









ELS

REPAIR KING #176A

ELECTR TAXI LAND
OFF ON OFF ON
WY-CHIN HEAT PULL-ON
PANEL RELEASE

PANEL LIGHTS ON
FLOOD SIDE

RADIO & ENG

ELEV TAB

UP APPROACH
DOWN
FLAPS

LIGHTER

UP
DOWN
LOG CLEAR
LOG CR & THROTTLE WARNING
DOOR & ALT OUT
LOG CR PWS
ELECTRICAL
FLAP MOTOR
CLOCK FLAP PWS
LIGHTER
FUEL FLAP

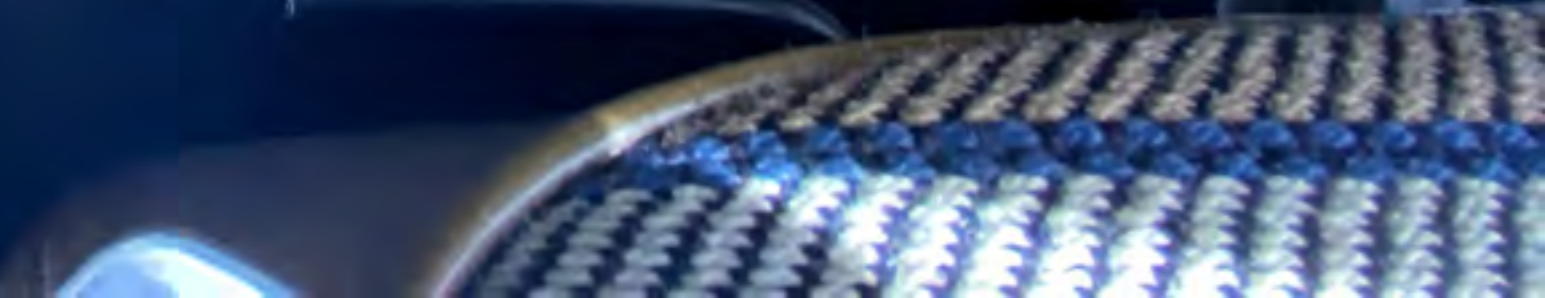
THROTTLE PUSH OPEN
PROPPELLER PUSH HI RPM
AUX FUEL PUMP
HI FOR PRIMING ENGINE
LOW OFF
DRIVEN PUMP FAILURE ONLY

FUEL MIX PUSH RICH
ALTERNATE AIR PUL AND RELEASE

LIGHT
WINDSHIELD
ANTI-ICE
OFF
ICE-ICE

FUEL TANK SELECTOR

RIGHT MAIN
11 GAL USUAL
CAPACITY



TURN STROBE LIGHTS OFF WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT, OR WHEN FLYING IN FOG OR CLOUDS. STANDARD POSITION LIGHTS TO BE USED FOR ALL NIGHT OPERATIONS.

OXYGEN gauge with pressure scale (50, 1500, 2000 PSI) and a hose plug. Text: "OXYGEN NO SMOKING WHEN IN USE HOSE PLUG MUST BE PULLED OUT TO STOP OXYGEN FLOW". Includes a "LOW OXYGEN" warning light.

Control panel with knobs and switches: FIREWALL AIR PULL-OFF, DEFROST PULL-ON, CABIN HEAT PULL-ON, PROP DE-ICE, PITOT HEAT, STROBE, BEACON, and AFT-CA PULL-OFF.

IN CASE OF ENGINE FIRE PULL FIREWALL AIR CONTROL TO CLOSE



IN CASE OF EMERGENCY OR STATIC DISCHARGE SEE PILOTS CHECK LIST OR FLIGHT MANUAL EMERGENCY PROCEDURES FOR AIRSPEED & ALTITUDE CALIBRATION ERROR

CLIMB - 112 KIAS
Landed Pressure - 36 PSI
Fuel - 2700 RPM





AIRSPEED LIMITATIONS (IAS)

NEVER EXCEED	204 KTS
-DECREASE 4 KNOTS/1000 FT. ABOVE 16,000 FT.-	
MAX. STRUCTURAL CRUISE	168 KTS
-DECREASE 3 KNOTS/1000 FT. ABOVE 16,000 FT.-	
MAX. MANEUVERING	141 KTS
MAX. APPROACH FLAPS-15°	154 KTS
-ABOVE 20,000 FT.-	139 KTS
MAX. FULL DOWN FLAPS-30°	125 KTS
MAX. LANDING GEAR OPERATION	154 KTS
-BELOW 20,000 FT.-	129 KTS
-ABOVE 20,000 FT.-	129 KTS



TEST
BRT DIM
ALT
STARTER ENERGIZED
UTILITY DOOR

FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED

DN
HOLD
FD
ALT
AP
DN
NAV
RC
APPR
UP

TURN STROBE LIGHTS ON NEARLY OR DURING FLIGHT AT 1000 OR LOWER TO BE USED FOR VISIBILITY











OXYGEN - NO SMOKING WHILE IN USE
PULL PLUG TO STOP FLOW

OXYGEN - NO SMOKING WHILE IN USE
PULL PLUG TO STOP FLOW















CAUTION
WASHERS & NOT INTERNALLY
GROUNDING (CONDUCT) SYSTEMS
WASHERS BEFORE DISMANTLING

WASHERS & NOT INTERNALLY
GROUNDING (CONDUCT) SYSTEMS
WASHERS BEFORE DISMANTLING

WASHERS & NOT INTERNALLY
GROUNDING (CONDUCT) SYSTEMS
WASHERS BEFORE DISMANTLING

WASHERS & NOT INTERNALLY
GROUNDING (CONDUCT) SYSTEMS
WASHERS BEFORE DISMANTLING



BLADE MODEL NO
SER. NO.
AIRCRAFT PROPELLER
WHEELING, ILLINOIS 6





GAMjectors
Performance that depends
on the way you use them.
See the manual for more information.
GAMjectors are not a substitute for
proper maintenance. See
the manual for more information.

OIL
USE SAE 30 ABOVE 40° F
USE SAE 15 BELOW 40° F

CAUTION
DO NOT OPERATE
IF CONSOLE SWITCH
IS NOT DISCONNECTED







JACK PAD















N6611E



N66NE



N681IE





MANUFACTURED BY
BEECH AIRCRAFT
CORPORATION

MODEL

B 36TC

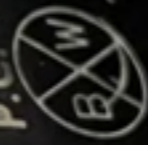
SERIAL

EA 347

T.C.

3A15

P.C.







Bonanza

EXTERNAL
POWER
24 VOLT



Cessna

EXTRA
POWER
ON WING

THE ORIGINAL HEAVY-DUTY
TURBO-PROP
C-441





















Beechcraft

N6611E







N6611E



N6611E





Beechcraft

N6611E



Beechcraft

N6611E



uAvionix



uAvionix





N6611E



Beechcraft



N6611E

Beechcraft



N6611E

Beechcraft



N6611E





N6611E





N6611E



















Bonanza



Bonanza

PLEASE
CHECK LATCH



Beechcraft
OIL AIR STRUT
PART NO. 36-820020
BEECH AIRCRAFT CORPORATION
WICHITA, KANSAS, USA

INSTRUCTIONS
TO CHECK FLUID AND FILL
REMOVE VALVE CAP, DEPRESS VALVE CORE AND
ALLOW STRUT TO FULLY COMPRESS. THEN RAISE AND
LOWER STRUT 1/4 INCH FROM COMPRESSED POSITION.
REMOVE VALVE BODY ASSEMBLY AND FILL WITH
HYDRAULIC OIL CONFORMING TO INSTRUCTION
BOOK SPECIFICATIONS. SLOWLY CYCLE STRUT TO
RELEASE TRAPPED AIR. REPEAT UNTIL ADDITIONAL
OIL CANNOT BE ADDED. WITH STRUT EXTENDED
REMOVE VALVE BODY ASSY. DEPRESS VALVE CORE
AND COMPLETELY COMPRESS STRUT TO RELEASE
TRAPPED AIR AND OIL.
WITH AIRPLANE EMPTY EXCEPT FOR FULL FUEL AND
KEEP STRUT INFLATED TO 5 INCHES OF PISTON
STROKING.

WARNING
RELEASE AIR IN STRUT BEFORE DISASSEMBLING





Beechcraft
FAIR STRUT
PART NO. 430000
BEECHCRAFT CORPORATION
MUSKOGEE, OKLA.

INSTRUCTIONS
1. REMOVE STRUT AND ALL
PARTS FROM AIRCRAFT. CLEAN AND
OIL STRUT AND ALL PARTS. CHECK
FOR CRACKS AND DAMAGE. IF
REPAIR IS REQUIRED, REFER TO
INSTRUCTIONS FOR REPAIR.
2. ASSEMBLY: WITH STRUT
ADJUSTED TO THE CORRECT
LENGTH, INSERT THE STRUT
AND ALL PARTS INTO THE
AIRCRAFT. CHECK THE
STRUT FOR PROPER
ALIGNMENT AND
TIGHTEN THE NUTS TO THE
CORRECT TORQUE.
3. AFTER INSTALLATION,
CHECK THE STRUT FOR
PROPER OPERATION.
4. IF THE STRUT DOES NOT
OPERATE PROPERLY,
REFER TO THE
INSTRUCTIONS FOR
REPAIR.

WARNING
DO NOT EXCEED THE
WEIGHT LIMITS FOR THE
FAIR STRUT BEFORE
OPERATION.

WEIGHT LIMITS
REACHED WHEN
RED LINES ALIGN
TOW
DO NOT
EXCEED

38-B-20002



SEAT BELT AND SAFETY INSTRUCTIONS
FOR PASSENGERS AND PILOTS
SEE PILOT'S OPERATING HANDBOOK
FOR COMPLETE AND UP-TO-DATE
INSTRUCTIONS AND RESTRAINTS











Beechcraft

INSTRUMENT PANEL
WASH BY WARM WATER
NEVER USE SOLVENT CLEANERS
AND DO NOT OIL









PLEASE STOWED UNDER
REAR SEAT







DO NOT REMOVE
THIS LABEL
UNTIL YOU HAVE
TAKEN OFF AND
LANDING
AND SEAT BELT
UP

DO NOT REMOVE
THIS LABEL
UNTIL YOU HAVE
TAKEN OFF AND
LANDING
AND SEAT BELT
UP

DO NOT REMOVE
THIS LABEL
UNTIL YOU HAVE
TAKEN OFF AND
LANDING
AND SEAT BELT
UP





SHOULDER HARNESS
MUST BE WORN DURING
TAKE-OFF AND LANDING
WITH SEAT BACK UPRIGHT

PLEASE REMEMBER TO
FASTEN YOUR SEAT BELT

SHOULDER HARNESS
MUST BE WORN DURING
TAKE-OFF AND LANDING
WITH SEAT BACK UPRIGHT
AND AFT FACING SEATS
MUST HAVE HEADREST
FULLY EXTENDED

LATCH WINDOW
BEFORE TAKE-OFF

DO NOT OPEN
IN FLIGHT

UNLOCKED
LOCKED



EMERGENCY EXIT
PULL COVER
ROTATE HANDLE UP
BREAKING SAFETY WIRE
PUSH WINDOW OUT

SHOULDER HARNESS
MUST BE WORN DURING
TAKE-OFF AND LANDING
WITH SEAT BACK UPRIGHT
AND AFT FACING SEATS
MUST HAVE HEADREST
FULLY EXTENDED

LATCH WINDOW
BEFORE TAKE-OFF

DO NOT OPEN
IN FLIGHT

UNLOCKED
LOCKED

EMERGENCY EXIT
PULL COVER
ROTATE HANDLE UP
BREAKING SAFETY WIRE
PUSH WINDOW OUT

SHOULDER HARNESS
MUST BE WORN DURING
TAKE-OFF AND LANDING
WITH SEAT BACK UPRIGHT
AND AFT FACING SEATS
MUST HAVE HEADREST
FULLY EXTENDED

LATCH WINDOW
BEFORE TAKE-OFF

DO NOT OPEN
IN FLIGHT

UNLOCKED
LOCKED

EMERGENCY EXIT
PULL COVER
ROTATE HANDLE UP
BREAKING SAFETY WIRE
PUSH WINDOW OUT

SHOULDER HARNESS
MUST BE WORN DURING
TAKE-OFF AND LANDING
WITH SEAT BACK UPRIGHT
AND AFT FACING SEATS
MUST HAVE HEADREST
FULLY EXTENDED

LATCH WINDOW
BEFORE TAKE-OFF

DO NOT OPEN
IN FLIGHT

EMERGENCY EXIT
PULL COVER
ROTATE HANDLE UP
BREAKING SAFETY WIRE
PUSH WINDOW OUT