainable oil
I - Model 411, Model 411A (cont’d)

Control Surface Movements

<table>
<thead>
<tr>
<th>Control Surface</th>
<th>Movement</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flaps</td>
<td></td>
<td>45°, +1°, -0°</td>
<td></td>
</tr>
<tr>
<td>Main surfaces</td>
<td></td>
<td>20°, +1°, -0°</td>
<td>20°, +1°, -0°</td>
</tr>
<tr>
<td>Aileron</td>
<td></td>
<td>20°, +1°, -0°</td>
<td>20°, +1°, -0°</td>
</tr>
<tr>
<td>Elevator</td>
<td></td>
<td>25°, +1°, -0°</td>
<td>15°, +1°, -0°</td>
</tr>
<tr>
<td>Rudder</td>
<td></td>
<td>32°, +1°, -0°</td>
<td>32°, +1°, -0°</td>
</tr>
</tbody>
</table>

(Read degrees normal to rudder hinge line)

Tab (main surface in neutral)

<table>
<thead>
<tr>
<th>Control Surface</th>
<th>Movement</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td></td>
<td>20°, +1°, -0°</td>
<td>20°, +1°, -0°</td>
</tr>
<tr>
<td>Elevator</td>
<td></td>
<td>10°, +1°, -0°</td>
<td>26°, +1°, -0°</td>
</tr>
<tr>
<td>Rudder</td>
<td></td>
<td>17°, +1°, -0°</td>
<td>22°, +1°, -0°</td>
</tr>
</tbody>
</table>

(Read degrees normal to rudder hinge line)

Serial Nos. Eligible

Model 411: 411-0001 through 411-0250
Model 411A: 411-0251 through 411-0300

II - Model 401 (Normal Category), Approved September 20, 1966
Model 401A (Normal Category), Approved October 29, 1968
Model 401B (Normal Category), Approved November 12, 1969

Engines

Two Continental TSIO-520-E or TSIO-520-EB (In any combination)

Fuel

Grade 100 or 100LL aviation gasoline

Engine Limits

For all operations, 2700 r.p.m. (300 hp.) 34.5 in. Hg. Mp. up to critical altitude of 16,000 ft. in standard atmosphere. Above 16,000 ft. the following maximum Mp. applies for maximum r.p.m.

<table>
<thead>
<tr>
<th>Altitude (ft.)</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16,000</td>
<td>34.5</td>
</tr>
<tr>
<td>18,000</td>
<td>31.8</td>
</tr>
<tr>
<td>20,000</td>
<td>29.5</td>
</tr>
<tr>
<td>22,000</td>
<td>27.3</td>
</tr>
<tr>
<td>24,000</td>
<td>25.1</td>
</tr>
<tr>
<td>26,000</td>
<td>23.0</td>
</tr>
<tr>
<td>28,000</td>
<td>22.0</td>
</tr>
<tr>
<td>30,000</td>
<td>19.0</td>
</tr>
</tbody>
</table>

Propeller and Propeller Limits

Two McCauley full-feathered 3-bladed propeller installations

(a) McCauley hub 3AF32C87 with 82NC-5.5 blades or McCauley hub 3AF32C504 with 82NEA-5.5 blades
Diameter: not over 76.5 in., not under 74.0 in.
(no further reduction permitted)

Pitch settings at 30 in. station:
low 14.2°, +0.2°
feathered 81.2°, +0.3°

(b) Model 401: Hydraulic Governor Woodward B210444, C210439, B210446 or A210529F
(c) Propeller spinner and bulkhead assembly, McCauley D-3534/D-3537, D-3534/D-3796, and D-5212/D5214.
**II - Model 401, Model 401A, Model 401B** (cont'd)

<table>
<thead>
<tr>
<th>Airspeed Limits</th>
<th>Maneuvering</th>
<th>180 m.p.h. (156 knots)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(CAS)</td>
<td>Maximum structural cruising</td>
<td>230 m.p.h. (200 knots)</td>
</tr>
<tr>
<td></td>
<td>Never exceed</td>
<td>266 m.p.h. (231 knots)</td>
</tr>
<tr>
<td></td>
<td>Landing gear operating</td>
<td>160 m.p.h. (139 knots)</td>
</tr>
<tr>
<td></td>
<td>Landing gear extended</td>
<td>160 m.p.h. (139 knots)</td>
</tr>
<tr>
<td></td>
<td>Flaps extended 15°</td>
<td>180 m.p.h. (156 knots)</td>
</tr>
<tr>
<td></td>
<td>Flaps extended 45°</td>
<td>160 m.p.h. (139 knots)</td>
</tr>
<tr>
<td></td>
<td>Minimum control</td>
<td>95 m.p.h. (83 knots)</td>
</tr>
</tbody>
</table>

C.G. Range (Landing Gear Extended)

| (+150.8) to (+158.1) at 6300 lb. |
| (+158.5) at 5900 lb. or less |
| (+147.5) at 5000 lb. or less |

Straight line variation between points given

Landing gear retracted moment change: +837 in.-lb.

Empty Wt. C.G. Range

None

Leveling Means

External screw heads on right side of fuselage at stations +213.65 and +238.00 on W.L. +93.80

Maximum Weight

Landing 6200 lb., takeoff 6300 lb.

No. of Seats

6, 7 or 8 (2 at +137.0, 2 at +175.6, 2 at +215.5, 1 or 2 at +238.0)

(See manufacturer's equipment list for optional seating arrangements)

Maximum Baggage

350 lb. (+71.0), 240 lb. (+186.0), 340 lb. (+246.5)

Fuel Capacity

102 gal. (2 wing tip tanks, 51 gal. ea., 50 gal. usable at +152.0)

See NOTE 1 for data on unusable fuel

Oil Capacity

26 qt. (13 qt. in ea. engine at +113.5; usable 6.5 qt. per engine)

See NOTE 1 for data on undrainable oil

Control Surface Movements

Wing flaps

Main surfaces

<table>
<thead>
<tr>
<th>Aileron</th>
<th>Up</th>
<th>20°, +1°, -0°</th>
<th>Down</th>
<th>20°, +1°, -0°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>25°, +1°, -0°</td>
<td>Down</td>
<td>15°, +1°, -0°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>32°, +1°, -0°</td>
<td>Left</td>
<td>32°, +1°, -0°</td>
</tr>
</tbody>
</table>

(Read degrees normal to rudder hinge line)

Tab (main surface in neutral)

<table>
<thead>
<tr>
<th>Aileron</th>
<th>Up</th>
<th>20°, +1°, -0°</th>
<th>Down</th>
<th>20°, +1°, -0°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>5°, +1°, -0°</td>
<td>Down</td>
<td>30°, +1°, -0°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>7°, +1°, -0°</td>
<td>Left</td>
<td>9°, +1°, -0°</td>
</tr>
</tbody>
</table>

(Read degrees normal to rudder hinge line)

Serial Nos. Eligible

Model 401: 401-0001 through 401-0322
Model 401A: 401A0001 through 401A0132
Model 401B: 401B0001 through 401B0221

**III - Model 402 (Normal Category), Approved September 20, 1966**

**Model 402A (Normal Category), Approved January 3, 1969**

**Model 402B (Normal Category), Approved November 12, 1969**

Engines

Two Continental TSIO-520-E or TSIO-520-EB (In any combination)

Fuel

Grade 100 or 100LL aviation gasoline
### III - Model 402, Model 402A, Model 402B
(cont’d)

#### Engine Limits
For all operations, 2700 r.p.m. (300 hp.)

34.5 in. Hg. Mp. up to critical altitude of 16,000 ft. in standard atmosphere. Above
16,000 ft. the following maximum Mp. applies for maximum r.p.m.

<table>
<thead>
<tr>
<th>Altitude (ft.)</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16,000</td>
<td>34.5</td>
</tr>
<tr>
<td>18,000</td>
<td>31.8</td>
</tr>
<tr>
<td>20,000</td>
<td>29.5</td>
</tr>
<tr>
<td>22,000</td>
<td>27.3</td>
</tr>
<tr>
<td>24,000</td>
<td>25.1</td>
</tr>
<tr>
<td>26,000</td>
<td>23.0</td>
</tr>
<tr>
<td>28,000</td>
<td>22.0</td>
</tr>
<tr>
<td>30,000</td>
<td>19.0</td>
</tr>
</tbody>
</table>

#### Propeller and Propeller Limits
Two McCauley full-feathered 3-bladed propeller installations

(a) McCauley hub 3AF32C87 with 82NC-5.5 blades or McCauley hub 3AF32C504 with 82NEA-5.5 blades

Diameter: not over 76.5 in., not under 74.0 in.

(no further reduction permitted)

Pitch settings at 30 in. station:
- low 14.2°, ±0.2°
- feathering 81.2°, ±0.3°

(b) Model 402, 402A and 402B, S/N 402B0001 thru 402B1200


(c) Propeller spinner and bulkhead assembly, McCauley D-3534/D-3537, D-3534/D-3796, or D-5212/D5214.

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For aircraft modified by SK414-10B, DCF290D6/T3, DCFUS290D6/T3, DCFS290D8/T3 or DCFUS290D8/T3.

---

For aircraft modified by SK414-10B, DCFUS290D12/T3, DCFS290D12/T3, or DCFUS290D13/T3.

---

For aircraft modified by SK414-10B, DCFUS290D13/T3, DCFUS290D13/T3, or DCFUS290D13/T3.
### III - Model 402, Model 402A, Model 402B (cont'd)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Airspeed Limits (CAS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maneuvering</td>
<td>180 m.p.h. (156 knots)</td>
<td></td>
</tr>
<tr>
<td>Maximum structural cruising</td>
<td>230 m.p.h. (200 knots)</td>
<td></td>
</tr>
<tr>
<td>Never exceed</td>
<td>266 m.p.h. (231 knots)</td>
<td></td>
</tr>
<tr>
<td>Landing gear operating</td>
<td>160 m.p.h. (139 knots)</td>
<td></td>
</tr>
<tr>
<td>Landing gear extended</td>
<td>160 m.p.h. (139 knots)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 15°</td>
<td>180 m.p.h. (156 knots)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 45°</td>
<td>160 m.p.h. (139 knots)</td>
<td></td>
</tr>
<tr>
<td>Minimum control</td>
<td>95 m.p.h. (83 knots)</td>
<td></td>
</tr>
<tr>
<td>Model 402B, S/N 402B0501 through 402B1000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maneuvering</td>
<td>156 KCAS (180 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Maximum structural cruising</td>
<td>200 KCAS (230 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Never exceed</td>
<td>231 KCAS (266 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Landing gear operating</td>
<td>140 KCAS (161 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Landing gear extended</td>
<td>140 KCAS (161 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 15°</td>
<td>160 KCAS (184 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 45°</td>
<td>140 KCAS (161 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Minimum control</td>
<td>83 KCAS (95 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>(IAS)</td>
<td>Model 402B, S/N 402B1001 and up</td>
<td></td>
</tr>
<tr>
<td>Maneuvering</td>
<td>156 KIAS (180 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Maximum structural cruising</td>
<td>199 KIAS (229 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Never exceed</td>
<td>230 KIAS (265 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Landing gear operating</td>
<td>140 KIAS (161 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Landing gear extended</td>
<td>140 KIAS (161 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 15°</td>
<td>160 KIAS (184 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 45°</td>
<td>140 KIAS (161 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Minimum control</td>
<td>82 KIAS (94 m.p.h.)</td>
<td></td>
</tr>
</tbody>
</table>

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

(+150.8) to (+159.7) at 6300 lb.
(+160.2) at 5900 lb. or less
(+147.5) at 5000 lb. or less

Straight line variation between points given
Landing gear retracted moment change: +837 in.-lb.

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

None

**Leveling Means**

External screw heads on right side of fuselage at stations
+213.65 and +238.00 on W.L. +93.80

**Maximum Weight**

Models 402, 402A, 402B, S/N 402B0001 through 402B1300
Landing 6200 lb., takeoff 6300 lb.

Model 402B, S/N 402B1301 and up
Landing 6200 lb., ramp 6335 lb., takeoff 6300 lb.

**No. of Seats**

Model 402
9 (2 at +137.0, 2 at +166.0, 2 at +193.0, 2 at +220.0, 1 at +247.0)

Model 402A and 402B, S/N 402B0001 through 402B0300
9 or 10 (2 at +137.0, 2 at +166.0, 2 at +193.0, 2 at +220.0, 1 or 2 at +247.0)
III - Model 402, Model 402A, Model 402B (cont'd)

Model 402B, S/N 402B0301 and up
6, 7 or 8 (2 at +137.0, 2 at +175.0, 2 at +218.0, 1 or 2 at +261.0)
9 (with photographic provisions option) (2 at +137.0, 2 at +162.0, 2 at +190.0, 2 at +218.0, 1 at +246.0)
10 (2 at +137.0, 2 at +162.0, 2 at +190.0, 2 at +218.0, 2 at +246.0)
(See manufacturer's equipment list for optional seating arrangements)

Maximum Baggage
Models 402, 402A and 402B, S/N 402B0001 through 402B0300
350 lb. (+71.0), 240 lb. (+186.0), 170 lb. (+247.0)

Model 402B, S/N 402B0301 and up
250 lb. (+32.0), 350 lb. (+71.0), 240 lb. (+186.0), 400 lb. (+266.0), 100 lb. (+282.0)

Fuel Capacity
102 gal. (2 wing tip tanks, 51 gal. ea., 50 gal. usable at +152.0)
See NOTE 1 for data on unusable fuel

Oil Capacity
26 qt. (13 qt. in ea. engine at +113.5; usable 6.5 qt. per engine)
See NOTE 1 for data on undrainable oil

Control Surface Movements

<table>
<thead>
<tr>
<th>Wing flaps</th>
<th>Down 45°, +1°, -0°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main surfaces</td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>Up 20°, +1°, -0°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up 25°, +1°, -0°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 32°, +1°, -0°</td>
</tr>
<tr>
<td>Tab (main surface in neutral)</td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>Up 20°, +1°, -0°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up 5°, +1°, -0°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 7°, +1°, -0°</td>
</tr>
</tbody>
</table>

(Read degrees normal to rudder hinge line)

Serial Nos. Eligible
Model 402: 402-0001 through 402-0322
Model 402A: 402A0001 through 402A0129
Model 402B: 402B0001 through 402B1384

IV - Model 421 (Normal Category), Approved May 1, 1967
Model 421A (Normal Category), Approved November 19, 1968

Engines
Two Continental GTSIO-520-D, reduction gear ratio .667:1

Fuel
Grade 100 or 100LL aviation gasoline

Engine Limits
For all operations, 2275 propeller r.p.m. (375 hp.)
39.5 in. Hg. Mp. up to critical altitude of 16,000 ft. in standard atmosphere. Above
16,000 ft. the following maximum Mps applies for maximum r.p.m.

<table>
<thead>
<tr>
<th>Altitude (ft.)</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model 421</td>
<td>Model 421A</td>
<td></td>
</tr>
<tr>
<td>16,000</td>
<td>39.5</td>
<td>16,000</td>
</tr>
<tr>
<td>18,000</td>
<td>32.5</td>
<td>18,000</td>
</tr>
<tr>
<td>20,000</td>
<td>32.5</td>
<td>20,000</td>
</tr>
<tr>
<td>22,000</td>
<td>30.0</td>
<td>22,500</td>
</tr>
<tr>
<td>24,000</td>
<td>27.0</td>
<td>24,000</td>
</tr>
<tr>
<td>26,000</td>
<td>24.5</td>
<td>26,000</td>
</tr>
<tr>
<td>28,000</td>
<td>22.0</td>
<td>28,000</td>
</tr>
<tr>
<td>30,000</td>
<td>20.0</td>
<td>30,000</td>
</tr>
</tbody>
</table>

(Read degrees normal to rudder hinge line)
## IV - Model 421, Model 421A (cont’d)

### Propeller and Propeller Limits
- Two McCauley full-feathered 3-bladed propeller installations
  - (a) McCauley hub 3AF34C92 with 90LF-0 blades or McCauley hub 3AF37C516 with 90LFB-0 blades.
    - Diameter: not over 90.0 in., not under 88.0 in.
    - (no further reduction permitted)
    - Pitch settings at 30 in. station:
      - low 16.9°, $\pm 0.2°$
      - feathering 84.5°, $\pm 0.3°$
  - (b) Hydraulic Governor Woodward 210594, 210595, 210596, or 210597.
  - (c) Propeller spinner and bulkhead assembly, McCauley D-3573/D-3576, for use with C92 Model propeller, or McCauley D-7229 spinner and bulkhead assembly for use with C516 Model propeller.

### Airspeed Limits
- Maneuvering 184 m.p.h. (160 knots)
- Maximum structural cruising 230 m.p.h. (200 knots)
- Never exceed 272 m.p.h. (236 knots)
- Landing gear operating 165 m.p.h. (143 knots)
- Landing gear extended 165 m.p.h. (143 knots)
- Flaps extended 15° 180 m.p.h. (156 knots)
- Flaps extended 45° 165 m.p.h. (143 knots)
- Minimum control 106.5 m.p.h. (93 knots)

### C.G. Range (Landing Gear Extended)
- Model 421 (+151.9) to (+155.5) at 6800 lb. (+152.1) to (+155.5) at 6840 lb.
- (+155.7) at 6400 lb. or less (+155.7) at 6500 lb. or less
- (+144.3) at 5200 lb. or less (+144.3) at 5200 lb. or less

Straight line variation between points given
Landing gear retracted moment change: +889 in.-lb.

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

### Leveling Means
- External screw heads on right side of fuselage at stations +213.29 and +238.55 on W.L. +93.80

### Maximum Weight
- Model 421
  - Landing 6500 lb., takeoff 6800 lb. (See NOTE 4 for takeoff 6840 lb.)
- Model 421A
  - Landing 6500 lb., takeoff 6840 lb.

### No. of Seats
- Model 421
  - 6 (2 at +137.0, 2 at +175.5, 2 at +215.5)
- Model 421A
  - 6 or 7 (2 at +137.0, 2 at +175.5, 2 at +215.5, 1 at +246.5)
  - (See manufacturer's equipment list for optional seating arrangement)

### Maximum Baggage
- 350 lb. (+71.0), 240 lb. (+186.0), 340 lb. (+246.5)

### Fuel Capacity
- 175 gal. (2 wing tip tanks, 51 gal. ea., 50 gal. usable at +152.0
  - and 2 wing tanks, 36.5 gal. ea., 35 gal. usable at +164.0)
  - See NOTE 1 for data on unusable fuel

### Oil Capacity
- 26 qt. (13 qt. in ea. engine at +115.4; usable 7.0 qt. per engine)
  - See NOTE 1 for data on undrainable oil
### IV - Model 421, Model 421A (cont'd)

Control Surface Movements

<table>
<thead>
<tr>
<th>Wing flaps</th>
<th>Down</th>
<th>45°, +1°, -0°</th>
</tr>
</thead>
</table>
| Main surfaces
| Aileron    | Up 20°, +1°, -0° | Down 20°, +1°, -0° |
| Elevator   | Up 25°, +1°, -0° | Down 15°, +1°, -0° |
| Rudder     | Right 25°, +1°, -0° | Left 25°, +1°, -0° |

(Read degrees normal to rudder hinge line)

Tab (main surface in neutral)

| Aileron | Up 20°, +1°, -0° | Down 20°, +1°, -0° |
| Elevator | Up 10°, +1°, -0° | Down 26°, +1°, -0° |
| Rudder   | Right 11°, +1°, -0° | Left 16°, +1°, -0° |

(Read degrees normal to rudder hinge line)

Serial Nos. Eligible

Model 421: 421-0001 through 421-0200
Model 421A: 421A0001 through 421A0158

### V - Model 414 (Normal Category), Approved September 24, 1969

Engines

Two Continental TSIO-520-J or TSIO-520-JB (In any combination) (S/N 414-0001 through 414-0800)

Two Continental TSIO-520-N or TSIO-520-NB (In any combination) (S/N 414-0801 and up)

Fuel

Grade 100 or 100LL aviation gasoline

Engine Limits

For all operations, 2700 r.p.m. (310 hp.)

36.0 in. Hg. Mp. (S/N 414-0001 through 414-0800) 38.0 in. Hg. Mp. (S/N 414-0801 and up) up to critical altitude of 20,000 ft. in standard atmosphere.

Above 20,000 ft. the following maximum Mp. applies for maximum r.p.m.

<table>
<thead>
<tr>
<th>S/N 414-0001 through 414-0800</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altitude (ft.)</td>
<td></td>
</tr>
<tr>
<td>20,000</td>
<td>36.0</td>
</tr>
<tr>
<td>22,000</td>
<td>33.6</td>
</tr>
<tr>
<td>24,000</td>
<td>31.2</td>
</tr>
<tr>
<td>26,000</td>
<td>28.8</td>
</tr>
<tr>
<td>28,000</td>
<td>26.4</td>
</tr>
<tr>
<td>30,000</td>
<td>24.0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>S/N 414-0801 and up</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altitude (ft.)</td>
<td></td>
</tr>
<tr>
<td>20,000</td>
<td>38.0</td>
</tr>
<tr>
<td>22,000</td>
<td>35.2</td>
</tr>
<tr>
<td>24,000</td>
<td>32.3</td>
</tr>
<tr>
<td>26,000</td>
<td>29.8</td>
</tr>
<tr>
<td>28,000</td>
<td>27.4</td>
</tr>
<tr>
<td>30,000</td>
<td>25.0</td>
</tr>
</tbody>
</table>

Propeller and Propeller Limits

Two McCauley full-feathered 3-bladed propeller installations

(a) McCauley hub 3AF32C93 with 82NC-5.5 blades or McCauley hub 3AF32C505 with 82NEA-5.5 blades

Diameter: not over 76.5 in., not under 74.5 in. (S/N 414-0001 through S/N 414-0800), not under 75.0 in. (S/N 414-0801 and up)

(no further reduction permitted)

Pitch settings at 30 in. station:

- low 14.9°, ±0.2°, feathering 81.2°, ±0.3°
V - Model 414 (Normal Category), Approved September 24, 1969

V.1 Propeller and (b) Model 414 S/N 414-0001 thru 414-0800

Hydraulic governor, Woodward B210444, C210439, B210446F, or A210529H

McCaeuley DCF290D1/T3, DCF290D2/T3, DCFU290D1/T3, DCFU290D2/T3, DCFU290D3/T3, DCFU290D2/T3, DCFU290D7/T3, DCFU290D13/T3, DCFU290D2/T3, DCFU290D7/T3, or DCFU290D13/T3

Model 414 S/N 414-0801 and up


(c) Propeller spinner and bulkhead assembly, McCauley D-3534/D-3537, D-3534/D-3537, or D-5212/D-5214.

V.2 Airspeed Limits

S/N 414-0001 through 414-0450

Maneuvering 180 m.p.h. (156 knots)
Maximum structural cruising 230 m.p.h. (200 knots)
Never exceed 266 m.p.h. (231 knots)
Flaps extended 15° 180 m.p.h. (157 knots)
Flaps extended 45° 160 m.p.h. (139 knots)
Landing gear operating 160 m.p.h. (139 knots)
Landing gear extended 160 m.p.h. (139 knots)
Minimum control 97 m.p.h. (84 knots)

S/N 414-0451 through 414-0800

Maneuvering 156 KCAS (180 m.p.h.)
Maximum structural cruising 200 KCAS (230 m.p.h.)
Never exceed 231 KCAS (266 m.p.h.)
Flaps extended 15° 160 KCAS (184 m.p.h.)
Flaps extended 45° 140 KCAS (161 m.p.h.)
Landing gear operating 140 KCAS (161 m.p.h.)
Landing gear extended 140 KCAS (161 m.p.h.)
Minimum control 84 KCAS (97 m.p.h.)

S/N 414-0801 and up

Maneuvering 160 KIAS (184 m.p.h.)
Maximum structural cruising 205 KIAS (236 m.p.h.)
Never exceed 236 KIAS (272 m.p.h.)
Flaps extended 15° 164 KIAS (189 m.p.h.)
Flaps extended 45° 147 KIAS (169 m.p.h.)
Landing gear operating 143 KIAS (165 m.p.h.)
Landing gear extended 143 KIAS (165 m.p.h.)
Minimum control 82 KIAS (94 m.p.h.)

V.3 C.G. Range (Landing Gear Extended)

(+150.9) to (+159.7) at 6350 lb.
(+160.2) at 5950 lb. or less
(+147.5) at 5000 lb. or less

Straight line variation between points given
Landing gear retracted moment change: +837 in.-lb.

V.4 Empty Wt. C.G. Range

None

V.5 Leveling Means

External screw heads on right side of fuselage at stations +213.29 and +238.55 on W.L. +93.80
V - Model 414  (cont’d)

Maximum Weight  Landing 6200 lb., takeoff 6350 lb.

No. of Seats
S/N 414-0001 through 414-0350
6 or 7 (2 at +137.0, 2 at +175.5, 2 at +215.5, 1 at +246.5)

S/N 414-0351 and up
6 (2 at +137.0, 2 at +175.0, 2 at +218.0)
7 (with toilet option) (2 at +137.0, 2 at +175.0, 2 at +218.0, 1 at +250.0)
(See manufacturer's equipment list for optional seating arrangements)

Maximum Baggage
S/N 414-0001 through 414-0350
350 lb. (+71.0), 240 lb. (+186.0), 340 lb. (+246.5)

S/N 414-0351 and up
350 lb. (+71.0), 240 lb. (+186.0), 400 lb. (+266.0), 100 lb. (+282.0)

Fuel Capacity
102 gal. (2 wing tip tanks, 51 gal. ea., 50 gal. usable at +152.0)
See NOTE 1 for data on unusable fuel

Oil Capacity
26 qt. (13 qt. in ea. engine at +113.5; usable 6.5 qt. per engine)
See NOTE 1 for data on undrainable oil

Control Surface Movements
Wing flaps
Up 20°, +1°, -0°  Down 45°, +1°, -0°

Main surfaces
Aileron  Up 20°, +1°, -0°  Down 20°, +1°, -0°
Elevator  Up 25°, +1°, -0°  Down 15°, +1°, -0°
Rudder  Right 32°, +1°, -0°  Left 32°, +1°, -0°
(Read degrees normal to rudder hinge line)

Tab (main surface in neutral)
Aileron  Up 20°, +1°, -0°  Down 20°, +1°, -0°
Elevator  Up 5°, +1°, -0°  Down 30°, +1°, -0°
Rudder  Right 11°, +1°, -0°  Left 16°, +1°, -0°
(Read degrees normal to rudder hinge line)

Serial Nos. Eligible  414-0001 through 414-0965

VI - Model 421B, Golden Eagle, (Normal Category), Approved April 28, 1970

Engines
Two Continental GTSIO-520-H reduction gear ratio .667:1

Fuel
Grade 100 or 100LL aviation gasoline

Engine Limits
For all operations, 2275 propeller r.p.m. (375 hp.)
39.5 in. Hg. Mp. up to critical altitude of 18,000 ft. in standard atmosphere. Above
18,000 ft. the following maximum Mp. applies for maximum r.p.m.:

<table>
<thead>
<tr>
<th>Altitude (ft.)</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>18,000</td>
<td>39.5</td>
</tr>
<tr>
<td>20,000</td>
<td>37.5</td>
</tr>
<tr>
<td>22,000</td>
<td>35.5</td>
</tr>
<tr>
<td>24,000</td>
<td>33.5</td>
</tr>
<tr>
<td>25,000</td>
<td>32.5</td>
</tr>
<tr>
<td>26,000</td>
<td>31.3</td>
</tr>
<tr>
<td>28,000</td>
<td>28.5</td>
</tr>
<tr>
<td>30,000</td>
<td>25.5</td>
</tr>
</tbody>
</table>
### VI - Model 421B (cont'd)

#### Propeller and Propeller Limits

- Two McCauley full-feathered 3-bladed propeller installations
  - (a) McCauley hub 3AF34C92 with 90LF-0 blades or McCauley hub 3AF37CS16 with 90LFB-0 blades
  - Diameter: not over 90.0 in., not under 88.0 in.
    - (no further reduction permitted)
  - Pitch settings at 30 in. station:
    - low 16.9°, ±0.2°
    - feathering 84.5°, ±0.3°
  - Model 421B S/N 421B0001 thru 421B0500
    - Hydraulic governor Woodward 210594, 210595, 210596 or 210597
  - Model 421B S/N 421B0501 and up
  - (c) Propeller spinner and bulkhead assembly, McCauley D-3534/D-3796.

#### Airspeed Limits

<table>
<thead>
<tr>
<th>Model 421B: S/N 421B0001 through 421B0500</th>
<th>Maneuvering</th>
<th>175 m.p.h. (152 knots)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum structural cruising</td>
<td>230 m.p.h. (200 knots)</td>
<td></td>
</tr>
<tr>
<td>Never exceed</td>
<td>274 m.p.h. (238 knots)</td>
<td></td>
</tr>
<tr>
<td>Landing gear operating</td>
<td>165 m.p.h. (143 knots)</td>
<td></td>
</tr>
<tr>
<td>Landing gear extended</td>
<td>165 m.p.h. (143 knots)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 15° (S/N 421B0001 through 421B0200)</td>
<td>180 m.p.h. (156 knots)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 15° (S/N 421B0201 through 421B0500)</td>
<td>200 m.p.h. (174 knots)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 45°</td>
<td>165 m.p.h. (143 knots)</td>
<td></td>
</tr>
<tr>
<td>Minimum control</td>
<td>100 m.p.h. ( 87 knots)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model 421B: S/N 421B0501 and up</th>
<th>Maneuvering</th>
<th>152 KCAS (175 m.p.h.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum structural cruising</td>
<td>200 KCAS (230 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Never exceed</td>
<td>238 KCAS (274 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Landing gear operating</td>
<td>145 KCAS (167 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Landing gear extended</td>
<td>145 KCAS (167 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 15°</td>
<td>175 KCAS (202 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Flaps extended 45°</td>
<td>145 KCAS (167 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Minimum control</td>
<td>87 KCAS (100 m.p.h.)</td>
<td></td>
</tr>
<tr>
<td>Minimum control</td>
<td>82 KCAS ( 94 m.p.h.)</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>S/N 421B0001 through 421B0200</th>
<th>6, 7, or 8 Place</th>
<th>10 Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>(+151.8) to (+156.4) at 7250 lb.</td>
<td>(+151.8) to (+157.7) at 7250 lb.</td>
<td></td>
</tr>
<tr>
<td>(+156.7) at 6850 lb. or less</td>
<td>(+158.0) at 6850 lb. or less</td>
<td></td>
</tr>
<tr>
<td>(+147.1) at 6100 lb. or less</td>
<td>(+147.1) at 6100 lb. or less</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>S/N 421B0201 and up</th>
<th>(+152.6) to (+156.5) at 7450 lb.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(+156.7) at 7050 lb. or less</td>
<td>(+158.0) at 7050 lb. or less</td>
</tr>
<tr>
<td>(+147.1) at 6100 lb. or less</td>
<td>(+147.1) at 6100 lb. or less</td>
</tr>
</tbody>
</table>

- Straight line variation between points given
- Landing gear retracted moment change: +889 in.-lb.
VI - Model 421B (cont'd)

Empty Wt. C.G. Range
None

Leveling Means
External screw heads on right side of fuselage at stations +213.9 and +238.55 on W.L. +93.80

Maximum Weight
Landing 7200 lb., takeoff 7250 lb. (S/N 421B0001 through 421B0200)
Landing 7200 lb., takeoff 7450 lb. (S/N 421B0201 and up)

No. of Seats
S/N 421B0001 through 421B0300
6, 7, or 8 (2 at +137.0, 2 at +175.5, 2 at +215.5, 2 at +245.7)
or 10 (2 at +137.0, 2 at +161.0, 2 at +190.0, 2 at +218.0, 2 at +249.0)
S/N 421B0301 and up
6, 7, or 8 (2 at +137.0, 2 at +175.0, 2 at +218.0, 2 at +261.0) or
10 (2 at +137.0, 2 at +162.0, 2 at +190.0, 2 at +218.0, 2 at +246.0)
(See manufacturer's equipment list for optional seating arrangements)

Maximum Baggage
S/N 421B0001 through 421B0300
250 lb. (+32.0), 350 lb. (+71.0), 400 lb. (+186.0), 340 lb. (+246.5)
S/N 421B0301 and up
250 lb. (+32.0), 350 lb. (+71.0), 400 lb. (+186.0), 400 lb. (+266.0), 100 lb. (+282.0)

Fuel Capacity
175 gal. (2 wing tip tanks, 51 gal. ea., 50 gal. usable at +152.0 and 2 wing tanks, 36.5 gal. ea., 35 gal. usable at +164.0)
See NOTE 1 for data on unusable fuel

Oil Capacity
26 qt. (13 qt. in ea. engine at +115.4; usable 7.0 qt. per engine)
See NOTE 1 for data on undrainable oil

Control Surface Movements
Wing flaps
Down 45°, +1°, -0°

Main surfaces
Aileron
Up 20°, +1°, -0°
Down 20°, +1°, -0°
Elevator
Up 25°, +1°, -0°
Down 15°, +1°, -0°
Rudder
Right 25°, +1°, -0°
Left 25°, +1°, -0°
(S/N 421B0001 through 421B0800)
Right 32°, +1°, -0°
Left 32°, +1°, -0°
(S/N 421B0801 and up)
(Read degrees normal to rudder hinge line)
Tab (main surface in neutral)
Aileron
Up 20°, +1°, -0°
Down 20°, +1°, -0°
Elevator
Up 12°, +1°, -0°
Down 20°, +1°, -0°
Rudder
Right 11°, +1°, -0°
Left 16°, +1°, -0°
(Read degrees normal to rudder hinge line)

Serial Nos. Eligible
421B0001 through 421B0970


Engines
Two Continental GTSIO-520-L reduction gear ratio .667:1
(S/N 421C0001 through 421C1000)

Two Continental GTSIO-520-N reduction gear ratio .667:1
(S/N 421C1001 and up)

Fuel
Grade 100 or 100LL aviation gasoline
For all operations, 2235 propeller r.p.m. (375 hp.)
39.0 in. Hg. Mp. up to critical altitude of 20,000 ft. in standard atmosphere. Above
20,000 ft. the following maximum Mp. applies for maximum r.p.m.:

<table>
<thead>
<tr>
<th>Altitude (ft.)</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20,000</td>
<td>39.0</td>
</tr>
<tr>
<td>22,000</td>
<td>36.5</td>
</tr>
<tr>
<td>24,000</td>
<td>34.0</td>
</tr>
<tr>
<td>25,000</td>
<td>32.5</td>
</tr>
<tr>
<td>26,000</td>
<td>31.0</td>
</tr>
<tr>
<td>28,000</td>
<td>28.0</td>
</tr>
<tr>
<td>30,000</td>
<td>25.0</td>
</tr>
</tbody>
</table>

Two McCauley full-feathering 3-bladed propeller installations

(a) McCauley hub 3FF32C501 with 90UMB-0 blades
Diameter: not over 90.0 in., not under 88.0 in.
(no further reduction permitted)
Pitch settings at 30 in. station:
low 16.6°, +0.2°, feathering 84.6°, +0.3°

(b) S/N 421C0001 through 421C0800
Hydraulic Governor McCauley DCF290D2/T6, DCFU290D2/T6,
DCFUS290D2/T6, DCF290D7/T6, DCFU290D7/T6 or
DCFUS290D7/T6 or DCFUS290D13/T6
S/N 421C0801 and up
Hydraulic Governor McCauley DCF290D7/T6, DCFU290D7/T6 or
DCFUS290D9/T6, DCFUS290D9/T6

(c) Propeller spinner and bulkhead assembly, McCauley D-3534/D-4506 or McCauley
D-5212/D-5217

Maneuvering 151 KIAS (174 m.p.h.)
Maximum structural cruising 201 KIAS (231 m.p.h.)
Never exceed 240 KIAS (276 m.p.h.)
Landing gear operating 176 KIAS (203 m.p.h.)
Landing gear extended 176 KIAS (203 m.p.h.)
Flaps extended 15°  176 KIAS (203 m.p.h.)
Flaps extended 45°  146 KIAS (168 m.p.h.)
Minimum control 80 KIAS ( 92 m.p.h.)

<table>
<thead>
<tr>
<th>C.G. Range (Landing Gear Extended)</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td>6, 7, 8, 9 or 10 Place (+152.6) to (+158.0) at 7450 lb. (+147.1) at 6100 lb. or less</td>
<td></td>
</tr>
<tr>
<td>Landing gear retracted moment change: +917 in.-lb. (S/N 421C0001 through 421C0800)</td>
<td></td>
</tr>
<tr>
<td>+1318 in.-lb. (S/N 421C0801 and up)</td>
<td></td>
</tr>
<tr>
<td>Empty Wt. C.G. Range</td>
<td>None</td>
</tr>
<tr>
<td>Leveling Means</td>
<td>External screw heads on right side of fuselage at stations +213.9 and +238.55 on W.L. +93.80</td>
</tr>
<tr>
<td>Maximum Weight</td>
<td>S/N 421C0001 through 421C0400 Landing 7200 lb., takeoff 7450 lb.</td>
</tr>
<tr>
<td></td>
<td>S/N 421C0401 and up Landing 7200 lb., takeoff 7450 lb., ramp 7500 lb.</td>
</tr>
</tbody>
</table>
VII - Model 421C  (cont'd)

No. of Seats 6, 7 or 8 (2 at +137.0, 2 at +175.0, 2 at +218.0, 1 at +261.0)
or 10 (2 at +137.0, 2 at +162.0, 2 at +190.0, 2 at +218.0, 2 at +246.0)
(See manufacturer's equipment list for optional seating arrangements)

Maximum Baggage 250 lb. (+32.0), 350 lb. (+71.0), 400 lb. (+186.0), 400 lb. (+266.0), 100 lb. (+282.0)

Fuel Capacity 213.4 gal. (2 wing tanks, 106.7 gal. ea., 103.0 gal. usable at +161.0)
See NOTE 1 for data on unusable fuel

Oil Capacity 26 qt. (13 qt. in ea. engine at +115.4; usable 7.0 qt. per engine)
See NOTE 1 for data on undrainable oil

Control Surface Movements

Wing flaps

Main surfaces
- Aileron: Up 20°, +1°, -0°; Down 20°, +1°, -0°
- Elevator: Up 25°, +1°, -0°; Down 15°, +1°, -0°
- Rudder: Right 32°, +1°, -0°; Left 32°, +1°, -0°
  
  (Read degrees normal to rudder hinge line)
Tab (main surface in neutral)
- Aileron: Up 20°, +1°, -0°; Down 20°, +1°, -0°
- Elevator: Up 12°, +1°, -0°; Down 15°, +1°, -0°
- Rudder: Right 11°, +1°, -0°; Left 16°, +1°, -0°
  
  (Read degrees normal to rudder hinge line)

Serial Nos. Eligible 421C0001 through 421C1807

VIII - Model 414A, Chancellor, (Normal Category), Approved September 30, 1977

Engines Two Continental TSIO-520-N or TSIO-520-NB (In any combination) (S/N 414A0001 through 414A0200)
  Two Continental TSIO-520-NB (S/N 414A0201 and up)

Fuel Grade 100 or 100LL Aviation Gasoline

Engine Limits For all operations, 2700 r.p.m., 310 hp., 38.0 in. Hg. Mp. up to
critical altitude of 20,000 ft. in standard atmosphere.
Above 20,000 ft. the following maximum Mp. applies for maximum r.p.m.:

<table>
<thead>
<tr>
<th>Altitude (ft.)</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20,000</td>
<td>38.0</td>
</tr>
<tr>
<td>22,000</td>
<td>35.2</td>
</tr>
<tr>
<td>24,000</td>
<td>32.3</td>
</tr>
<tr>
<td>26,000</td>
<td>29.8</td>
</tr>
<tr>
<td>28,000</td>
<td>27.4</td>
</tr>
<tr>
<td>30,000</td>
<td>25.0</td>
</tr>
</tbody>
</table>

Propeller and Propeller Limits Two McCauley full-feathering three-bladed propeller installations

(a) McCauley hub 3AF32C93 with 82NC-5.5 blades or McCauley hub 3AF32C505 with 82NEA-5.5 blades
 Diameter: not over 76.5 in., not under 75.0 in.
 (no further reduction permitted)
 Pitch settings at 30 in. station:
  low 14.9°, +0.2°, feathering 81.2°, ±0.3°

or (b) McCauley hub 3AF32C93 with 82NC-5.5 blades or McCauley hub 3AF32C505 with 82NEA-5.5 blades
 Diameter: not over 75.5 in., not under 75 in.
 Pitch settings at 30 in. station:
  low 15.2°, +0.2°
  feathered 81.2°, ±0.3°
VIII - Model 414A
(cont’d)

Propeller and Propeller Limits
(c) S/N 414A0001 through 414A0801
S/N 414AC0801 and up
Hydraulic governor McCauley DCF290D2/T3, DCFU290D2/T3, DCF290D7/T3, DCFU290D7/T3 or DCFU290D13/T3, DCF290D9/T3, DCFUS290D9/T3
(d) Propeller spinner and bulkhead assembly, McCauley D-3534/D-3796, or McCauley D-5212/D-5214

Airspeed Limits
(IAS)
Maneuvering 145 KIAS (167 m.p.h.)
Max. structural cruising 203 KIAS (234 m.p.h.)
Never exceed 237 KIAS (273 m.p.h.)
Landing gear operating 177 KIAS (204 m.p.h.)
Landing gear extended 177 KIAS (204 m.p.h.)
Flaps extended 15° 177 KIAS (204 m.p.h.)
Flaps extended 45° 146 KIAS (168 m.p.h.)
Minimum control 79 KIAS (91 m.p.h.)

C.G. Range (Landing Gear Extended)
(+151.3) to (+160.0) at 6750 lb.
(+147.8) at 5800 lb. or less
Straight line variation between points given
Landing gear retracted moment change: +917 in.-lb.

Empty Wt. C.G. Range
None

Leveling Means
External screw heads on right side of fuselage at stations +213.29 and +238.55 on W.L. +93.80

Maximum Weight
Ramp 6785 lb., takeoff and landing 6750 lb.

No. of Seats
6, 7 or 8 (2 at +137.0, 2 at +175.0, 2 at +218.0, Optional: 1 or 2 at +261.0 or with toilet option, 1 at +250.0)
(See manufacturer's equipment list for optional seating arrangements)

Maximum Baggage
250 lb. (+32.0), 350 lb. (+71.0), 400 lb. (+186.0), 400 lb. (+266.0), 100 lb. (+282.0)

Fuel Capacity
S/N 414A0001 through 414A0200
213.4 gal. (2 wing tanks, 106.7 gal. ea., 103.0 gal. usable at +161.0)
See NOTE 1 for data on unusable fuel
S/N 414A0201 through 414A0400
213.4 gal. (2 wing tanks, 106.7 gal. ea., 102.0 gal. usable at +161.0)
See NOTE 1 for data on unusable fuel
S/N 414A0401 and up
213.4 gal. (2 wing tanks, 106.7 gal. ea., 103.0 gal. usable at +161.0)
See NOTE 1 for data on unusable fuel

Oil Capacity
26 qt. (13 qt. in ea. engine at +110.9; usable 6.5 qt. per engine)
See NOTE 1 for data on undrainable oil
VIII - Model 414A (cont’d)

<table>
<thead>
<tr>
<th>Control Surface Movements</th>
<th>Wing flaps</th>
<th>Down</th>
<th>45°, +1°, -0°</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main surfaces</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>Up</td>
<td>20°,</td>
<td>+1°, -0°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>20°,</td>
<td>+1°, -0°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>25°,</td>
<td>+1°, -0°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>15°,</td>
<td>+1°, -0°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>32°,</td>
<td>+1°, -0°</td>
</tr>
<tr>
<td></td>
<td>Left</td>
<td>32°,</td>
<td>+1°, -0°</td>
</tr>
</tbody>
</table>

(Read degrees normal to rudder hinge line)

Tab (main surface in neutral)

<table>
<thead>
<tr>
<th>Aileron</th>
<th>Up</th>
<th>20°, +1°, -0°</th>
<th>Down</th>
<th>20°, +1°, -0°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>25°, +1°, -0°</td>
<td>Down</td>
<td>15°, +1°, -0°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>32°, +1°, -0°</td>
<td>Left</td>
<td>32°, +1°, -0°</td>
</tr>
</tbody>
</table>

(Read degrees normal to rudder hinge line)

Serial Nos. Eligible 414A0001 through 414A1212

IX - Model 402C, Businessliner/Utililiner, (Normal Category), Approved September 25, 1978

Engines
Two Continental TSIO-520-VB rated at 325 hp.

Fuel
Grade 100 or 100LL aviation gasoline

Engine Limits
Takeoff and engine inoperative, 2700 r.p.m., 39.0 in. Hg. Mp. up to 12,000 ft. Above 12,000 ft. the following maximum Mp. applies for maximum r.p.m.

<table>
<thead>
<tr>
<th>Altitude (ft.)</th>
<th>Max. Allowable Mp. (in. Hg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.L. to</td>
<td></td>
</tr>
<tr>
<td>12,000</td>
<td>39.0</td>
</tr>
<tr>
<td>14,000</td>
<td>37.2</td>
</tr>
<tr>
<td>16,000</td>
<td>37.2</td>
</tr>
<tr>
<td>18,000</td>
<td>32.0</td>
</tr>
<tr>
<td>20,000</td>
<td>29.5</td>
</tr>
<tr>
<td>22,000</td>
<td>27.0</td>
</tr>
<tr>
<td>24,000</td>
<td>25.0</td>
</tr>
<tr>
<td>26,000</td>
<td>23.0</td>
</tr>
<tr>
<td>28,000</td>
<td>21.0</td>
</tr>
<tr>
<td>30,000</td>
<td>19.0</td>
</tr>
</tbody>
</table>

Propeller and Propeller Limits
Two McCauley full-feathering three-bladed propeller installations

(a) McCauley hub 3AF32C93 with 82NC-5.5 blades or McCauley hub 3AF32C505 with 82NEA-5.5 blades
Diameter: not over 76.5 in., not under 75.0 in.
(no further reduction permitted)
Pitch settings at 30 in. station:
low 14.9°, +0.2°, feathering 82.2°, +0.3°
or
(b) McCauley hub 3AF32C93 with 82NC-6.5 blades or McCauley hub 3AF32C505 with 82NEA-6.5 blades
Diameter: not over 75.5 in., not under 75.0 in.
Pitch settings at 30 in. station:
low 15.2°, +0.2°, feathering 82.2°, +0.3°

(c) S/N 402C0001 through 402C0600
Hydraulic governor, Woodward B210444, C210439; McCauley DCF290D7/T3, DCFUS290D7/T3, DCFUS290D13/T3, DCFUS290D7/T3, or DCFUS290D12/T3
S/N 689, and 402C0601 and up
Hydraulic governor, Woodward B210444, C210439; McCauley DCF290D7/T3, DCFU290D7/T3 or DCFU290D13/T3, DCFUS290D9/T3, DCFUS290D9/T3

(d) Propeller spinner and bulkhead assembly; McCauley D-3534/D-3537, D-3534/D-3796, or D-5212/D-5214
IX - Model 402C  (cont’d)

Airspeed Limits  
Maneuvering  150 KIAS (173 m.p.h.)
Max. structural cruising  205 KIAS (236 m.p.h.)
Never exceed  235 KIAS (270 m.p.h.)
Landing gear operating  180 KIAS (207 m.p.h.)
Landing gear extended  180 KIAS (207 m.p.h.)
Flaps extended 15°  180 KIAS (207 m.p.h.)
Flaps extended 45°  149 KIAS (172 m.p.h.)
Minimum control  80 KIAS ( 92 m.p.h.)

C.G. Range (Landing Gear Extended)  
(+151.58) to (+160.67) at 6850 lb.
(+149.08) at 5800 lbs. or less
Straight line variation between points given
Landing gear retracted moment change: +917 in.-lb.

Empty Wt. C.G. Range  
None

Leveling Means  
External screw heads on right side of fuselage at stations +213.65 and +238.00 on W.L. +93.80

Maximum Weight  
Ramp, 6885 lbs., takeoff and landing 6850 lbs.

No. of Seats  
6, 7 or 8 (2 at +137.0, 2 at +175.0, 2 at +218.0, 1 or 2 at +261.0)
9 (with photographic provisions option) (2 at +137.0, 2 at +162.0, 2 at +190.0, 2 at +218.0, 1 at +246.0)
10 (2 at +137.0, 2 at +162.0, 2 at +190.0, 2 at +218.0, 2 at +246.0)
(See manufacturer's equipment list for optional seating arrangements)

Maximum Baggage  
250 lbs. (+32.0), 350 lbs. (+71.0), 400 lbs. (+186.0), 400 lbs. (+266.0), 100 lbs. (+282.0)

Fuel Capacity  
S/N 402C0001 through 402C0200  
213.4 gal. (2 wing tanks, 106.7 gal. ea., 102 gal. usable at +161.0)
See NOTE 1 for data on unusable fuel

S/N 689, and 402C0201 and up  
213.4 gal. (2 wing tanks, 106.7 gal. ea., 103 gal. usable at +161.0)
See NOTE 1 for data on unusable fuel

Oil Capacity  
26 qt. (13 qt. in ea. engine at +110.9; usable 6.5 qt. per engine)
See NOTE 1 for data on undrainable oil

Control Surface Movements  
Wing flaps  Down  45°, +1°, -0°
Main surfaces
Aileron  Up  20°, +1°, -0°  Down  20°, +1°, -0°
Elevator  Up  25°, +1°, -0°  Down  15°, +1°, -0°
Rudder  Right  32°, +1°, -0°  Left  32°, +1°, -0°
(Read degrees normal to rudder hinge line)
Tab (main surface in neutral)
Aileron  Up  20°, +1°, -0°  Down  20°, +1°, -0°
Elevator  Up  12°, +1°, -0°  Down  20°, +1°, -0°
Rudder  Right  11°, +1°, -0°  Left  16°, +1°, -0°
(Read degrees normal to rudder hinge line)

Serial Nos. Eligible  
689, 402C0001 through 402C1020
X - Model 425, Corsair or Conquest I (See NOTE 7), (Normal Category), Approved July 1, 1980

Engines
Two Pratt & Whitney Aircraft of Canada, Ltd., PT6A-112 turboprop

Fuel

Engine Limits

<table>
<thead>
<tr>
<th></th>
<th>Operating Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Shaft Horsepower</td>
</tr>
<tr>
<td>Takeoff static &amp; max. continuous</td>
<td>450*</td>
</tr>
<tr>
<td>Starting (2 sec.)</td>
<td>- -</td>
</tr>
<tr>
<td>Maximum reverse</td>
<td>430</td>
</tr>
</tbody>
</table>

*Flat Rated:
The engines may produce more power than that for which the airplane has been certificated. Under these conditions, the placarded torquemeter, ITT, or Ng limitations shall not be exceeded.

Propeller and Propeller Limits

(1) Two Hartzell three-bladed, full-feathered, reversible

Hub: HC-B3TN-3C
Blade: T10178B-8R
Diameter: Not over 93-3/8 in., not under 91 inches; no further reduction permitted
Pitch at 30-inch station:
Low pitch 20.2°
Feathered 86.7°
Reverse -10.9°

(2) Two McCauley three-bladed, full-feathered, reversible

Hub: 3GFR34C701
Blade: 93KB-0
Diameter: Not over 93 inches, not under 90-5/8 inches; no further reduction permitted
Pitch at 30-inch station:
Low pitch 18.5°
Feathered 85.5°
Reverse -13.5°

Propellers may be interchanged in any combination.

Airspeed Limits (IAS)

<table>
<thead>
<tr>
<th></th>
<th>V_{MO} (Max Operating)</th>
<th>230 knots 265 m.p.h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sea level to 21,800 ft.</td>
<td></td>
</tr>
<tr>
<td>M_{AO} Above 21,800 ft.</td>
<td>.52 mach</td>
<td></td>
</tr>
<tr>
<td>V_A (Maneuvering) at 8200 lbs.</td>
<td>154 knots 177 m.p.h.</td>
<td></td>
</tr>
<tr>
<td>V_A (Maneuvering) at 8600 lbs.</td>
<td>157 knots 181 m.p.h.</td>
<td></td>
</tr>
<tr>
<td>V_{FE} (Flaps extended) 45° (Landing)</td>
<td>145 knots 169 m.p.h.</td>
<td></td>
</tr>
<tr>
<td>15° (Takeoff &amp; Approach)</td>
<td>175 knots 201 m.p.h.</td>
<td></td>
</tr>
<tr>
<td>V_{MCA} (Min. control speed) Air at 8200 lbs.</td>
<td>90 knots 104 m.p.h.</td>
<td></td>
</tr>
<tr>
<td>V_{MCA} (Min. control speed) Air at 8600 lbs.</td>
<td>92 knots 106 m.p.h.</td>
<td></td>
</tr>
<tr>
<td>V_{LE} (Landing gear extended)</td>
<td>175 knots 201 m.p.h.</td>
<td></td>
</tr>
</tbody>
</table>
X - Model 425 (cont'd)

C.G. Range (Landing Gear Extended)

S/N 425-0001 through 425-0176 (See NOTE 7)
(155.66) to (160.04) at 8200 lbs.
(150.65) to (160.04) at 6478 lbs. or less

S/N 425-0177 and up
(156.81) to (160.04) at 8600 lbs.
(150.65) to (160.04) at 6478 lbs. or less

Straight line variation between points given
Moment change due to retracting landing gear (+1448 in.-lb.)

Empty Wt. C.G. Range
None

Leveling Means
External screw heads on right side of fuselage at stations +213.9
and +238.55 on W.L. +93.80

Maximum Weight

<table>
<thead>
<tr>
<th></th>
<th>S/N 425-0001 through 425-0176</th>
<th>S/N 425-0177 and up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>8200 lbs.</td>
<td>8600 lbs.</td>
</tr>
<tr>
<td>Landing</td>
<td>8000 lbs.</td>
<td>8000 lbs.</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>6740 lbs.</td>
<td>7000 lbs.</td>
</tr>
<tr>
<td>Ramp</td>
<td>8275 lbs.</td>
<td>8675 lbs.</td>
</tr>
</tbody>
</table>

No. of Seats
6, 7 or 8 (2 at +137.0, 2 at +175.0, 2 at +218.0, 2 at +261.0)
See manufacturer's equipment list for optional seating arrangements

Maximum Baggage
250 lb. (+32.0), 350 lb. (+71.0), 400 lb. (+266.0), 100 lb. (+282.0)

Fuel Capacity
2497.8 lb. (372.8 gal.) total in two wing tanks, 1248.9 lb. (186.4 gal.) each; 2452.2 lb. (366.0 gal.) usable total, 1226.1 lb. (133 gal.) in each tank at +163.3. Fuel weight based on 6.70 lb./gal. See NOTE 1 for data on unusable fuel.

Oil Capacity
5.28 gal. total, 5.28 gal. usable (2.3 gal. in each engine-mounted tank at +125.3).
See NOTE 1 for data on undrainable oil.

Maximum Operating Altitude
30,000 ft.

Control Surface Movements
Wing flaps
Down 45°, +1°, -0°
Main surfaces
Aileron
Up 20°, +1°, -0°
Down 20°, +1°, -0°
Elevator
Up 19°, +1°, -0°
Down 15°, +1°, -0°
Rudder
Right 32°, +1°, -0°
Left 32°, +1°, -0°
(Read degrees normal to rudder hinge line)
Tab (main surface in neutral)
Aileron
Up 20°, +1°, -0°
Down 20°, +1°, -0°
Elevator
Up 6°, +1°, -0°
Down 15°, +1°, -0°
Rudder
Right 11°, +1°, -0°
Left 16°, +1°, -0°
(Read degrees normal to rudder hinge line)

Serial Nos. Eligible
425-0001 through 425-0236

Data Pertinent to All Models
Datum
100.00 in. forward face of fuselage bulkhead forward of rudder pedals.
X - Model 425  (cont'd)
Certification Basis

Part 3 of the Civil Air Regulations dated May 15, 1956, as amended by 3-1 through 3-5 and 3-8.

Model 421B:
Part 3 of the Civil Air Regulations dated May 15, 1956, except Subpart B, as amended by 3-1 through 3-5 and 3-8; Subpart B, paragraphs 23.25 through 23.253 of the Federal Aviation Regulations dated February 1, 1965, as amended by 23-1 through 23-7.

Models 414A and 421C:
Part 3 of the Civil Air Regulations dated May 15, 1956, as amended by 3-1 through 3-5 and 3-8, excluding the following portions:

Model 402C:

Model 425:
Part 3 of the Civil Air Regulations dated May 15, 1956, as amended by 3-1 through 3-6 and 3-8 as follows: Paragraphs 3.0 through 3.20, 3.291 through 3.307, 3.317 through 3.347, 3.371 through 3.401, 3.651, 3.652, 3.655(c) and (d), 3.661, 3.662, 3.668, 3.686 through 3.699, 3.711 through 3.728, 3.749, 3.791, and 3.792; the following portions of FAR 23 dated February 1, 1965, as amended by 23-1 through 23-21: Paragraphs 23.21 through 23.33, 23.45(a) through (d), 23.49 through 23.179, 23.181(a), 23.201 through 23.572, 23.629, 23.723 through 23.735, 23.865, 23.867, 23.901 through 23.1017, 23.1019(a)(1) and (2), 23.1019(a)(4) and (5), 23.1019(b), 23.1021 through 23.1203, 23.1303(a) through (d), 23.1305(a) through (u) and (w), 23.1323, 23.1325, 23.1327, 23.1329, 23.1335, 23.1337, 23.1351 through 23.1357, 23.1385 through 23.1401, 23.1441 through 23.1449, 23.1501 through 23.1521, 23.1524, 23.1525, 23.1527(b), and 23.1529 through 23.1589; Paragraph 25.831(d) of FAR 25 dated February 1, 1965, as amended by 25-1 through 25-43; FAR 36 dated December 1, 1969, as amended by 36-1 through 36-10; SFAR No. 27, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, effective February 1, 1974, as amended by SFAR's 27-1, 27-2, and 27-3; plus Special Conditions 23-93-CE-12 as amended by Amendment No. 1 dated June 25, 1980. (See NOTE 3.)
X - Model 425 (cont'd)
Certification Basis

Model 414A (S/N 414A0401 and up, Model 421C (S/N 421C0801 and up)
In addition to the above certification basis, compliance with FAR 36, dated December 1, 1969, as amended by 36-1 through 36-10 (414A only) and 36-1 through 36-4 (421C only) has been demonstrated.

Model 402B, S/N 402B0501 and up
Model 402C
Model 414, S/N 414-0451 and up
Model 414A
Model 421B, S/N 421B0501 and up
Model 421C
Model 425

Markings, placards and manuals are primarily in knots instead of m.p.h. as required by CAR 3, but permitted by FAR 23, Amendment 23-7.

Model 402B, S/N 402B1001 and up
Model 414, S/N 414-0801 and up

Findings of equivalent level of safety were made for CAR 3.757 and 3.778(a).

Model 402B, S/N 402B0801 and up
Model 402C
Model 414, S/N 414-0601 and up
Model 414A
Model 421B, S/N 421B0801 and up
Model 421C
Model 425

In addition to the above certification basis, compliance with ice protection has been demonstrated in accordance with FAR 23.1419 of Amendment 23-14 effective December 20, 1973, when ice protection equipment is installed in accordance with Cessna Drawing 5914105 for 425, 5114400 for all other models, Factory Kit (FK) No. 194, Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual. Aircraft which have been modified in compliance with Accessory Kit (AK) No. 421-106 are considered to be equivalent to those with Factory Kit (FK) No. 194.

Application for Type Certificate dated September 18, 1961. Type Certificate No. A7CE issued August 17, 1964, obtained by the manufacturer under delegation option procedures.

Production Basis

Production Certificate No. 312 issued and Delegation Option Manufacturer No. CE-3 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations. Effective February 15, 1985, and on, Production Certificate No. 4 is applicable to all spares production. See NOTE 8 for specific effectivity of P.C. 4 on new airplane serials.

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 item of equipment is required.

1. Stall warning indicator, Cessna dwg. 5018100 (401, 402, 411, 411A)
2. Stall warning indicator, Cessna dwg. 5118000 (421)
3. Stall warning indicator, Cessna dwg. 5618002 (414)
5. Stall warning indicator, Cessna dwg. 5118310 (421A)
6. Stall warning indicator, Cessna dwg. 5118402 (421B0001 through 421B0300)
7. Stall warning indicator, Cessna dwg. 5618021 (414-0351 and up, 421B0301 and up)
8. Stall warning indicator, Cessna dwg. 5218031 (421B0301 and up)
9. Stall warning indicator, Cessna dwg. 5118627 (421C)

NOTE 1. Current weight and balance report together with 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 undrainable oil (not included in oil capacity) and unusable fuel as follows:

   18 lb. (wing, standard 73 gal. at +164.0) (411, 411A, 421, 421A, 421B)
   24 lb. (wing, optional 100 gal. at +164.0) (411, 411A, 421, 421A, 421B, 402B, 414)
   6 lb. (wing, optional 63 gal. at +164.0) (402B0301 and up and 414-0351 and up)
   44 lb. (wing, 7.4 gal. at +165.2) (402C, S/N 689, and 402C0201 and up; 414A, S/N 414A0401 and up; 421C)
   68 lb. (wing, 11.4 gal. at +165.2) (414A, S/N 414A0001 through S/N 414A0200)
   56 lb. (wing, 9.4 gal. at +165.0) (402C, S/N 402C0001 through 402C0200; 414A, S/N 414A0201 through 414A0400)
   45.6 lb. (wing, 6.8 gal. at +166.2) (425)

(b) If optional wing locker transfer tanks are installed 3.0 lb. (each 26 gal. tank) at (+176.0) (411, 411A, 421, 421A, 421B)
   3.0 lb. (each 20 gal. tank) at (+175.0) (401, 401A, 401B, 402, 402A, 402B, 414)
   2.0 lb. (each 28 gal. tank) at (+176.0) (421C0001 and up)

(c) Oil - 0.0 lb.

NOTE 2. The placards specified in the FAA Approved Airplane Flight Manual must be displayed.

NOTE 3. Service information
The appropriate airplane service manual contains structural retirement lives, which may not be changed without FAA Engineering approval, for the following components:

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Hours</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>5111604-1 &amp; -2</td>
<td>13,200</td>
<td>421A (S/N 421A0001 through 421A0117)</td>
</tr>
<tr>
<td>9910071-1</td>
<td>13,200</td>
<td>414, 421A, 421B (S/N 414-0001 through 414-0600, 421A0118 through 421B0800)</td>
</tr>
<tr>
<td>9910214-1 &amp; -2</td>
<td>13,200</td>
<td>414, 414A, 421B, 421C (S/N 414-0601 and up, 421B0801 through 421C0800)</td>
</tr>
<tr>
<td>9910460-1 &amp; -200</td>
<td>13,200</td>
<td>421C (S/N 421C0801 and up), 425</td>
</tr>
<tr>
<td>5111545-3</td>
<td>8,000</td>
<td>421 (S/N 421-0001 through 421-0079)</td>
</tr>
<tr>
<td>5111545-6</td>
<td>8,000</td>
<td>421 (S/N 421-0080 and up), 421A</td>
</tr>
<tr>
<td>5922125 not modified by SK425-48</td>
<td>10,200</td>
<td>425 (S/N -0002 thru -0176 except airplanes incorporating SK425-17)</td>
</tr>
<tr>
<td>5922125 not modified by SK425-48</td>
<td>9,300</td>
<td>425 (S/N -0177 and On and airplanes -0002 thru -0176 incorporating SK425-17)</td>
</tr>
<tr>
<td>5922125 modified by SK425-48</td>
<td>30,000</td>
<td>425</td>
</tr>
<tr>
<td>5911004, 5111225</td>
<td>30,000</td>
<td>425</td>
</tr>
</tbody>
</table>
NOTE 3. (cont’d.)

For Model 425 aircraft that have exceeded the structural retirement life prior to the availability of Cessna Service Kit SK425-48, the service kit is to be installed according to the following schedule:

A. For airplanes 425-0177 and on, and airplanes 425-0002 through 425-0176 incorporating SK425-17:

   Exceeding 12,500 hours, accomplish SK425-48 within 100 hours or 12 months after SK 425-48 was issued, whichever comes first.

   Exceeding 9,300 hours but less than 12,500 hours, accomplish SK425-48 within 400 hours or 24 months after SK425-48 was issued whichever comes first.

   Between 8,900 and 9,300 hours when SK425-48 was issued, accomplish within 400 hours of operation. For airplanes with less than 8,900 hours when SK425-48 was issued, accomplish at 9,300 hours.

B. For airplanes -0002 through -0176, except airplanes incorporating SK425-17:

   Exceeding 12,500 hours, accomplish SK425-48 within 100 hours or 12 months after SK425-48 was issued whichever comes first.

   Exceeding 10,200 hours but less than 12,500 hours, accomplish SK425-48 within 400 hours or 24 months after SK425-48 was issued whichever comes first.

   Between 9,800 and 10,200 hours when SK425-48 was issued, accomplish within 400 hours of operation. For airplanes with less than 9,800 hours when SK425-48 was issued, accomplish 10,200 hours.

Model 425 Special Conditions 23-93-CE-12, required, in part, that Cessna establish mandatory inspections of the Horizontal Tail Assembly in order to maintain continued structural integrity. Therefore, inspections are required for the horizontal stabilizer, elevators, elevator tab and tab actuator system. In order to comply with these requirements, airplanes must be inspected in accordance with inspection Item Codes A273002, A273101, A273102, B273109 and A551001 as contained in Model 425 Maintenance Manual, Part Number D2535-3-13, Revision 3 (or later revision). These inspection criteria are contained in Chapter 5, Subsection 5-10-01, and are applicable to Zones 331 and 332. All approved airplane inspection programs must include these mandatory inspections.

NOTE 4. Model 421, Serial Nos. 421-0001 and up, approved for 6840 lb. takeoff weight with C.G. range as follows when appropriate airplane flight manual, pilot's checklist, weight and balance form, and other documents are provided as specified in Cessna Service Kit SK421-12.

C.G. Range (Landing Gear Extended) (+152.1) to (+155.5) at 6840 lb.
   (+155.7) at 6500 lb.
   (+144.3) to (+155.7) at 5500 lb.

Straight line variation between points given

NOTE 5. McCauley propellers with 3AF32C87 and 3AF32C504 hubs may be interchanged in any combination. This also applies to propellers with 3AF32C93 and 3AF32C505m hubs; 3AF34C92 and 3AF37C516 hubs; 3AF34C74 and 3AF37C510 hubs.

NOTE 6. Model 425 aircraft in compliance with Cessna Drawing 5700018 are eligible for certification in The Netherlands.

NOTE 7. Model 425 S/N 425-0001 through 425-0176 (Corsair) are eligible for the maximum weights and C.G. range applicable to S/N 425-0177 and up (Conquest I), when modified in accordance with Cessna Service Kit SK425-17, and will be renamed Conquest I.

NOTE 8. Production Certificate No. 4 effective at Serials 402C1005 and on, 414A1208 and on, 421C1801 and on, and 425-0228 and on.