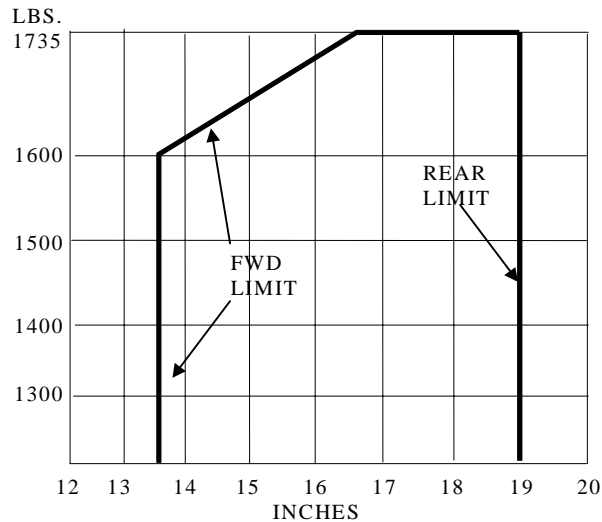


|                           |  |              |                      |
|---------------------------|--|--------------|----------------------|
| Empty weight C.G. range   | (+10.5) to (+14.3). When empty weight C.G. falls within this range, computation of critical force and aft C.G. positions is unnecessary. Range is not valid for non-standard configurations. |              |                      |
| Datum                     | 12 inches aft of forward face of firewall at centerline of airplane  |              |                      |
| Leveling means            | Lower door sill  |              |                      |
| Maximum weight            | 1735 lbs. (1910 lbs. when modified in accordance with provisions of NOTE 4)  |              |                      |
| No. of seats              | 2 (+26)  |              |                      |
| Maximum baggage           | 100 lbs. (+54) (Main)<br>20 lbs. (+61) (Map shelf per Meyers Dwg. No. 43G027)  |              |                      |
| Fuel capacity             | 32 gals. Main (+33). (See Equipment Item 107 for auxiliary fuel system)  |              |                      |
| Oil capacity              | 2 gals. (-40)  |              |                      |
| Control surface movements | Elevator -   | Restricted   | Up 9° Down 20°       |
|                           |  | Unrestricted | Up 22° Down 20°      |
|                           | Elevator trim tab  |              | Up 14° Down 50°      |
|                           | Ailerons   |              | Up 22° Down 9.5°     |
|                           | Rudder -   | Restricted   | Right 9.5° Left 9.5° |
|                           |  | Unrestricted | Right 21° Left 16°   |
|                           | Flaps  |              | Up 0° Down 45°       |
| Serial Nos. eligible      | 203 and up   |              |                      |
| Export eligibility        | Eligible for export to all countries subject to the provisions of MOP 2-4 except as follows:<br>(a) Canada - Landplane - eligible<br>Skiplane - not eligible                                 |              |                      |
| Required equipment        | Equipment Items 1 (or 2 or 3 or 5 or 6), 101, 102, 104, 105, 106, 201, 202, 204, 301, 302, 303.  |              |                      |

II - Model MAC-125C, 2 PCLM

(Same as Model MAC-145 except for engine and propeller installation).

|                  |   |                   |
|------------------|---|-------------------|
| Engine           | Continental C125-2                            |                   |
| Fuel             | 80 min. octane aviation gasoline              |                   |
| Engine limits    | For all operations,                           | 2550 rpm (125 hp) |
| Airspeed limits  | Glide or dive                                 | 200 mph True Ind. |
|                  | Level flight or climb                         | 155 mph True Ind. |
|                  | Flaps extended                                | 95 mph True Ind.  |
|                  | Gear extended                                 | 110 mph True Ind. |
| Propeller limits | See Equipment Item 4                          |                   |
| C.G. range       | (+16.7) to (+19.0) at 1735 lbs.               |                   |
|                  | (+13.7) to (+19.0) at 1600 lbs.               |                   |
|                  | Straight line variation between points given. |                   |

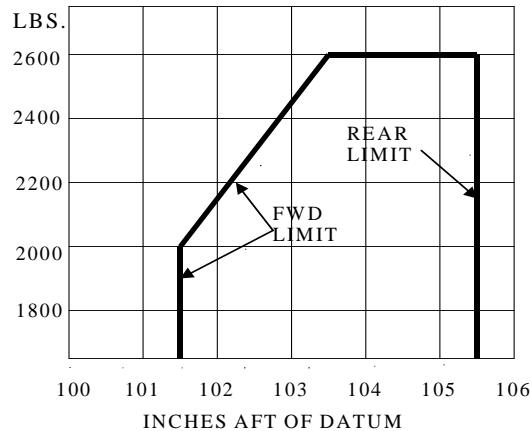


|                         |   |
|-------------------------|---|
| Empty weight C.G. range | (+10.6) to (+14.3). When empty weight C.G. falls within this range, computation of critical fore and aft C.G. positions is unnecessary. Range is not valid for non-standard arrangements. |
| Datum                   | 12 inches aft of forward face of firewall at centerline of airplane   |
| Leveling means          | Lower door sill   |
| Maximum weight          | 1735 lbs.   |
| No. of seats            | 2 (+26)   |
| Maximum baggage         | 50 lbs. (+41)   |
| Fuel capacity           | 32 gals. Main (+33). (See Equipment Item 107 for auxiliary fuel system)   |

|                           |  |       |      |      |      |
|---------------------------|--|-------|------|------|------|
| Oil capacity              | 2 gals. (-40)  |       |      |      |      |
| Control surface movements | Elevator - Restricted  | Up    | 9°   | Down | 20°  |
|                           | Unrestricted   | Up    | 22°  | Down | 20°  |
|                           | Elevator trim tab  | Up    | 14°  | Down | 50°  |
|                           | Ailerons   | Up    | 22°  | Down | 9.5° |
|                           | Rudder - Restricted  | Right | 9.5° | Left | 9.5° |
|                           | Unrestricted   | Right | 21°  | Left | 16°  |
| Flaps                     | Up   | 0°    | Down | 45°  |      |
| Serial Nos. eligible      | 203 and up   |       |      |      |      |
| Export eligibility        | Eligible for export to all countries subject to the provisions of MOP 2-4 except as follows:<br>(a) Canada - Landplane - eligible<br>Skiplane - not eligible |       |      |      |      |
| Required equipment        | Equipment Items 4, 101, 102, 104, 105, 106, 201, 202, 204, 301, 302, 303.  |       |      |      |      |

III - Model MAC-145A, 2 PCLM (Utility Category). Approved January 5, 2000

|                                |  |                   |
|--------------------------------|--|-------------------|
| Engine                         | Textron Lycoming IO-360-C1E6   |                   |
| Fuel                           | 100/100LL minimum grade aviation gasoline  |                   |
| Engine Limits                  | For all operations   | 2700 rpm (200 hp) |
| Propeller and Propeller Limits | McCauley B3D36C424-E/74SA-0<br>Avoid continuous operation below 15 inHG manifold pressure setting between 1650 and 2250 rpm when above 85 KIAS |                   |
| Airspeed Limits (IAS)          | V <sub>NE</sub> (Never Exceed)   | 180 knots         |
|                                | V <sub>C</sub> (Maximum Structural Cruising)   | 138 knots         |
|                                | V <sub>A</sub> (Design Maneuvering)  | 120 knots         |
|                                | V <sub>FE</sub> (Flaps Extended)   | 110 knots         |
|                                | V <sub>LO</sub> (Maximum Gear Retraction/Extension)  | 118 knots         |
|                                | V <sub>LE</sub> (Maximum Gear Extended)  | 128 knots         |
| C.G. Range (Utility)           | (+103.5) to (+105.5) at 2600 lbs.<br>(+101.5) to (+105.5) at 2000 lbs. or less   |                   |



|                            |   |       |     |      |     |
|----------------------------|---|-------|-----|------|-----|
| Empty Weight C.G. Range    | None  |       |     |      |     |
| Datum                      | 70.0 inches forward of front cabin bulkhead   |       |     |      |     |
| Leveling Means             | 2 screws at Station 72.7 and 83.2 at W.L. 101.3, located on left side of cabin area |       |     |      |     |
| Maximum Weight (Utility)   | 2600 lbs. Takeoff<br>2492 lbs. Landing  |       |     |      |     |
| No. of Seats               | 2 (+114.0 Fwd. seat position, +117.8 Aft seat position)                             |       |     |      |     |
| Maximum Baggage            | 100 lbs. at (+137.5)  |       |     |      |     |
| Fuel Capacity              | 68 gallons usable at (+117.9), 4 gallons unusable fuel at (+116.0)<br>See NOTE 1    |       |     |      |     |
| Oil Capacity               | 2 gallons (+30.0)   |       |     |      |     |
| Control Surface Movements  | Elevator  | Up    | 28° | Down | 20° |
|                            | Elevator Trim   | Up    | 9°  | Down | 20° |
|                            | Elevator Trim*  | Up    | 4°  | Down | 24° |
|                            | Ailerons  | Up    | 22° | Down | 12° |
|                            | Rudder  | Right | 22° | Left | 22° |
|                            | Flaps   | Up    | 0°  | Down | 30° |
|                            | (Tolerance $\pm 2^\circ$ )  |       |     |      |     |
|                            | * Elevator Trim travel for airplanes equipped with aileron servo tabs               |       |     |      |     |
| Maximum Operating Altitude | 12,000 feet MSL   |       |     |      |     |
| Serial Numbers Eligible    | 304 and subsequent  |       |     |      |     |

IV - Model MAC-145B, 2 PCLM (Utility Category and Acrobatic Category\*), Approved October 19, 2000

\*Acrobatic Category approved March 4, 2002. See NOTE 5 for Acrobatic modifications.

|                                |   |                   |
|--------------------------------|---|-------------------|
| Engine                         | Textron Lycoming IO-540-T4B5  |                   |
| Fuel                           | 100/100LL minimum grade aviation gasoline                           |                   |
| Engine Limits                  | For all operations  | 2700 rpm (260 hp) |
| Propeller and Propeller Limits | Hartzell HC-C3YR-1RF/F7693F<br>See NOTE 3 for Acrobatic limitation. |                   |
| Airspeed Limits (IAS)          | V <sub>NE</sub> (Never Exceed)                                      | 195 knots         |
|                                | V <sub>C</sub> (Maximum Structural Cruising)                        | 166 knots         |
|                                | V <sub>A</sub> (Design Maneuvering)                                 | 121 knots         |
|                                | V <sub>FE</sub> (Flaps Extended)                                    | 111 knots         |
|                                | V <sub>LO</sub> (Maximum Gear Retraction/Extension)                 | 118 knots         |
|                                | V <sub>LE</sub> (Maximum Gear Extended)                             | 128 knots         |

## C.G. Range

Utility Category

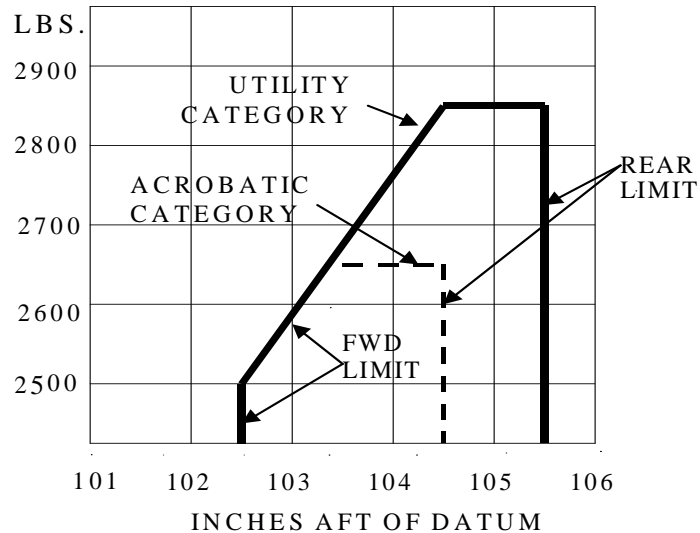
(+103.5) to (+105.5) at 2850 lbs.

(+102.5) to (+105.5) at 2500 lbs. or less

Acrobatic Category

(+103.5) to (+104.5) at 2650 lbs.

(+102.5) to (+104.5) at 2500 lbs. or less



Empty Weight C.G. Range

None

Datum

70.0 inches forward of firewall

Leveling Means

2 screws at Station 72.7 and 83.2 at W.L. 101.3, located on left side of cabin area

Maximum Weight

|         | <u>Utility Category</u> | <u>Acrobatic Category</u> |
|---------|-------------------------|---------------------------|
| Takeoff | 2850 lbs.               | 2650 lbs.                 |
| Landing | 2742 lbs.               | 2650 lbs.                 |

No. of Seats

2 (+114.0 Fwd. seat position, +117.8 Aft seat position)

Maximum Baggage

Utility Category - 100 lbs. at (+137.5)Acrobatic Category - None

Fuel Capacity

Utility Category

See NOTE 1

68 gallons usable at (+117.9), 4 gallons unusable fuel at (+116.0)

Acrobatic Category

28 gallons usable at (+119.93), 4 gallons unusable fuel at (+119.3)

(CAUTION: Utility fuel tanks must be empty for acrobatic flight.)

Oil Capacity

2 gallons (+39.6)

|  |                                    |       |     |       |     |
|--|------------------------------------|-------|-----|-------|-----|
| Control Surface Movements  | Elevator                           | Up    | 28° | Down* | 20° |
|  | Elevator Trim                      | Up    | 4°  | Down  | 24° |
|  | Ailerons                           | Up    | 22° | Down  | 12° |
|  | Rudder                             | Right | 22° | Left  | 22° |
|  | Flaps                              | Up    | 0°  | Down  | 30° |
|  | (Tolerance $\pm 2^\circ$ )         |       |     |       |     |
| *For airplanes with acrobatic modification installed, Elevator Down travel is 27°. |                                    |       |     |       |     |
| Maximum Operating Altitude   | 14,000 feet MSL                    |       |     |       |     |
| Serial Numbers Eligible  | 260001 and subsequent (see NOTE 5) |       |     |       |     |

#### DATA PERTINENT TO ALL MODELS

|                     |   |
|---------------------|---|
| Certification basis | Type Certificate No. 3A1 issued November 2, 1948<br><br>Models MAC 125C and MAC-145 - CAR 4a<br><br>Models MAC-145A and MAC-145B - 14 CFR Part 23 as amended by 23-1 through 23-46 effective June 16, 1994; with the following rules at these listed amendment levels: 23.179, 23.301, 23.305, 23.321, 23.351, 23.479, 23.485, 23.603, 23.605, 23.607, 23.611, 23.613, 23.619, 23.621, 23.655, 23.675, 23.677, 23.679, 23.721, 23.723, 23.731, 23.1331, 23.1351, 23.1353, 23.1357, 23.1365, 23.1385, 23.1387, 23.1389, 23.1391, 23.1393, 23.1395, 23.1397, 23.1411, 23.1413, 23.1431 and 23.1507 effective February 1, 1965; 23.75, 23.77, 23.333, 23.337, 23.341, 23.345, 23.349, 23.361, 23.415, 23.455, 23.473, 23.572, 23.629, 23.733 and 23.1501 as amended by 23-7; 23.1587 as amended by 23-13; 23.173 as amended by 23-14; 23.335 as amended by 23-16; 23.145 and 23.1309 as amended by 23-17; 23.45, 23.175, 23.177 and 23.181 as amended by 23-21; 23.853 as amended by 23-23; 23.397, 23.561 and 23.785 as amended by 23-34; 23.371(for acrobatic only), 23.421, 23.423, 23.425, 23.427, 23.441 and 23.443 as amended by 23-48 (Part 23, Appendix A); and 23.71 and 23.73 as amended by 23-50 with Equivalent Safety Finding to 23.1143(g) throttle and mixture control cable attachment and CAR 04a.702 in lieu of 23.65.<br>MAC-145A - 14 CFR Part 36 as amended by 36-20.<br>MAC-145B - 14 CFR Part 36 as amended by 36-22. |
| Production basis    | None. Prior to original certification of each aircraft an FAA representative must perform a detailed inspection for workmanship, material, and conformity with the approved technical data and a check of the flight characteristics.   |
| Equipment           | The following equipment is for Models MAC-125C and MAC-145:   |

(A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change when that item is installed.)

#### MAC-125C/MAC-145 Propellers and Propeller Accessories

- Propeller - Lewis L-6FK-3-54, L-6FK-3-52, L-6FK-48 or any other fixed pitch wood propeller which is eligible for the engine power and speed and which meets the diameter and static rpm limits given under "Propeller Limits" for Model MAC-145. 15 lbs. (-59)  
Eligible only with Continental C-145 engine with dampered crankshaft denoted by suffix letter "D" after engine serial number.

2. Propeller - McCauley 1A170-DM7657 or any other Model 1A170-DM propeller that meets the following limits: Static rpm at maximum permissible throttle setting: Not over 2230, not under 2110. No additional tolerance permitted. Diameter: Not over 76 in., not under 72.5 in.  
Eligible on Model MAC-145 only.  
McCauley propeller spinner, Meyers Dwg. #47R032 optional. 34 lbs. (-59)
3. Propeller - Hartzell ground adjustable HA12UF/8032-6 Blade pitch setting 15° at 3/4 of propeller radius or set to obtain following limits: Static rpm at maximum permissible throttle setting: Not over 2210, not under 2110. No additional tolerance permitted.  
Diameter: Not over 74 in., not under 72.5 in.  
Eligible on Model MAC-145 only with Continental C-145 engine dampered crankshaft denoted by suffix letter "D" after engine serial number. 22 lbs. (-59)
4. Propeller - Koppers Aeromatic F200/0074E Parts List assembly No. 4920, dated October 13, 1948. Installation and operation must be accomplished in accordance with Koppers "Installation Procedures and Operating Limitations No. 24," dated October 12, 1948. Low pitch setting 13° at 24 in. sta. Static rpm at maximum permissible throttle setting: Not over 2550, not under 2450. No additional tolerance permitted.  
Diameter: Not over 74 in., not under 72.5 in.  
Eligible on Model MAC-125C only. 33 lbs. (-60)
5. Propeller - Koppers Aeromatic F200H/00-74E Parts list assembly No. 4356H-1 (Includes Altitude Control 4427) 34 lbs. (-61)  
Adjustment and operation must be accomplished in accordance with Koppers "Adjustment Instructions and Operating Limitations No. 45" 6 lbs. (-46)  
Low pitch setting 13° at 24 in. sta.  
Static rpm at maximum permissible throttle setting: Not over 2675, not under 2575.  
No additional tolerance permitted.  
Diameter: Not over 74 in., not under 72.5 in.  
(Eligible on Model MAC-145 only with Continental C-145 engine dampered crankshaft denoted by suffix letter "D" after engine serial number).  
Hampton propeller spinner Model 1-B optional.
6. Propeller - Sensenich M74DR, fixed pitch metal (Model MAC-145 only) 30 lbs. (-59)  
Static rpm at maximum permissible throttle setting: Not over 2380, not under 2210.  
No additional tolerance permitted.  
Diameter: Not over 74 in., not under 72 in.

MAC-125C/MAC-145 Engines and Engine Accessories - Fuel and Oil System

101. Carburetor air heater and mufflers (Meyers Dwg. No. 47R003) 14 lbs. (-35)
102. Carburetor air intake and filter assy. (Continental No. A40692) 4 lbs. (-42)
103. Starter, Delco-Remy No. 1109656 (Continental No. 50309) 16 lbs. (-25)
104. Engine- driven fuel pump, AC No. 1539051 (Continental No. 40585) 2 lbs. (-52)
105. Hand fuel pump, AC No. 1539051 (Continental No. 40585) 2 lbs. (-14)
106. Cowl flaps and control (Meyers Dwg. No. 47R008) 2 lbs. (-15)
107. Auxiliary fuel system installation per Meyers Dwg. 47R004, 13 lbs. (+29)  
R.H. and L.H. wing tanks, capacity 8½ gals. each  
Fuel arm of auxiliary tanks (+29)
108. Electric fuel pump, Bendix Model No. 476818, replacing Item 05 (Model MAC-145 only). 2 lbs. (-14)



MAC-125C/MAC-145 Landing Gear

|      |  |                |
|------|--|----------------|
| 201. | Two main wheel-brake assemblies, 6.00-6, Type III  | 13 lbs. (+8)   |
|      | (a) Goodrich (formerly Hayes) Model 600MD<br>Wheel Assembly No. D-3-47MD<br>Brake Assembly No. D-2-129 |                |
|      | (b) Goodrich Model 601MD<br>Wheel Assembly No. D-3-512-MD<br>Brake Assembly No. D-2-505                | 14 lbs. (+8)   |
| 202. | Two main wheel 4-ply rating tires, 6.00-6, Type III (with regular tubes)                               | 18 lbs. (+8)   |
| 204. | Tail wheel assembly  |                |
|      | (a) Meyers Dwg. No. 44B039   | 12 lbs. (+166) |

MAC-125C/MAC-145 Electrical Equipment

|      |   |               |
|------|---|---------------|
| 301. | Battery - 12 volt                             | 31 lbs. (-15) |
| 302. | Engine driven generator (Cont. 40435)         | 10 lbs. (-25) |
| 303. | Voltage regulatory - Delco-Remy (Cont. 40483) | 2 lbs. (-14)  |

MAC-125C/MAC-145 Interior Equipment

|      |                                       |               |
|------|---------------------------------------|---------------|
| 401. | Wheel control, Meyers Dwg. No. 46A040 | 10 lbs. (+20) |
| 402. | Stick control, Meyers Dwg. No. 46R001 | 7 lbs. (-20)  |

For Models MAC-145A and MAC-145B - 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 items of equipment are required:

1. FAA Approved Airplane Flight Manual for the Micco MAC-145A, Document No. F-145A-3, dated January 5, 2000, or later FAA approved revision.
2. FAA Approved Airplane Flight Manual for the Micco MAC-145B, Document No. F-145B-3, dated October 19, 2000, or later FAA approved revision.
3. FAA Approved Airplane Flight Manual Supplement for the Micco MAC-145B with Acrobatic Option, Document No. F-145B-3A, dated March 4, 2002, or later FAA approved revision.

NOTE 1 A current 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. The certificated empty weight and corresponding center of gravity location must include unusable fuel of 24 lbs. at (+116.0) for the MAC-145A and Utility Category MAC-145B and 24 lbs. at (+119.3) for the MAC-145B operating in Acrobatic Category.

NOTE 2 For Models MAC-125C and MAC-145, the following placards must be displayed in front of and in clear view of the pilot:

"INTENTIONAL SPINNING PROHIBITED."  
 "DO NOT EXTEND FLAPS ABOVE 95 MPH."  
 "DO NOT EXTEND GEAR ABOVE 110 MPH."

For Models MAC-145A and MAC-145B, all placards required in the FAA Approved Airplane Flight Manual and any applicable Airplane Flight Manual Supplement must be installed in the appropriate locations.

NOTE 3 For MAC-145A and MAC-145B, see FAA approved Airworthiness Limitations section of the Instructions for Continued Airworthiness (Section 4 of Airplane Maintenance Manual) for mandatory inspections or retirement time limits.

NOTE 4 Model MAC-145 aircraft are eligible at 1910 lbs. maximum weight when following is accomplished:  
(a) Reinforcement of fuselage tail cone bulkhead No. 4 as per Meyers Dwg. No. 43R001 change C or subsequent.  
(b) Install propeller equipment item (2) or (5) as noted.

NOTE 5. Model MAC-145B aircraft, S/N 260001 and subsequent, are eligible for multiple airworthiness certification in the Utility and Acrobatic Categories when modified in accordance with Micco Aircraft Acrobatic Drawing List 200005, dated March 4, 2002, or later FAA approved revision.

...END...