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| Propeller and Propeller Limits | Two three-bladed full-feathering, reversible propellers: | |
| | 1. Manufacturer: Hartzell | |
| | Compatible Engines: TPE331-8-401S or 402S | |
| | Hub: Hartzell HC-B3TN-5 | |
| | Blade: Hartzell T10178B-11 | |
| | Diameter: not over 90.0 inches, not under 88.5 inches; no further reduction permitted | |
| | Pitch at 30-inch station: | |
| | Start locks | + 2.0° |
| | Flight idle | +10.0° |
| | Feathered | +87.4° |
| | Reverse | - 8.0° |
| | 2. Manufacturer: McCauley Accessory Division | |
| | Compatible Engines: TPE331-8-403S, 404S, or 406S | |
| | Hub: McCauley 3GFR34C601 | |
| | Blade: McCauley 93JA-3 | |
| | Diameter: Not over 90.0 inches, not under 88.5 inches; no further reduction permitted | |
| | Pitch at 30-inch station: | |
| | Start locks | + 2.0° |
| | Flight idle | + 8.5° |
| | Feathered | +85.3° |
| | Reverse | - 8.0° |
| | Note: Either two McCauley or two Hartzell Propellers are required. | |
| Airspeed Limits (IAS) | V _{MO} (Maximum operating) Sea level to 21,300 ft. | 245 knots |
| | M _{MO} Above 21,300 ft. | .55 mach |
| | V _A (Maneuvering) | 167 knots |
| | V _{FE} (Flaps extended) | |
| | 30° (Landing) | 180 knots |
| | 20° (Approach) | 200 knots |
| | 10° (Takeoff) | 200 knots |
| | V _{MCA} (Minimum control speed) Air | 91 knots |
| | V _{LO} (Landing gear operating) | 180 knots |
| | V _{LE} (Landing gear extended) | 180 knots |
| C.G. Range (Landing Gear Extended) | (+167.63 in.) to (+178.07 in.) at 6,800 lb. (12% to 28.5% MAC) | |
| | (+173.35 in.) to (+178.07 in.) at 9,850 lb. (21% to 28.5% MAC) | |
| | Variation is linear between points | |
| | Landing gear retracting moment (+1113 in.-lb.) | |
| Empty Wt. C.G. Range | None | |
| Datum | 100.0 in. forward of the front face of the forward pressure bulkhead which is sta. +100.0 | |
| Leveling Means | Seat rails over main spar (lateral) Leveling screws, R.H. fuselage (longitudinal) | |
| Maximum Weight | Takeoff | 9,850 lb. |
| | Landing | 9,360 lb. |
| | Zero fuel | 8,500 lb. |
| | Ramp | 9,925 lb. |
| No. of Seats | 1 through 11 (2 at +137.0, 2 at +178.0, 2 at +209.0, 2 at +249.0, 1 at +285.0, 2 at +296.0) | |
| | See Manufacturer's Equipment List for other seating arrangements | |

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|----------------------------|--|---------------------|-----------------------|
| Maximum Baggage | Nose compartment: | 250 lb. | Sta. + 32.0 |
| | | 350 lb. | Sta. + 71.0 |
| | Aft cabin: | 400 lb. | Sta. +281.0 |
| | | 400 lb. | Sta. +301.0 |
| | | 100 lb. | Sta. +317.0 |
| Fuel Quantity | 3227 lb. (481.5 gal.) total in two wing tanks 1613.5 lb. (240.75 gal.) each 3183 lb. (475 gal.) usable total, 1591.5 lb. (237.5 gal.) in each tank at sta. +181.9. Fuel weight based on 6.70 lb./gal. See NOTE 1 for data on unusable fuel | | |
| Oil Capacity | 3.75 gal. total, 3.75 gal. usable (1.88 gal. in ea. engine mounted tank at sta. +116.0) See NOTE 1 for undrainable oil | | |
| Maximum Operating Altitude | 33,000 ft. S/N 441-0001 through -0172 (See NOTE 4) 35,000 ft. S/N 441-0173 and on | | |
| Control Surface Movements | Elevator (horn faired) | Up 25° | Down 15° |
| | Elevator trim tabs | Up 4° | Down 9° |
| | Rudder (perpendicular to hinge 0° faired with fin) | Right 32° | Left 32° |
| | Rudder trim tab (perpendicular to hinge) | Right 11° | Left 16° |
| | Aileron | Up 25° | Down 15° |
| | Aileron trim tab | Up 19° from neutral | Down 19° from neutral |
| | Wing flap (inboard) | | Down 0° to 30° |
| | Wing flap (outboard) | | Down 0° to 20° |
| Serial Nos. Eligible | Serial 698 and 441-0001 through 441-0362 | | |
| Certification Basis | Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-14 except FAR 23.1385(c) as amended through 23-21; plus Special Conditions 23-74-CE-9; Part 36 of the Federal Aviation Regulations effective December 1, 1969, as amended by 36-1 through 36-6; SFAR 27, fuel venting. Findings of equivalent level of safety were made for FAR 23.1189(a), 23.1545, and 23.1583(a). | | |
| | 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. | | |
| | <u>S/N 441-0173 and on</u> | | |
| | In addition to the above, certification basis compliance with FAR 25.1447(c)(2) as amended through 25-41 effective September 1, 1977, is required. | | |
| | Application for Type Certificate dated October 30, 1974. Type Certificate No. A28CE issued August 19, 1977, 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 6 for specific effectivity of P.C. 4 on new airplane serials. | | |

Equipment

Pilot's Operating Handbook and FAA Approved Airplane Flight Manual required as follows:

| Airplane S/N Effectivity | *POH/AFM Part Number |
|---------------------------|----------------------|
| 441-0001 through 441-0172 | D1561-14-13PH |
| 441-0173 and On | D1586-11-13PH |

*Note: Or later approved revisions.

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:

Stall Warning Indicator - Cessna Dwg. 5818008, or
Angle-of-Attack Indicator System - Cessna Dwg. 0800302

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 certified empty weight and corresponding center of gravity location must include undrainable oil (not included in oil capacity) and unusable fuel as follows:

- (a) Unusable fuel 44.0 lb. (6.5 gal.) at (sta.+186.7).
- (b) Oil 0.0

NOTE 2.

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

NOTE 3.

Service information:

The airplane maintenance manual contains structural retirement lives, which may not be changed without FAA Engineering approval for the following components:

| | Part Numbers | Hours | Airplane S/N |
|-----------------------|---|--------|---------------------------|
| Aileron Hinge Bracket | 5824400-3 5824400-4 5824400-5 5824400-6 5824400-7 | 10,000 | 441-0001 through 441-0362 |

NOTE 4.

35,000 ft. S/N 441-0001 through -0172 when modified by SK441-36.

NOTE 5.

Model 441 aircraft in compliance with Cessna Drawing 5700018 are eligible for certification in the Netherlands.

NOTE 6.

Production Certificate No. 4 effective at Serial 441-0347 and on.

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