

Oil Capacity	4 qt. (-21)		
Control Surface Movements	Elevators	Up 25°	Down 27°
	Rudders	Right 26°	Left 26°
	Ailerons	(Not available)	
Serial No. Eligible	1001 and up		
Required Equipment	Landplane:	1 or 4, 104, 202, 203, 210(a), 401	
	Seaplane:	1 or 4, 104, 205, 401	

II - Model BC-65, 2 PCLM, Approved July 22, 1939; Model BCS-65, 2 PCSM, Approved October 7, 1939

(Same as Model BC except engine installation)

Engine	Continental A-65-1 (see item 114(b) for optional engines)		
Fuel	73 min. grade aviation gasoline		
Engine Limits	For all operations, 2350 r.p.m. (65) hp.)		
Propeller Limits	Static r.p.m. at full throttle:		
	A-65-1 engine, not over 2300, not under 2070		
	Optional engines, not over 2250, not under 2070		
	No additional tolerance permitted.		
Airspeed Limits (True Indicated)	Landplane:	Level flight or climb	105 m.p.h. (91 knots)
		Glide or dive	131 m.p.h. (114 knots)
	Seaplane:	Level flight or climb	95 m.p.h. (83 knots)
		Glide or dive	129 m.p.h. (112 knots)
Center of Gravity (C.G.) Range	Landplane:	(+14.5) to (+19.7)	
	Seaplane:	(+15.1) to (+20.1)	
Empty Weight C.G. Range	Landplane:	(+15.3) to (+18.5)	
	Seaplane:	(+15.9) to (+19.0)	
	When empty weight C.G. falls within the pertinent range, computation of critical fore and aft C.G. positions is unnecessary. Ranges are not valid for non-standard arrangements.		
Maximum Weight	Landplane:	1100 lb. (S/N 1407 and up are eligible at 1150 lb.)	
	Seaplane:	1228 lb. (S/N 1432 and up are eligible at 1278 lb.)	
Number of Seats	2 (+23)		
Maximum Baggage	30 lb. (+40)		
Fuel Capacity	12 gal. (-9). (See item 115 for auxiliary tank).		
Oil Capacity	4 qt. (-21)		
Control Surface Movements	Elevators	Up 27°	Down 25°
	Rudders	Right 26°	Left 26°
	Ailerons	(Not available)	
Serial No. Eligible	1001 and up		
Required Equipment	Landplane:	Items 1, 2, 3, 4, or *8; 104, 202, 203, 210(a), 401	
	Seaplane:	Items 1, 3, 4 or *8; 104, 205, 401	

III - Model BC12-65 (Army L-2H), 2 PCL-SM, Approved April 7, 1941; Model BCS12-65, 2 PCL-SM, Approved April 7, 1941

(Same as Model BC-65 except for minor structural changes and added elevator trim tab).

Engine	Continental A-65-7 (see item 114(c) for optional engines)		
Fuel	73 min. grade aviation gasoline		
Engine Limits	For all operations, 2300 r.p.m. (65 hp.)		
Propeller Limits	Static r.p.m. at full throttle: not over 2250, not under 2070. No additional tolerance permitted. Diameter: not over 72 in., not under 70 in.		
Airspeed Limits (True Indicated)	Landplane:	Level flight or climb	105 m.p.h.
		Glide or dive	140 m.p.h.
	Seaplane:	Level flight or climb	95 m.p.h.
		Glide or dive	129 m.p.h.
Center of Gravity (C.G.) Range	Landplane:	(+14.2) to (+20.0)	
	Seaplane:	(+14.2) to (+20.0) with Edo floats (item 205) (+14.6) to (+20.0) with Heath floats (item 211)	
Empty Weight C.G. Range	Landplane:	(+14.8) to (+17.9)	
	Seaplane:	(+14.8) to (+18.3) with Edo floats (item 205) (+15.2) to (+18.3) with Heath floats (item 211)	
Maximum Weight	Landplane:	1200 lb.	
	Seaplane:	1278 lb.	
Number of Seats	2 (+23)		
Maximum Baggage	Landplane:	50 lb. (+40):	
	Seaplane:	30 lb. (+40)	
Fuel Capacity	18 gal. (12 gal. in fuselage (-9) and 6 gal. in wing (+24)). See NOTE 3.		
Oil Capacity	4 qt. (-21)		
Control Surface Movements	Elevators	Up 27°	Down 25°
	Elevator tab	Up 25°	Down 30°
	Ailerons	Up 25°	Down 25°
	Rudders	Right 26°	Left 26°
Serial No. Eligible	2401, 2501, 2503, 2504, 2529 and up and all USAF numbers. Use manufacturer's numbers if available.		
Required Equipment	Landplane:	1, 2, 4, 5, or *8; 104, 108, 202, 203, 210(a), 401	
	Seaplane:	1 or 4, 104, 108; 205, 401	

IV - Model BC12-D, 2 PCLM, Approved November 23, 1945; Model BCS-12D, 2 PCSM, Approved February 19, 1946

(Same as Model BC12-65 except for alternate tail surface, revised aileron travel, alternate one piece windshield and other miscellaneous structural and non-structural changes). (Model BC12-D1 eligible as Model BC12-D when items 601 and 204 and 6 gal. right-hand wing tank are installed).

Engine	Continental A-65-8 (see item 114(d) for optional engines)		
Fuel	73 min. grade aviation gasoline		
Engine Limits	For all operations, 2300 r.p.m. (65 hp.)		
Propeller Limits	Static r.p.m. at full throttle: not over 2250, not under 2070. No additional tolerance permitted. Diameter: not over 72 in., not under 70 in.		
Airspeed Limits (True Indicated)	Landplane:	Level flight or climb	105 m.p.h.
		Glide or dive	140 m.p.h.
	Seaplane:	Level flight or climb	95 m.p.h.
		Glide or dive	129 m.p.h.
Center of Gravity (C.G. Range)	Landplane:	(+14.2) to (+20.0)	
	Seaplane:	(+14.2) to (+20.0) with Edo floats (item 205) (+14.6) to (+20.0) with Heath floats (item 211)	
Empty Weight C.G. Range	Landplane:	(+14.8) to (+17.9)	
	Seaplane:	(+14.8) to (+18.3) with Edo floats (item 205) (+15.2) to (+18.3) with Heath floats (item 211)	
	When empty weight C.G. falls within pertinent range, computation of critical fore and aft C.G. positions is unnecessary. Ranges are not valid for non-standard arrangements.		
Maximum Weight	Landplane:	1200 lb.	
	Seaplane:	1278 lb.	
Number of Seats	2 (+23)		
Maximum Baggage	Landplane:	50 lb. (+40)	
	Seaplane:	30 lb. (+40)	
Fuel Capacity	18 gal. (12 gal. fuselage tank at (-9) and 6 gal. wing tank at (+24). See NOTE 3.		
Oil Capacity	4 qt. (-21)		
Control Surface Movements	Elevators	Up 27°	Down 25°
	Elevator tab	Up 25°	Down 30°
	Ailerons	Up 23°	Down 23°
	Rudders	Right 26°	Left 26°
Serial No. Eligible	6402 and up		
Required Equipment	Landplane:	1, 2, 3, 4, or *8; 104, 108, 202, 203, 210(a), 401	
	Seaplane:	1, 3, 4 or *8; 104, 108, 205, 401	

V - Model BC12-D1, 2 PCLM-SM, Approved September 10, 1946; Model BCS12-D1, 2 PCL-SM, Approved September 10, 1946

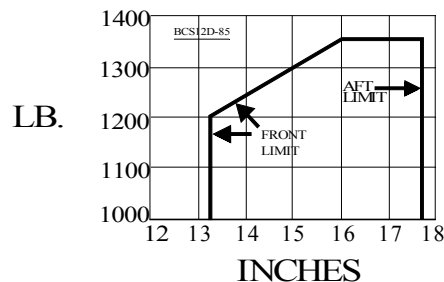
(Same as Model BC12-D except for elimination of left hand door (item 601), parking brake (item 204) and 6 gal. R/H wing tank) (Model BC12-D1 eligible as BC12-D when items 601 and 204 and 6 gal. right-hand wing tank are installed)

Engine	Continental A-65-8 (See item 114(d) for optional engines)		
Fuel	73 min. grade aviation gasoline		
Engine Limits	For all operations, 2300 r.p.m. (65 hp.)		
Propeller Limits	Static r.p.m. at full throttle; not over 2250, not under 2070. No additional tolerance permitted. Diameter: not over 72 in., not under 70 in.		
Airspeed Limits (True Indicated)	Landplane:	Level flight or climb	105 m.p.h.
		Glide or dive	140 m.p.h.
	Seaplane:	Level flight or climb	95 m.p.h.
		Glide or dive	129 m.p.h.
Center of Gravity (C.G.) Range	Landplane:	(+14.2) to (+20.0)	
	Seaplane:	(+14.2) to (+20.0) with Edo floats (item 205) (+14.6) to (+20.0) with Heath floats (item 311)	
Empty Weight C.G. Range	Landplane:	(+14.8) to (+17.9)	
	Seaplane:	(+14.8) to (+18.3) with Edo floats (item 205) (+15.2) to (+18.3) with Heath floats (item 311)	
	When empty weight C.G. falls within the pertinent range, computation of critical fore and aft C.G. positions is unnecessary. Ranges are not valid for non-standard arrangements.		
Maximum Weight	Landplane:	1200 lb.	
	Seaplane:	1278 lb.	
Number of Seat	2 (+23)		
Maximum Baggage	Landplane:	50 lb. (+40)	
	Seaplane:	30 lb. (+40)	
Fuel Capacity	12 gal. (-9)		
Oil Capacity	4 qt. (-21)		
Control Surface Movements	Elevators	Up 27°	Down 25°
	Elevator tab	Up 25°	Down 30°
	Ailerons	Up 23°	Down 23°
	Rudders	Right 26°	Left 26°
Serial No. Eligible	6402 and up		
Required Equipment	Landplane:	1, 2, 3, 4 or *8; 104, 108, 202, 203, 210(a), 401	
	Seaplane:	1, 3, 4 or *8; 104, 108, 205, 401	

VI - Model BC12D-85, 2 PCL-SM, Approved September 30, 1948; Model BCS12D-85, PCL-SM, Approved September 30, 1948

(Same as Model BC12-D except for increased power and gross weight, fuel system changes, auxiliary wing fuel tank, revised wing fittings and minor structural changes)

Engines	Continental C85-8F
Fuel	80 min. grade aviation gasoline
Engine Limits	For all operations, 2575 r.p.m. (85 hp.)
Propeller Limits	Static r.p.m. at maximum permissible throttle setting (no additional tolerance permitted): Landplane: not over 2350, not under 2100 Seaplane: not over 2310, not under 2010 (exception: not under 2100 with item 205(a)) Diameter: Landplane: not over 72 in., not under 68 in. Seaplane: not over 72 in., not under 70 in.
Airspeed Limits (True Indicated)	Landplane: Level flight or climb 105 m.p.h. (91 knots) Glide or dive 142 m.p.h. (124 knots) Seaplane: Level flight or climb 95 m.p.h. (83 knots) Glide or dive 128 m.p.h. (111 knots)
Center of Gravity (C.G. Range)	Landplane: (+14.2) to (+20.0) Seaplane: (+15.8) to (+17.6) at 1351 lb. (+13.4) to (+17.6) at 1200 lb. or less Straight line variation between points given



Empty Weight C.G. Range	Landplane: (+14.8) to (+17.9) Seaplane: (+13.7) to (+15.1) When empty weight C.G. falls within the pertinent range, computation of critical fore and aft C.G. positions is unnecessary. Ranges are not valid for non-standard arrangements.
Maximum Weight	Landplane: 1280 lb. Seaplane: 1351 lb.
Number of Seats	2 (+23)
Maximum Baggage	Landplane: 50 lb. (+40) Seaplane: 30 lb. (+40)
Fuel Capacity	18 gal. (12 gal. tank in fuselage at (-9) and 6 gal. tank in wing at (+24)). See NOTE 3
Oil Capacity	4 1/2 qt. (-21)
Control Surface Movements	Elevators Up 27° Down 25° Elevator tab Up 25° Down 30° Ailerons Up 23° Down 23° Rudders Right 26° Left 26°
Serial No. Eligible	12001 and up
Required Equipment	Landplane: 1, 4, 6, 7 or *9; 104, 108, 202, 206, 210(a), 401

Seaplane: 1, 4, 6, 7 or *9; 104, 108, 205, 401

VII - Model BC12-D-4-85, 2 PCL-SM, Approved July 13, 1949; Model BCS12D-4-85, 2 PCL-SM, Approved July 13, 1949

(Same as Model BC12D-85 except for engine, baggage compartment, side windows and sky-lights)

Engine	Continental C85-12F		
Fuel	80 min. grade aviation gasoline		
Engine Limits	For all operations, 2575 r.p.m. (85 hp.)		
Propeller Limits	Static r.p.m. at maximum permissible throttle setting (no additional tolerance permitted): Landplane: not over 2350, not under 2100 Seaplane: not over 2310, not under 2010 (exception: not under 2100 with item 205(a)) Diameter: Landplane - not over 72 in., not under 68 in. Seaplane - not over 72 in., not under 70 in.		
Airspeed Limits (True Indicated)	Landplane:	Level flight or climb	105 m.p.h. (91 knots)
		Glide or dive	142 m.p.h. (124 knots)
	Seaplane:	Level flight or climb	95 m.p.h. (83 knots)
		Glide or dive	128 m.p.h. (111 knots)
Center of Gravity (C.G.) Range	Landplane:	(+14.2) to (+20.0)	
	Seaplane:	(+15.8) to (+17.6) at 1351 lb. (+13.4) to (+17.6) at 1200 lb. or less Straight line variation between points given. (See Figure under Section VI)	
Empty Weight C.G. Range	Landplane:	(+14.9) to (+16.3)	
	Seaplane:	(+13.8) to (+14.3)	
	When empty weight C.G. falls within the pertinent range, computation of critical fore and aft C.G. positions is unnecessary. Ranges not valid for non-standard arrangements.		
Maximum Weight	Landplane:	1280 lb.	
	Seaplane:	1351 lb.	
Number of Seats	2 (+23)		
Maximum Baggage	Landplane:	50 lb. (+70)	
	Seaplane:	30 lb. (+70)	
Fuel Capacity	18 gal. (12 gal. tank in fuselage at (-9) and 6 gal. tank in wing at (+24)). See NOTE 3.		
Oil Capacity	4 1/2 qt. (-30)		
Control Surface Movements	Elevators	Up 27°	Down 25°
	Elevator tab	Up 25°	Down 30°
	Ailerons	Up 23°	Down 23°
	Rudders	Right 26°	Left 26°
Serial No. Eligible	4-13010 and up		
Required Equipment	Landplane:	1, 4, 6, 7 or *9; 104, 108, 202, 206, 210(a), 401	
	Seaplane:	1, 4, 6, 7 or *9; 104, 108, 205, 401	

Specifications Pertinent to all Models

Datum	Leading edge of wing		
Leveling Means	Upper surface of horizontal stabilizer		
Certification Basis	Part 04 of the Civil Air Regulations effective as amended to May 1, 1938. Type Certificate No. 696 issued.		
Production Basis	None. Prior to original certification, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data, and a check of the flight characteristics.		
Export Eligibility	Eligible for export to all countries subject to the provisions of Advisory Circular 21-2, except as follows: Canada - Landplane and seaplane eligible with the exception of Model BC12-D1. Model BC12-D1 eligible provided auxiliary door (item 601) is installed. - Skiplane not eligible; however, structure complies with Canadian requirements as follows: (1) At 1100 lb. maximum weight - landing gear per dwg. B-A50, ski height 10 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamlined member to axle). (2) At 1150 and 1200 lb. maximum weight - landing gear per dwg. B-A515, ski height 9 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamline member to axle).		
Equipment	A plus (+) or minus (-) sign preceding the weight of an item indicated net weight change when that item is installed. Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer except those items preceded by an asterisk (*). This symbol denotes that approval has been obtained by someone other than the aircraft manufacturer. An item so marked may not have been manufactured under an FAA monitored or approved quality control system, and therefore conformity must be determined if the item is not identified by a Form FAA-186. PMA or other evidence of FAA production approval.		
Special Note	So that all items of equipment might be in their proper categories, the following items were renumbered as indicated: <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <u>1/</u> Item 1 was formerly item 103(a) <u>2/</u> Item 2 was formerly item 103(b) <u>3/</u> Item 3 was formerly item 103(c) <u>4/</u> Item 4 was formerly item 103(d) <u>5/</u> Item 5 was formerly item 103(e) <u>6/</u> Item 6 was formerly item 103(f) <u>7/</u> Item 7 was formerly item 103(g) <u>8/</u> Item *8 was formerly item 103*(h) <u>9/</u> Item *9 was formerly item 108*(i) <u>10/</u> Item 114 was formerly item 308 <u>11/</u> Item 115 was formerly item 312 <u>12/</u> Item 116 was formerly item 313 <u>13/</u> Item 117 was formerly item 315 <u>14/</u> Item 202 was formerly item 101 </td> <td style="width: 50%; vertical-align: top;"> 15/ Item 203 was formerly item 102 16/ Item 204 was formerly item 107 17/ Item 205 was formerly item 151 18/ Item 206 was formerly item 302 19/ Item 207 was formerly item 304 20/ Item 208 was formerly item 305 21/ Item *209 was formerly item *316 22/ Item 210 was formerly item 317 23/ Item *211 was formerly item *320 24/ Item *212 was formerly item *321 25/ Item 401 was formerly item 105 26/ Item 402 was formerly item 306 27/ Item 403 was formerly item 314 28/ Item 601 was formerly item 106 </td> </tr> </table>	<u>1/</u> Item 1 was formerly item 103(a) <u>2/</u> Item 2 was formerly item 103(b) <u>3/</u> Item 3 was formerly item 103(c) <u>4/</u> Item 4 was formerly item 103(d) <u>5/</u> Item 5 was formerly item 103(e) <u>6/</u> Item 6 was formerly item 103(f) <u>7/</u> Item 7 was formerly item 103(g) <u>8/</u> Item *8 was formerly item 103*(h) <u>9/</u> Item *9 was formerly item 108*(i) <u>10/</u> Item 114 was formerly item 308 <u>11/</u> Item 115 was formerly item 312 <u>12/</u> Item 116 was formerly item 313 <u>13/</u> Item 117 was formerly item 315 <u>14/</u> Item 202 was formerly item 101	15/ Item 203 was formerly item 102 16/ Item 204 was formerly item 107 17/ Item 205 was formerly item 151 18/ Item 206 was formerly item 302 19/ Item 207 was formerly item 304 20/ Item 208 was formerly item 305 21/ Item *209 was formerly item *316 22/ Item 210 was formerly item 317 23/ Item *211 was formerly item *320 24/ Item *212 was formerly item *321 25/ Item 401 was formerly item 105 26/ Item 402 was formerly item 306 27/ Item 403 was formerly item 314 28/ Item 601 was formerly item 106
<u>1/</u> Item 1 was formerly item 103(a) <u>2/</u> Item 2 was formerly item 103(b) <u>3/</u> Item 3 was formerly item 103(c) <u>4/</u> Item 4 was formerly item 103(d) <u>5/</u> Item 5 was formerly item 103(e) <u>6/</u> Item 6 was formerly item 103(f) <u>7/</u> Item 7 was formerly item 103(g) <u>8/</u> Item *8 was formerly item 103*(h) <u>9/</u> Item *9 was formerly item 108*(i) <u>10/</u> Item 114 was formerly item 308 <u>11/</u> Item 115 was formerly item 312 <u>12/</u> Item 116 was formerly item 313 <u>13/</u> Item 117 was formerly item 315 <u>14/</u> Item 202 was formerly item 101	15/ Item 203 was formerly item 102 16/ Item 204 was formerly item 107 17/ Item 205 was formerly item 151 18/ Item 206 was formerly item 302 19/ Item 207 was formerly item 304 20/ Item 208 was formerly item 305 21/ Item *209 was formerly item *316 22/ Item 210 was formerly item 317 23/ Item *211 was formerly item *320 24/ Item *212 was formerly item *321 25/ Item 401 was formerly item 105 26/ Item 402 was formerly item 306 27/ Item 403 was formerly item 314 28/ Item 601 was formerly item 106		

Propellers and Propeller Accessories

<u>1/</u>	1.	Approved wood (fixed or adjustable pitch). (See Static limits under individual models and item 205(a) for minimum static r.p.m. limits for Models (BCS12D-85 and BCS12D-4-85)	All Except BC12D-4-85 & <u>BCS12D-4-85</u> 10 lb. (-46)	BC12D-4-85 & <u>BCS12D-4-85</u> 10 lb. (-50)
<u>2/</u>	2.	Beech R003 controllable, hub R-002-101 or R-003-100, blades R-002-205-72. Diameter 72 in. Pitch at 27 in. sta.: low 11-3/4° high 17 3/4°. (Pitch limits under individual models are not applicable to these propellers). Includes Beech mechanical propeller control.	BC-65, BC12-65, <u>BC12-D & BC12-D1</u> +20 lb. (-47)	
<u>3/</u>	3.	McCauley 1A90 with the following limits: Static r.p.m. at maximum permissible throttle setting: Landplane: not over 2210, not under 1960 Seaplane: not over 2210, not under 2070 No additional tolerance permitted. Diameter: not over 74 in., not under 72.5 inc	BC-65, BCS-65, BC12-D, BCS12-D, <u>BC12-D1, BCS12-D1</u> +21 lb. (-46)	
<u>4/</u>	4.	Hartzell ground adjustable, hub HA-12U, blades 7414 to 6814 or 7214M to 6814M. Eligible at diameter and static r.p.m. limits shown above for fixed pitched wood models.	All Except BC12D-4- <u>85 & BCS12D-4-85</u> 18 lb. (-46)	BC12D-4-85 & <u>BCS12D-4-85</u> 18 lb. (-50)
<u>5/</u>	5.	McCauley 1A90 with the following limits: Static r.p.m. at maximum permissible throttle setting: not over 2250, not under 2070. No additional tolerance permitted. Diameter: not over 74 in., not under 72.5 in.	<u>BC12-65</u> 21 lb. (-46)	
<u>6/</u>	6.	Lewis L11CK-45 or any other fixed pitch wood propeller eligible for the engine power and speed and meeting static r.p.m. and diameter limits noted for the various models eligible.	BC12D-85 & <u>BCS12D-85</u> +10 lb. (-46)	BC12D-4-85 & <u>BCS12D-4-85</u> +10 lb. (-50)
<u>7/</u>	7.	McCauley 1A90 with the following limits: Static r.p.m. at maximum permissible throttle setting: not over 2350, not under 2170. No additional tolerance permitted. Diameter: not over 71 in., not under 69.5 in.	BC12D-85 & <u>BCS12D-85</u> +21 lb. (-46)	BC12D-4-85 & <u>BCS12D-4-85</u> +21 lb. (-50)
<u>8/</u>	*8.	Sensenich M74CK, fixed pitch metal. Static r.p.m. at maximum permissible throttle setting: Landplane: not over 2210, not under 1960 Seaplane: not over 2210, not under 2070 No additional tolerance permitted. Diameter: not over 74 in., not under 72.5 in.	BC-65, BC12-D, <u>BC12-D1,</u> <u>BC12-65</u> 21 lb. (-46)	BCS-65, BCS12-D, <u>BCS12-D1</u> 21 lb. (-50)
<u>9/</u>	*9.	Sensenich M74CK-2 fixed pitch metal. Static r.p.m. at maximum permissible throttle setting: not over 2350, not under 2170. No additional tolerance permitted. Diameter: not over 72 in., not under 70 in.	BC12D-85, <u>BCS12D-85</u> 21 lb. (-46)	BC12D-4-85, <u>BCS12D-4-85,</u> 21 lb. (-50)

Engines and Engine Accessories

No aircraft of these models shall be eligible for original certification with single ignition engines after August 1, 1941. In addition, no aircraft of these models shall be eligible for recertification with single ignition engines unless such aircraft were either previously certificated with single ignition engines or were originally certificated prior to August 1, 1941.

104.	Carburetor air heater (dwg. BC-L601)	
108.	Enclosed engine cowl (all except BC, BCS, BC-65, BCS-65)	
109.	McDowell starter installation (BC-12D, BC12D-85) (BC-A6014 nose cowl must be installed)	11 lb. (-34)
110.	McDowell starter installation using horizontal operating handle (BC12-D, BCS12-D)	13 lb. (-34)
111.	Exhaust muffler, Ryan Aero. Co. dwg. 52112 (with items 114(b)(1) and (2) only)	2 lb. (-40)

	112.	Oil filter, Fram PB-5, Kit No. 510. Weight includes 1 qt. oil	4 lb. (-20)
		(a) Fram Installation dwg. No. 61544 (BC, BCS, BC12-65, BCS12-65)	
		(b) Fram Installation dwg. No. 61524 (BC12-D, BCS12-D, BC12-D1, BCS12-D1)	
	113.	Starter (Delco-Remy 1109656) (BC12D-4-85 only)	16 lb. (-24)
<u>10/</u>	114.	Engines (Continental, see Engine Specs. No. 190 and 205)	(-33)
		(a) Models BC, BCS	
		(1) A-50-2	+ 6 lb.
		(2) A-50-3 or A-50-8	+10 lb.
		(3) A-50-4	+ 3 lb.
		(4) A-50-5	+13 lb.
		(5) A-50-7	No weight change
		(b) Models BC-65, BCS-65	
		(1) A-65-3, A-65-3J, A-65-8 or A-65-8J	+10 lb.
		Engine limits: For all operations, 2300 r.p.m. (65 hp.)	
		(2) A-65-7 or A-65-7J	No weight change
		Engine limits same as (b)(1)	
		(c) Models BC12-65	
		(1) A-65-7J, A-65-8, A-65-8F, A-65-8J	No weight change
		Engine limits same as (b)(1)	
		(d) Models BC12-D, BCS12-D, BC12-D1, BCS12-D1	
		(1) A-65-8F, A-65-8J	No weight change
		Engine limits same as (b)(1)	
	115.	Auxiliary 6 gal. fuselage fuel tank installation (fuel arm +35)	8 lb. (+30)
		(BC, BCS, BC-65, BCS-65)	
	116.	Enclosed type engine cowl (dwg. BL-L628) (BC, BCS, BC-65, BCS-65)	9 lb. (-18)
	117.	Revised engine mount (dwg. BC65-A128) (for engines incorporating integral rubber bushings)	Negligible weight

Landing Gear and Floats

	201.	Two main wheel-brake assemblies, 6.00-6, Type III	
		(a) Cleveland Aircraft Products Co. Model 6.00 DHB	+4 lb. (+2)
		Wheel assembly No. C-38500HMA	
		Brake assembly No. C-7000	
<u>14/</u>	202.	Two main wheels, 6.00-6, Type III, Firestone 604	9 lb. (+2)
<u>15/</u>	203.	Tail skid	
<u>16/</u>	204.	Parking brake	1 lb. (-9)
<u>17/</u>	205.	Edo float installation	
		(a) Model 60-1320 floats	165 lb. (+20)
		Auxiliary fin (required on all models except BCS12D-85 and BCS12D-4-85 unless the seaplane aft C.G. limit for maximum weight is reduced to +18.9). (When propeller item 1 or 6 is installed on Models BCS12D-85 or BCS12D-4-85 the minimum static r.p.m. limit is increased to not under 2100 r.p.m.)	4 lb. (+176)
		As an alternate method of installing these floats, Taylorcraft clamp-on fuselage fittings, P/N 2554, 2555 and 2556 may be used.	
		(b) Model 92-1400 floats	181 lb. (+19)
		Auxiliary fin (required on all model except BCS12D-85 and BCS12D-4-85)	4 lb. (+176)
<u>18/</u>	206.	Tail wheel assemblies	(+193)
		(a) 6 x 2.00 steerable with brake (Baxter)	+5 lb.
		(b) 6 x 2.00 steerable (Aircraft Associates)	+3 lb.
		(c) 6 x 2.00 full swiveling (Firestone Industrial)	+3 lb.
		(d) 6 x 2.00 steerable (Lake State Products 5-40-31)	+4 lb.
		(e) 6 x 2.00 steerable (Heath)	+4 lb.
		(f) Maule SFS-12, SS-12, SAFS-1-2-P8	+4 lb.
		(g) Steerable (Lang D-501, formerly Decker)	6 lb.
		(h) Scott Model 3-24B, Steerable, full swiveling	6 lb.
<u>19/</u>	207.	Two main wheel-brake assemblies, 6.00-6, Type III Firestone Model 6C3HB	+4 lb. (+2)
<u>20/</u>	208.	Wheel streamlines (dwg. A-9015 or A-9016)	6 lb. (+2)

<u>21/</u>	209.	Skis (eligible on any airplane of these models provided the propeller installation meets the minimum 9 in. ground clearance. The maximum weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is less) (a) Marston 1200 (max. 1200 lb.) (b) Air Transport 1220-480 (max. 1220 lb.) (c) Air Transport 1224-580-1 (max. 1220 lb.) (d) Federal SC-1 (max. 1400 lb.) (e) Piper S-1000 (max. 1200 lb.) (f) Jennings TY-2 (max. 1200 lb.) (g) Federal SA-1 (max. 1200 lb.) (h) Aviation Service B (max. 1650 lb.) (i) Richards 1-B (max. 2220 lb.) (j) Washington Aircraft (max. 1200 lb.) (k) Heath 655 (max. 1210 lb.) (l) Federal SC-2 (max. 1650 lb.) (m) Aviation Service A (max. 1100 lb.) (n) Federal SA-1A (max. 1300 lb.) (o) Jacobsen (formerly Escanaba) EAS-100 (max. 1200 lb.) (p) Richards 1-A (max. 1600 lb.) (q) Marston MFS-1600 (max. 1600 lb.) (r) Heath 725 (max. 1450 lb.) (s) Aero. Sales & Service AS-6.00 (max. 1320 lb.) (t) Jack Carr Service 16 (max. 1600 lb.) (u) Fairbanks MF-5 (max. 1310 lb.) (v) Heath 725A (max. 1450 lb.) (w) Federal SK4-1 (max. 1400 lb.) (x) Call S2 (max. 1800 lb.) (y) Federal A-1500 (max. 1500 lb.), Federal Instln. dwg. 11R232 (z) Federal A-1500A (max. 1500 lb.), Federal Instln. dwg. 11R232 (aa) Federal A-1850 (max. 1850 lb.), Federal Instln. dwg. 11R232 (ab) Federal A-2000 (max. 2000 lb.), Federal Instln. dwg. 11R232 (ac) Federal A-2000A (max. 2000 lb.), Federal Instln. dwg. 11R232 (ad) Federal CA-1850-6 (max. 1850 lb.), Federal Instln. dwg. 11R232 (ae) Wesco A-15, Western Aircraft Equipment Co. dwg. 148, 202, 203 (af) Wesco A-20, Western Aircraft Equipment Co. dwg. 148, 202, 203	Use act. wt. change
<u>22/</u>	210.	Two main-wheel tires, 6.00-6, Type III with regular tubes (a) 2-ply rating (b) 4-ply rating	12 lb.(+2) +5 lb. (+2)
<u>23/</u>	*211.	Heath 1460A float installation, 172 lb. including auxiliary fin, 4 lb. (+176) (BCS12-D and BCS12-D1 only)	+122 lb. (+25)
<u>24/</u>	*212.	Wheel fenders, Consolidair Model 16 (Consolidair instln. dwg. 0029).	10 lb. (+2)

Electrical Equipment

310.	Battery and box (a) 6v. (b) 12 v. (c) 12 v. (BC12D-4-85 and BCS12-D-4-85)	9 lb. (+10) 15 lb. (+10) 16 lb. (+70)
319.	Position lights (a) Grimes B (6 v.) (b) Grimes D (6 v.) (BC12-D, BC12D-85 and BCS12-D only) (c) Grimes D (12 v.) (BC12-D, BC12D-85, BCS12D-85, BC12D-4-85 and BCS12D-4-85)	2 lb. (+77)
322.	Generator (Delco-Remy 1101876) (BC12D-4-85 and BCS12D-4-85 only)	10 lb. (-24)
323.	Voltage regulator (Delco-Remy 1118323) (BC12D-4-85, BCS12D-4-85)	1 lb. (-18)

Interior Equipment

<u>25/</u>	401.	Wheel type control	
<u>26/</u>	402.	Cabin heater (Taylorcraft BC-L606 or BC-L630)	2 lb. (-22)
<u>27/</u>	403.	Stick type control	Negligible weight

Miscellaneous (not listed above)

<u>28/</u>	601.	Auxiliary door	+5 lb. (+25)
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- NOTE 1. Weight and balance report including 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.
- NOTE 2. Left hand wing tank eligible as 6 gal. auxiliary on all models except BCS-65 and BC12D-85.
- NOTE 3. Required placard adjacent to shutoff valve of right and left wing tanks: "Refill main tank in level flight only".

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