

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 1
FOR
MAULE AIRCRAFT CORPORATION MODELS
M₄-220, M₄-220C, M₄-220S & M₄-220T

THIS DOCUMENT MUST BE ATTACHED TO THE FAA APPROVED FLIGHT MANUAL WHEN
EDO 248A2440 or 248B2440 FLOATS ARE INSTALLED PER STC SA610CE.

THE FOLLOWING INFORMATION SUPERCEDES AND SUPPLEMENTS THE CORRESPONDING
BASIC MANUAL MATERIAL.

I. LIMITATIONS

- F. Never exceed (^VNE) 164 MPH (143K) (Red Radial)
Caution range 145-164 MPH (126-143K) (Yellow Arc)
- I. Maximum weight 2300 lbs.
- J. Center of gravity limits... (15.5 in. to 20.5 in.) at 2300 lbs.)
(11.0 in. to 20.5 in.) at 1600 lbs. or less)

Straight line variation between points.

Datum-wing leading edge.


- K. Placards: "RETRACT WATER RUDDER BEFORE
TAKEOFF AND LANDING"

II. PROCEDURES

A. Normal Procedures

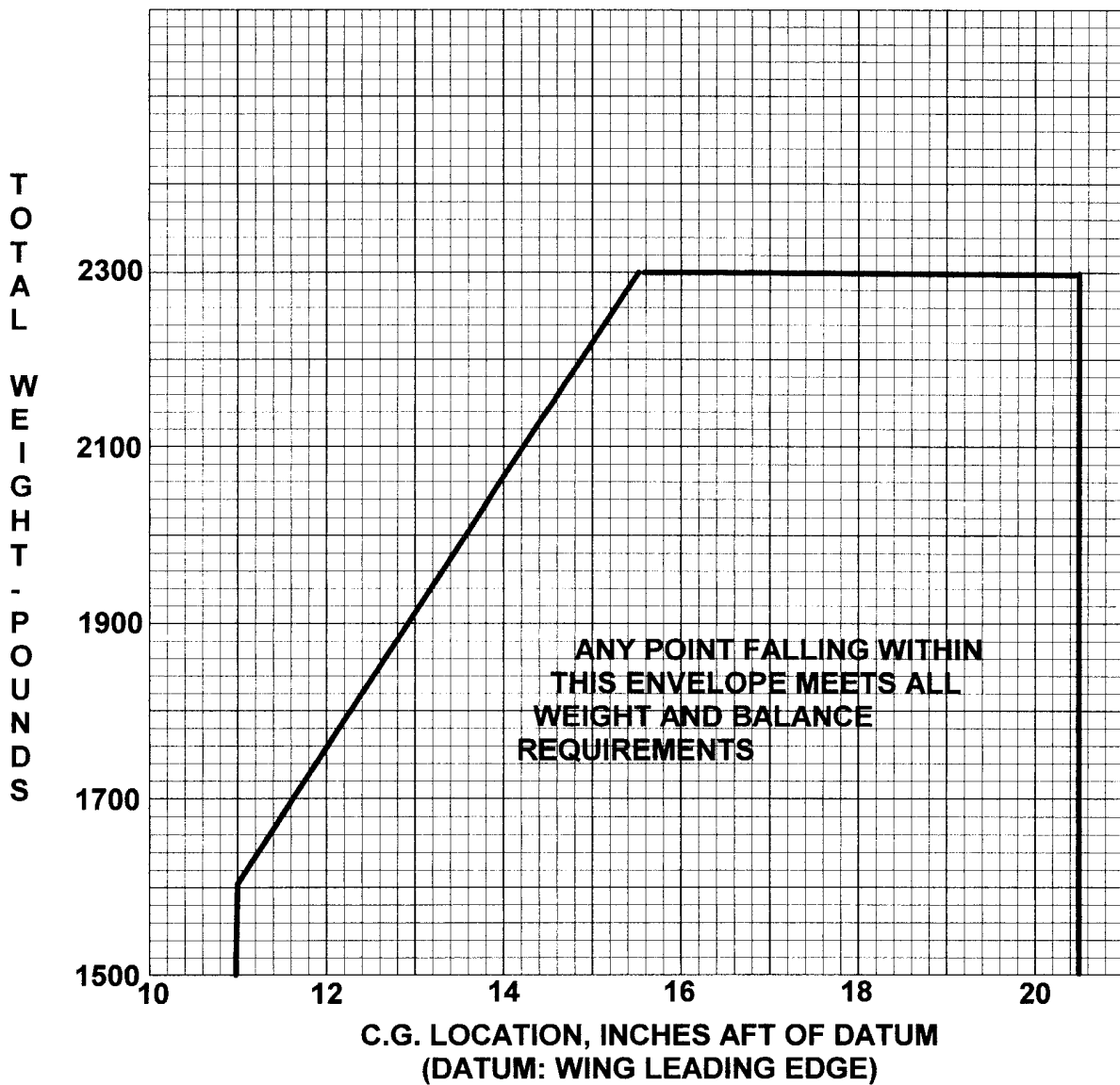
2. Climb speed 87 MPH CAS
5. Maximum altitude lost during a stall is 250 feet.
6. Maximum 90° crosswind velocity demonstrated: 15 MPH
Demonstrated wave height 10 inches

APPROVED


H. E. Mannick
Supervisor, Atlanta Engineering
and Manufacturing District Office

MAULE AIRCRAFT CORPORATION.
AFM SUPPLEMENT NO. 1
FOR **MAULE M-4-220C/S**

WEIGHT AND BALANCE ENVELOPE



M-4-220C/M-4-200S
on EDO 248A2440 or 248B2440 Floats

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA610GE

This certificate, issued to Maule Aerospace Technology Corporation
Spence Air Base
Moultrie, Georgia 31768

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product — Type Certificate Number: 3A23
Make: Maule
Model: M-4-220, M-4-220C, M-4-220S, M-4-220T

Description of Type Design Change: Installation of Edo Corporation Model 248A-2440 or Model 248B-2440 Floats in accordance with Maule Drawing 9047A, Revision B, and Drawing Change Notice M 3902, or later FAA approved revisions.

Limitations and Conditions:

As specified by the Airplane Flight Manual Supplement, dated September 19, 1969.

LIMITATION OF APPLICABILITY:

This approval should not be extended to other specific airplanes of this model on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: August 27, 1968

Date issued: October 19, 1982

Date of issuance: November 29, 1968

Date amended: September 19, 1969



By direction of the Administrator

John R. James
John R. James (Signature)

Acting Manager, Atlanta
Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

REGISTRATION
NO. _____

PAGE 1 of 2

MAULE AIRCRAFT CORPORATION
Jackson, Michigan

AIRPLANE FLIGHT MANUAL SUPPLEMENT No. 2
FOR SKIPLANE OPERATION
OF MODEL M-4-220 SERIES AIRPLANES
(M-4-220, M-4-220C, M-4-220S and M-4-220T)

With Federal Model C2200H Retractable Skis Installed

This document must be attached to the FAA Approved Airplane Flight Manual when Federal Model C2200H Skis are installed. The following information supersedes and supplements the corresponding material in the basic manual.

I. LIMITATIONS

F. Airspeed Limits:

Never exceed (V_{ne} speed) - 160 mph (139K)

- J. Center of Gravity Limits - (+12.6 to +18.4) at 2100 lbs.
(+ 9.6 to +18.4) at 1620 lbs.

Straight line variation between points given
Datum: Wing leading edge

II. PROCEDURES

A. Normal procedures for ski-wheel conversion.

1. For ski landing or takeoff, move "Ski Control Selector" to "Skis" position and operate pump handle until the ski extends downward and under the tire to the full aft position. This will take approximately 37 strokes. When the full "Skis" position is reached, maximum hydraulic pressure will be developed and the pump handle cannot be operated any further. A visual check to determine that full "Skis" position has been reached should be made.

FAA APPROVED
Date: 11-29-68

2. For wheel landing or takeoff, move "Ski Control Selector" to "Wheels" and operate pump handle (approximately 38 strokes) until the ski retracts to the full forward position ahead of the tire. When the full "Wheels" position is reached, maximum hydraulic pressure will be developed and the pump handle cannot be operated any further. A visual check should be made to determine that full "Wheels" position has been reached.
3. Before landing or taking off either on "Skis" or "Wheels", check position of the "Ski Control Selector" for desired position and operate pump handle to obtain maximum pump pressure

NOTE 1 - Transfer from skis to wheels and vice versa cannot be performed on the ground while taxiing, and should only be performed standing still or during flight.

III. PROCEDURES

1. Takeoff and landing distances, under the most favorable conditions of smooth packed snow at temperatures of approximately 30° F., may be expected to increase as follows:
 - (a) Take-off distance will be approximately 10% greater than the landplane.
 - (b) Landing distances will be approximately 20% greater than the landplane.
2. Other conditions of snow will require proportionately greater distances for takeoff.

APPROVED BY

for A.R. Pardue, Jr.

John A. Carran, Chief
Engineering & Manufacturing Br.
Flight Standards Division
Federal Aviation Administration
Central Region

FAA APPROVED
Date: 11-29-68

MAULE AIRCRAFT CORPORATION

Moultrie, Georgia

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 3

MAXIMUM CONTINUOUS FULL THROTTLE OPERATION

FOR

M-4-220, M-4-220C, M-4-220S, M-4-220T

REG. NO. _____ SERIAL NO. _____

This Supplement must be attached to the FAA Approved Airplane Flight Manual dated 28 September 1966 after satisfactory completion of elevator control system tests in accordance with Maule Service Letter 27. The following information supersedes and supplements the corresponding material in the basic manual. For limitations, procedures, and performance not contained in this supplement, consult the manual proper.

I. LIMITATIONS

B. Engine Limits

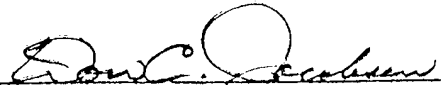
220 H.P. @ 2800 R.P.M.
All Operations

E. Power Plant Instruments

Manifold Pressure

No Required Markings

II. PROCEDURES: No Change

Approved: 
Acting Chief, Engineering and
Manufacturing Branch
F.A.A., Southern Region

Date: May 14, 1973

MAULE AIRCRAFT CORPORATION

MOULTRIE, GEORGIA

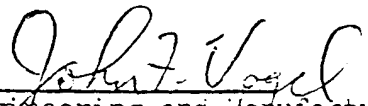
AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 4

FOR AUXILIARY WING TIP FUEL TRANSFER TANKS

M-4-220C, M-4-220S, M-4-220T

This document must be attached to the FAA approved Airplane Flight Manual when Maule Aircraft Corporation Auxiliary Wing Tip Fuel Transfer Tanks are installed in accordance with Maule Drawing Number 2120X. The following information supersedes and supplements the corresponding basic manual. For limitations, procedures and performance not contained in this supplement, consult the manual proper.

Page 1 of 3

APPROVED: 
Chief, Engineering and Manufacturing
Branch FAA, Southern Region

DATE: OCT 31 1973

MAULE AIRCRAFT CORPORATION

MOULTRIE, GEORGIA

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 4

FOR AUXILIARY WING TIP FUEL TRANSFER TANKS

M-4-220C, M-4-220S, M-4-220T

1. LIMITATIONS:

I. MAXIMUM WEIGHT: 2300 pounds. Filling each auxiliary tank will add seventy (70) pounds per side at twenty-two (22) inches. Consult paragraph 8, "Center of Gravity Range" and the "Center of Gravity Envelope" on the "Weight and Balance Information" data sheets to assure proper aircraft loading.

J. Center of Gravity Range:

<u>With Gas in Auxiliary Tanks</u>	<u>Weight</u>	<u>With Auxiliary Tanks Empty</u>
(15.6) to (18.0)	2300 lbs.	(15.6) to (19.0)
(14.5) to (18.0)	2100 lbs.	(14.5) to (20.5)
(11.0) to (18.0)	1500 lbs. or less	(11.0) to (20.5)

K. Placards:

"AIRCRAFT LOADING RESTRICTED WITH FUEL IN AUXILIARY GAS TANKS - SEE LOADING INSTRUCTIONS" below auxiliary gas tank gages.

11. PROCEDURES:

A. Normal Procedures:

8. Auxiliary gas tank operation.

The main tanks hold 20 usable gallons gasoline each; the auxiliary tanks hold 11.5 usable gallons gasoline each.

The auxiliary fuel tank switches activate transfer pumps which will transfer the contents of the selected auxiliary tank into its respective main tank at a rate of 0.4 gallons per minute (approximately 30 minutes for a full auxiliary tank). Overfilling a main tank from an auxiliary tank will force the excess fuel overboard through the tank vent system.

Recommended fuel use sequence:

1. Use right main down to 1/2;
2. Use left main down to 1/2;

MAULE AIRCRAFT CORPORATION

MOULTRIE, GEORGIA

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 4

FOR AUXILIARY WING TIP FUEL TRANSFER TANKS

M-4-220C, M-4-220S, M-4-220T

A. Normal Procedures: (Continued)

3. With left main selected, transfer one half of left aux to left main;
4. Select right main and transfer entire right aux to right main,
5. Select left main and transfer remaining aux fuel to left main;
6. Use either main as necessary to maintain lateral trim.

B. Emergency Procedures:

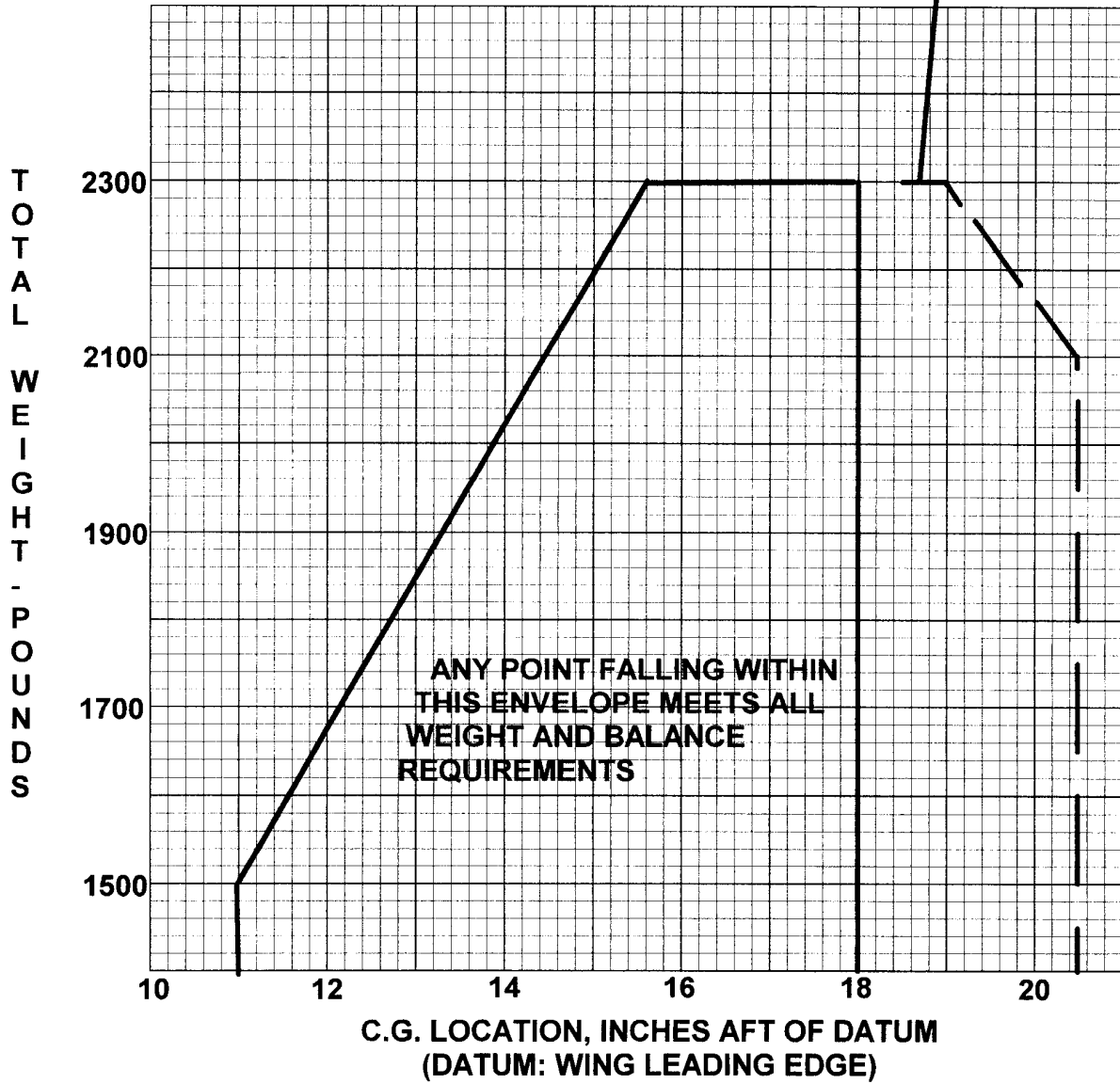
4. Intentional spins are prohibited. If aircraft inadvertently enters a spin, leave power setting where it was when aircraft entered spin. Immediately use opposite rudder followed by forward elevator for recovery.

Note: Weight and Balance Data Page 5a is in effect for this modification.

MAULE AIRCRAFT CORPORATION
MOULTRIE, GEORGIA
AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 4
FOR AUXILIARY WING TIP FUEL TRANSFER TANKS
M-4-220C/S

WEIGHT AND BALANCE ENVELOPE

AIRPLANE MAY BE LOADED TO BROKEN LINE
WHEN LONG RANGE TANKS LEFT EMPTY



Maule Aircraft Corporation

SPENCE AIR BASE :: MOULTREE, GEORGIA 31768 :: PHONE 912/985-2045



FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 5

FOR

MODEL M-4-220C

Reg. No. _____

Ser. No. _____

This Supplement must be attached to the FAA Approved Airplane Flight Manual dated 28 September 1966 when the right rear passenger door is removed.

The information contained herein supersedes and supplements the information of the basic Airplane Flight Manual; for limitations, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

FAA APPROVED: John R. James
Manager, Atlanta Aircraft Certification Office
FAA, Central Region

DATE: MAY 12 1983

MAULE AIRCRAFT CORPORATION

MOULTRIE, GEORGIA

AFM SUPPLEMENT NO. 5

FOR M-4-220C

I. LIMITATIONS

M. Door Off Operation:

This aircraft may be operated with the right rear passenger door off. When doing so, observe the following additional limitations:

1. Maximum airspeed - 125 mph.
2. Maximum bank angle - 30°.
3. Maximum yaw angle - 10°.
4. No smoking permitted.
5. Limit flight to VFR conditions.

N. Flight with the door removed is limited to operations where door removal is mission required.

FAA APPROVED
DATE: MAY 12 1983

Page 2 of 2

Maule Aircraft Corporation
SPENCE AIR BASE -- MOULTREE, GEORGIA 31768 -- PHONE 912/985-2045



FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 6

FOR

MODEL M-4-220C

Reg. No. _____

Ser. No. _____

This Supplement must be attached to the FAA Approved Airplane Flight Manual dated 28 September, 1966 when Federal Model A2000A Skis are installed in accordance with Maule drawing 9140B.

The information contained herein supersedes and supplements the information of the basic Airplane Flight Manual; for limitations, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

FAA APPROVED:

John R James

Manager, Atlanta Aircraft Certification
Office, FAA, Central Region

DATE: January 25, 1984

MAULE AIRCRAFT CORPORATION

MOULTRIE, GEORGIA

AFM SUPPLEMENT NO. 6

FOR M-4-220C

I. LIMITATIONS

I. Maximum Weight - 2100 lbs.

J. Center of Gravity Limits: (+14.5) to (+20.5) @ 2100 lbs.
(+11.1) to (+20.5) @ 1500 lbs. or less

Straight line variation between points given.

Datum: Wing leading edge.

II. PROCEDURES

A. Normal Procedures

8. Ski Operations:

Takeoff and landing distances, under the most favorable conditions of smooth packed snow at temperature of approximately 30° F, may be expected to increase as follows:

- (a) Takeoff distance will be approximately 10% greater than the landplane.
- (b) Landing distances will be approximately 20% greater than the landplane.
- (c) Other conditions of snow will require proportionately greater distances for takeoff.

FAA APPROVED

DATE: 25 JAN 1984

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Maule Aircraft Corporation

SPENCE AIR BASE -- MOULTREE, GEORGIA 31768 -- PHONE 912/985-2045



FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 7

FOR

MAULE M-4-220C

Reg. No. _____

Ser. No. _____

This Supplement must be attached to the FAA Approved Airplane Flight Manual dated 28 September 1966 when Fleet Model 2500 Floats are installed in accordance with Maule drawing 9146A.

The information contained herein supersedes and supplements the information of the basic Airplane Flight Manual; for limitations, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

FAA APPROVED:

Gerald R. Maule

Manager, Atlanta Aircraft Certification
Office, FAA, Central Region

DATE: JUN 16 1986

MAULE AIRCRAFT CORPORATION

MOULTRIE, GEORGIA

AFM SUPPLEMENT NO. 7

FOR M-4-220C

I. LIMITATIONS

- F. Never Exceed (V_{NE}) 164 MPH (143K) (Red Radial)
Caution Range 145-164 MPH (126-143K) (Yellow Arc)
- I. Maximum weight 2300 lbs.
- J. Center of Gravity Limits: (+15.5) to (+20.5) @ 2300 lbs.
(+11.0) to (+20.5) @ 1600 lbs. or less
Straight line variation between points given.
Datum: Wing leading edge.
- K. Placards: "RETRACT WATER RUDDER BEFORE TAKEOFF AND LANDING"
or "WATER RUDDER ALWAYS UP EXCEPT WATER TAXIING"
"SEAPLANE V_{NE} = 164 MPH"

II. PROCEDURES

- A. Normal procedures:
2. Climb speed 90 mph CAS at sea level reduced 1.5 mph per 1000 feet.
 5. Maximum altitude lost during a stall is 250 feet.
 6. Maximum 90° crosswind velocity demonstrated: 15 mph

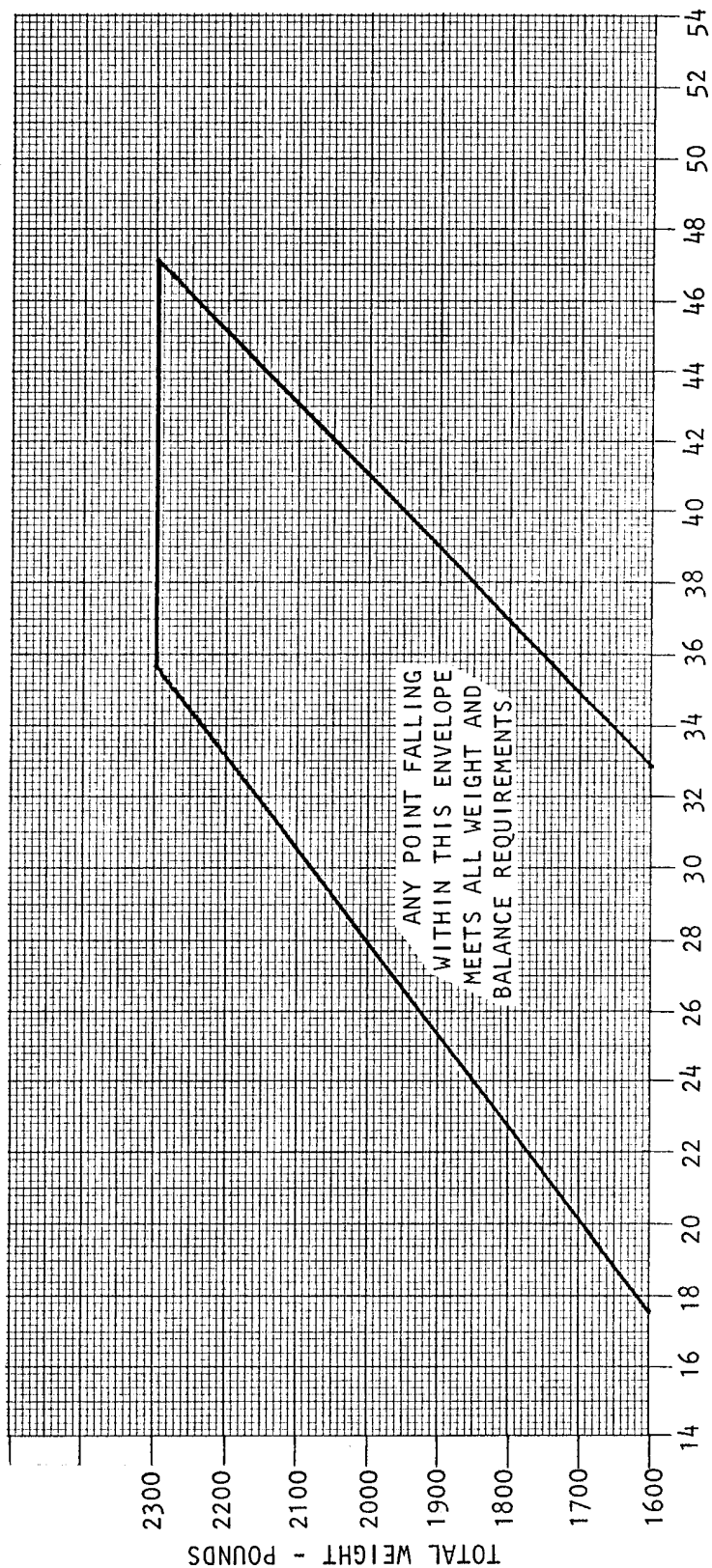
FAA APPROVED
DATE: JUN 16 1986

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MAULE AIRCRAFT CORPORATION

AFM SUPPLEMENT NO. 7

FOR M-4-220C



TOTAL MOMENT - THOUSANDS OF INCH-POUNDS

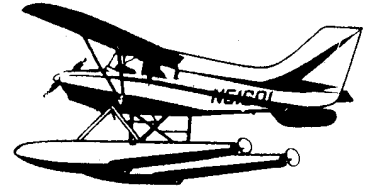
CENTER OF GRAVITY ENVELOPE

M-4-220C ON FLEET 2500 FLOATS

FAA APPROVED
DATE: JUN 13 1986

Maule Aircraft Corporation

SPENCE AIR BASE :: MOULTREE, GEORGIA 31768 :: PHONE 912/985-2045



FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 8

FOR

MAULE M-4-220C

Reg. No. _____

Ser. No. _____

This Supplement must be attached to the FAA Approved Airplane Flight Manual dated 28 September 1966 when Fli-Lite Mod. 3000 MK 111A Skis are installed in accordance with Maule drawing 9079A.

The information contained herein supersedes and supplements the information of the basic Airplane Flight Manual; for limitations, procedures and performance information not contained in this supplement, consult the basic Airplane Flight Manual.

FAA APPROVED: *Gerard R. Mack*

Manager, Atlanta Aircraft Certification Office, FAA, Central Region

DATE: JANUARY 7, 1987

MAULE AIRCRAFT CORPORATION

AFM SUPPLEMENT NO. 8

FOR M-4-220C

I. LIMITATIONS

F. Airspeed Limits:

Never exceed (V_{NE} speed) = 160 mph (139K)

- J. Center of Gravity Limits: +14.5 to +20.5 @ 2100 lbs.
+11.1 to +20.5 @ 1500 lbs. or less

Straight line variation between points given.

Datum: Wing leading edge.

- K. Placards: (to be located in plain view of pilot. If aircraft approved for night flight, placards must be suitably lighted)

1. "SKIPLANE LIMITATIONS: MAXIMUM GROSS WEIGHT WT. 2100 lbs. DO NOT EXCEED 160 MPH.

"SKI OPERATION PROCEDURES: SET SELECTOR TO POSITION DESIRED THEN OPERATE PUMP UNTIL MAXIMUM PRESSURE IS DEVELOPED."

2. "SKI CONTROL SELECTOR: SKIS - FORWARD
WHEELS - AFT"

- M. Tires: Use only 6:00 x 6 or 7:00 x 6 tires with this ski installation.

II. PROCEDURES:

A-1. Normal procedures for ski-wheel conversion.

1. For ski landing or takeoff, move "Ski Control Selector" to "Skis" position and operate pump handle until the ski extends downward and under the tire to the full aft position. This will take approximately 22 strokes. When the full "Skis" position is reached, maximum hydraulic pressure will be developed and the pump handle cannot be operated any further. A visual check to determine that full "Skis" position has been reached should be made.
2. For wheel landing or takeoff, move "Ski Control Selector" to "Wheels" and operate pump handle (approximately 17 strokes) until the ski retracts to the full forward position ahead of the tire. When the full "Wheels" position is reached, maximum hydraulic pressure will be developed and the pump handle cannot be operated any further. A visual check should be made to determine that full "Wheels" position has been reached.

FAA APPROVED

DATE: JAN 7 1987

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MAULE AIRCRAFT CORPORATION

AFM SUPPLEMENT NO. 8

FOR M-4-220C

II. PROCEDURES: (Cont'd)

3. Before landing or taking off either on "Skis" or "Wheels", check position of the "Ski Control Selector" for desired position and operate pump handle to obtain maximum pump pressure.

NOTE 1 - To preclude the possibility of freezing the load transfer shoe in either forward or aft position following takeoff and landings in slush or wet snow, the skis should be actuated through one full cycle so as to cause any excess slush to fall free of the skis after becoming airborne. Skis then should be actuated to desired position for next anticipated landing; i.e., if wheel landing is next, skis should be actuated to "Wheel" position.

NOTE 2 - Transfer from skis to Wheels and vice versa can be performed on the ground while taxiing or standing still or at any time during flight.

NOTE 3 - Landings on snow can be made with the "Wheels" position (Ski retracted) without adversely affecting any of the ski structure. Normally, the "Skis" position should be used for snow landings.

4. Takeoff and landing distances, under the most favorable conditions of smooth packed snow at temperatures of approximately 30° F, may be expected to increase as follows:
 - (a) Takeoff distance will be approximately 10% greater than the landplane.
 - (b) Landing distances will be approximately 20% greater than the landplane.
 - (c) Other conditions of snow will require proportionately greater distances for takeoff.

B. Emergency Procedures:

No change.

FAA APPROVED
DATE: JAN 7 1987



FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT NO. 9

FOR

MAULE M-4-220C

Reg. No. _____

Ser. No. _____

This Supplement must be attached to the FAA Approved Airplane Flight Manual dated **28 September 1966** when the existing M-4 Wing Assemblies, Ailerons, Flaps and Flap Ratchet are replaced with **M-5 Wing Assemblies** P/N 2110X-L/R or 2110X-30 (with 2167X Main Fuel Tanks), **Ailerons, Flaps and 20°/40° Flap Ratchet** in accordance with **Maule Modification Kit No. 10**.

The information contained herein supersedes and supplements the information of the basic Airplane Flight Manual; for limitation, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

FAA APPROVED: Eugene R. Ballin
Manager, Aircraft Certification Office
Federal Aviation Administration
Atlanta, Georgia

DATE: 10-17-97

Page 1 of 3

EXPERIENCE THE PERFORMANCE
2099 Georgia Hwy. 133 South-Moultrie, GA 31768
Tel: 912-985-2045~Fax: 912-890-2402

MAULE AEROSPACE TECHNOLOGY, INC.
MOULTRIE, GEORGIA
AFM SUPPLEMENT No. 9
FOR MAULE **M-4-220C**

I. LIMITATIONS

C. FUEL:

FUEL CAPACITY

USABLE FUEL:

Main Tanks - 20.0 Gallon each (with Wing Assemblies 2110X-L/R)
Main Tanks - 21.5 Gallon each (with Wing Assemblies 2110X-30)
Optional Auxiliary Tanks - 11.5 Gallons each

UNUSABLE FUEL:

1.5 Gallons per 2110X-L/R Main Tank
2.3 Gallons per 2110X-30 Main Tank

////////////////////
////CAUTION////
////////////////////

FUEL REMAINING IN TANK WHEN INDICATOR READS
EMPTY CANNOT BE USED SAFELY IN FLIGHT.

F. AIRSPEED LIMITS: All airspeeds are Calibrated Airspeeds (CAS)

A. AIRSPEED INDICATOR MARKINGS:

Green Arc - Normal Operating Range 61-145 mph (53-126K)
White Arc - Flap Operating Range 52-94 mph (45-82K)

B. EXPLANATION OF AIRSPEED INDICATOR MARKINGS:

Green Arc - Normal Operating Range, 61-145 mph (53-126K): Extends from flap up, power off stall speed at 2300 lbs. (V_{SI}) to design cruise speed (V_C).
White Arc - Flap Operating Range, 52-94 mph (45-82K): Extends from full flap, power off minimum stall speed at 2300 lbs. (V_{SO}) to the Maximum flaps extended speed (V_{FE}).

J. Center of Gravity Limits: (+12.1) to (+20.5) at 1650 lbs. or less

K. PLACARDS:

The following placards are in the cockpit in clear view of the pilot:

"FUEL REMAINING IN TANK WHEN INDICATOR READS EMPTY CANNOT BE USED SAFELY IN FLIGHT."

"TAKEOFF WITH 20° FLAPS"

FAA APPROVED
DATE: **OCT 17 1997**

MAULE AEROSPACE TECHNOLOGY, INC.
MOULTRIE, GEORGIA
AFM SUPPLEMENT No. 9
FOR MAULE **M-4-220C**

K. PLACARDS: Cont'd

At the main fuel tank selector valve on the left kick panel:

FUEL SELECTOR VALVE
LEFT: *21.5 GAL.
OFF BOTH
RIGHT *21.5 GAL.

*20.0 GAL. if 2110X-L/R Wing Assemblies are installed.

On the instrument panel at the auxiliary tank transfer switches (if installed):

FUEL TRANSFER PUMPS
PUSH FOR PUSH FOR
AUX. QUANT. AUX. QUANT.
LEFT RIGHT
FUEL CAPACITY: MAIN TANKS *21.5 GAL. USABLE EACH, AUX.
TANKS 11.5 GAL. USABLE EACH.

*20.0 GAL. if 2110X-L/R Wing Assemblies are installed.

II. PROCEDURES

NORMAL FLIGHT OPERATIONS:

A. NORMAL PROCEDURES

1. Wing Flap Settings:

Normal Takeoff	20° (First Notch)
Normal Climb	0°
Best Angle of Climb	20° (First Notch)
Landing	40° (Second Notch) (0°/20° optional)

2. Best Angle of Climb - 75 mph CAS, 20°

6. Maximum 90 degree crosswind velocity demonstrated: 12 mph

B. EMERGENCY PROCEDURES

1. Engine Failure

Use 20° flap setting (first notch), maintain 85 mph (78K) CAS. If air restart is not possible, cut ignition and master switches. Execute forced landing.

FAA APPROVED

DATE:

OCT 17 1997

Page 3 of 3



FAA APPROVED

Airplane Flight Manual Supplement No. 10

FOR

MAULE M-4-220C/S

Reg. No. _____

Ser. No. _____

This Supplement must be attached to the FAA Approved Airplane Flight Manual dated 28 September 1966 when **either one (not both) of the Front Doors are removed**. (With either Front Door removed, the Rear Passenger and Baggage Doors must be installed.)

The information contained herein supersedes and supplements the information of the basic Airplane Flight Manual; for limitation, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

FAA APPROVED: _____

Manager, Aircraft Certification Office
Federal Aviation Administration
Atlanta, Georgia

DATE: _____

SEP 02 2003

Page 1 of 2

PERFORMANCE THAT COUNTS!

2099 Georgia Hwy 133 South ~ Moultrie, GA 31768

Tel: 229-985-2045 ~ Fax: 229-890-2402 ~ www.mauleairinc.com

MAULE AEROSPACE TECHNOLOGY, INC.
MOULTRIE, GEORGIA
AFM SUPPLEMENT NO. **10**
FOR **MAULE M-4-220CIS**

SECTION II

NORMAL OPERATING PROCEDURES

Door Off Operation:

This aircraft may be operated with either one (not both) of the front doors removed. (With either front door removed, the rear passenger and baggage doors must be installed.) When doing so, observe the following additional limitations:

1. Maximum airspeed - 109 K (125 mph)
2. Maximum bank angle - 30°
3. Maximum yaw angle - 10°
4. No smoking permitted
5. Limit flight to VFR conditions

FAA APPROVED
DATE: SEP 02 2003

Page 2 of 2