DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

779
Revision 3
Textron Aviation
G17S
October 12, 2016

TYPE CERTIFICATION DATA SHEET NO. 779

Type Certificate Holder	Textron Aviation Inc. One Cessna Boulevard Wichita, Kansas 67215
Type Certificate Holder Record:	Beech Aircraft Corporation transferred to Raytheon Aircraft Company on April 15, 1996 Raytheon Aircraft Company transferred to Hawker Beechcraft Corporation on March 26, 2007 Hawker Beechcraft Corporation transferred to Beechcraft Corporation on April 12, 2013 Beechcraft Corporation transferred to Textron Aviation Inc. on October 12, 2016

MODELS: Beechcraft G17S, 5 PCLB

T.C. NUMBER: 779 (Approved 10/11/46)

Engine	Military R-985-AN-4 with one 4-1/2N and one 9N damper (see also Item 109)
Fuel	87 min. octane aviation gasoline
Engine limits (See Item 109)	Maximum, except take-off (Sea level) 34.5 in.Hg., 2200 rpm (400 hp) (Straight line manifold pressure variation with altitude to 5000 ft.) - 33.5 in. Hg., 2200 rpm (400 hp) Take-off (one minute) 36.5 in. Hg., 2300 rpm (450 hp)
Airspeed limits (T.I.A.S.)	Level flight or climb - 211 mph Glide or dive - 240 mph Flaps extended - 115 mph
C.G. range	(+15.4) (4.9 percent MAC) to (+26.0) (23.4 percent MAC) (landing gear extended)
Weight empty C.G. range	(+14.9) to (+18.3) (landing gear extended) NOTE: If empty weight C.G. falls within pertinent range, it is unnecessary to check critical forward and aft C.G. positions. Ranges are not valid for non-standard arrangements.
Datum	Lower wing leading edge
MAC	57.2 in. L.E. MAC (+12.6)
Leveling means	Airplane is level when stagger (horizontal distance between wing trailing edges near fuselage) is 23 in. Leveling lugs provided just inside baggage compartment door.
Maximum weight	4250 lbs.
No. seats	5 (two at (+18) and three at (+62)) (See NOTE 2)
Maximum baggage	125 lbs. (+88)
Fuel capacity	124 gallons (one fuselage tank, 29 gallons (+32); one fuselage tank, 49 gallons (+52); two lower wing tanks, 23 gallons each (+24)) (See NOTE 3)

Oil capacity	6-1/2 gallons (-17)		
Control surface movements	Elevators	30 degrees up	28 degrees down
	Elevator tab	14.5 degrees up	14.5 degrees down
	Ailerons	33 degrees up	25 degrees down
	Rudder	28 degrees right	28 degrees left
	Rudder tab	20 degrees right	20 degrees left
	Flaps	43 degrees down	
Serial Nos. eligible	424, B-1, and up		
Required equipment	1, 2, 101, 103, 104, 107, 201, 202, 301, 302, 303, 304		

Specifications Pertinent to All Models

Certification basis: Type Certificate No. 779 (Aero. Bulletin 7A and CAR 4 effective prior to 11/9/45)

Production basis: Production Certificate - None (See NOTE A)

Export eligibility: Eligible for export as follows, subject to provisions of MOP 2-4:

(a) Canada
- Landplane - eligible
- Skiplane - not eligible. However, structure complies with Canadian requirements for ski gear when Item 203 is installed. Maximum pedestal height is 17 inches. Tread is same as landplane.

(b) All other countries except New Zealand.

EQUIPMENT: A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.

Propellers and Propeller Accessories			
1.	Propellers - Hamilton Standard hub 2D30 with		
	(a) Blades 6095A-15, -16 or 6167A-15, -16 (pitch settings, low 11 degrees, high 26 degrees) or	157 lbs.	(-61)
	(b) Blades 6101A-21T, -22T	163 lbs.	(-61)
	Diameter 8' 3-1/8" maximum, 8' 7/8" minimum.		
2.	Constant speed governor - Hamilton Standard Type 1A2	5 lbs.	(-30)
3.	Propeller spinner and bolts - Montgomery Metal Spinner Works	11 lbs.	(-62)
Engine and Engine Accessories - Fuel and Oil Systems			
101.	Carburetor air heater (muff type)	6 lbs.	(-31)
102.	Starter - Eclipse E80 or Type 397, Model 13	18 lbs.	(-30)
103.	Oil radiator (94-189850)	11 lbs.	(-29)
104.	Fuel pumps		
	(a) Wobble - United Aircraft U-550-EE	4 lbs.	(+14)
	(b) Engine driven - AN 4100 type G6	2 lbs.	(-32)
105.	Oil tank 8 gallons	No weight change	
106.	Two 23 gallon auxiliary fuel tanks upper wing	17 lbs. each	(+47)
107.	Oil radiator by-pass valve	2 lbs.	(-29)
108.	Vacuum pump		
	(a) Pesco, Type B-11	4 lbs.	(-28)
	(b) Aro. Type A-3c	4 lbs.	(-28)
109.	Engine (must have one 4-1/2N and one 9N damper		
	(a) Military R-985-AN-1 or AN-3 Limits Maximum, except take-off (S.L.) 35 in. Hg., 2200 rpm (400 hp) (Straight line manifold pressure variation with altitude to 3800 ft.) 34 in.Hg., 2200 rpm (400 hp) Take-off (one minute) 37.5 in. Hg., 2300 rpm (450 hp)	Use actual weight increase	
Landing Gear			
201.	Main wheels and brakes - Goodyear LIOHEM with integral single disk brake with 7.50-10 6-ply tire and tubes	38 lbs. each	(+6)
202.	10 inch smooth contour tail wheel with 6-ply tire and tube	6 lbs.	(+211)
203.	Skiplane landing gear (Drawing D17820 and D17840)	+3 lbs.	(+20)

Electrical Equipment

301.	Generator 25 amp (Eclipse Type 309, Model 8)	22 lbs.	(-32)
302.	Battery - 12 volt (37 amp hr., 5 hr. rate)	40 lbs.	(+92)
303.	Landing gear motor (Dumore D5, 3843C) (40 amp fuse required)	9 lbs.	(+6)
304.	Flap motor (Dumore Type K Special 4253 flexible drive) (30 amp fuse required)	5 lbs.	(+42)
305.	Two landing lights (Grimes ST1220)	6 lbs. each	(+25)

Interior Equipment

402.	Parachute flares		
	(a) Three 1-1/2 min. (International MK-1)	18 lbs.	(+78)
	(b) Four 1-1/2 min. (International MK-1)	24 lbs.	(+80)
403.	Cabin heater (muff type)	4 lbs.	(-30)

NOTE A. Prior to original certification, each aircraft manufactured subsequent to August 7, 1945, must satisfactorily pass:
(a) An inspection for workmanship, materials and conformity before covering, metal priming or final finish is applied.
(b) A final inspection of the completed aircraft.
(c) A check of the flight characteristics.

NOTE 1. Curent weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter.

NOTE 2. The following placard must be displayed in the instrument panel in full view of the pilots:
(a) "Intentional spinning prohibited."
(b) "When one or more passengers are carried the right front seat must be occupied."

NOTE 3. Due to loading considerations a full restriction placard in full view of the pilot must state: "Fill fuel tanks in following order: front fuselage, lower wing, upper wing (when installed) and rear fuselage. Use in reverse order."

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