

DOUGLAS DOLPHIN 129, 10 PCFbM, 2-487

Engines 2 P&W Wasps 88D1 at 450 hp
 Placard speeds Glide or dive 179 mph Ind.
 Flaps extended 100 mph Ind.
 Fuel 252 gals. (All tanks in wing outboard
 hull - 2 main 96 gals. each and
 2 aux. 30 gals. each)
 Oil 20 gals. (10 gal. tank in each nacelle)
 No. pass. 8
 Baggage 640 lbs. (1 compt. nose of hull 320 lbs.
 and 1 compt. aft of cabin 320 lbs.) (See
 NOTE 1)

Standard weight 9500 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 1348 and 1349 only eligible

Class I equipment:

101. Two engine ring cowls	86 lbs.
102. Two landing lights	4 lbs.
103. Battery - 12V	65 lbs.
104. Radio	77 lbs.
105. Two starters (electric)	64 lbs.
106. Generator - 25 amp.	21 lbs.
107. Propellers - controllable metal (Ham. Std., hubs S-8460, blades 6101-10, low pitch setting 14-3/4°)	308 lbs.
108. Steam heater	65 lbs.
109. Pressure fire extinguisher system	27 lbs.
110. Sea-going equipment in nose compt. (Boat hook 2 lbs., tool kit 15 lbs., bilge pump 7 lbs.; Anchor and 150 ft. cable 17 lbs.; Hoist sling 2 lbs.)	
111. Very pistol and 9 shells	5 lbs.
112. Wings equipped with T.E. split flap manually oilraulic operated	
113. Elevators equipped with manually operated T.E. tabs	

NOTE 1. Baggage loads must be evenly distributed between front and rear compartments except that when no passengers are carried a minimum of 100 lbs. is required in the rear compartment and none in the front compartment.

DOUGLAS M-4, 3 POLB, ATC 6

Engine Liberty 12 400 hp
 Fuel 125 gals.
 Oil 10 gals.
 No. pass. 2
 Baggage 160 lbs. (with small wings)
 860 lbs. (with large wings)
 Standard weight 4900 lbs. (with small wings)
 5775 lbs. (with large wings)
 Spec. basis Approved Type Certificate No. 6
 Serial Nos. All up to and including 648 eligible.

DOUGLAS C-38-B, 2 POLB, 2-554

(Remodeler Civil Aeronautics Authority, Washington, D.C.)

Engine Pratt & Whitney Hornet 8D-1
 Placard limits Maximum, except take-off --in.Hg.,
 (87 min.octane fuel) 1900 rpm (525 hp)
 Take-off (one minute) -- in.Hg.,
 1900 rpm (525 hp)
 Placard speeds Level flight or climb 149 mph Ind.
 Glide or dive 185 mph Ind.
 Fuel capacity 146 gals. (Main fuselage 92 gals. (0),
 auxiliary fuselage 36 gals. (+21),
 reserve in main tank 18 gals. (0))
 Oil capacity 11 gals. (-47)
 No. passengers One (+97)
 Baggage 20 lbs. (+97)
 Weights Empty Use actual (Serial No. 31-411
 as originally certificated -
 3681 lbs.)
 Standard 5000 lbs.
 (+0.7) and (+6.5)
 Spec. basis CAR 04.031
 Serial Nos. 31-411 and 31-433 only eligible

DOUGLAS C-38-B, 2 POLB, 2-554 (Continued)

EQUIPMENT: (Datum is leading edge of lower wing)

Class I.

101. Propeller - adjustable metal	
102. 36x8 wheels and 6 ply tires	
103. 13x5.00 tail wheel with 4-ply tire	
104. Engine ring cowl	
105. Starter	
106. Generator	
107. Battery	
108. Two landing lights	
109. Two flares	
110. Tools, motor cover, tie-down equipment, etc.,	40 lbs.

Class II.

200. Miscellaneous items as noted in approved weight and balance report.

Class III.

301. Radio (a) Standard receiver	32 lbs. (+118)
(b) Ultra high frequency receiver	25 lbs. (+118)
(c) Transmitter	28 lbs. (+118)

NOTE 1. Eligible for export as follows subject to inspection for equipment specified in Chapter XII Of Inspection Handbook; (October 19, 1939)

(a) Canada - Landplane	Skiplane - not eligible
(b) All other countries except Great Britain and Australia.	

**DOUGLAS ARMY B-18, B18-A, B-18-B, 9 PCLM, 2-577,
 APPROVED APRIL 25, 1946**

**DOUGLAS ARMY B-18, B18-A, B-18-B, 9 PCLM, 2-577,
 APPROVED APRIL 25, 1946, CONTINUED**

Engines 2 Wright R-1820-53 (See NOTE 4)
Fuel 100 min. octane aviation gasoline
Engine limits Maximum, except take-off - Low Blower
 (Sea level) 35 in.Hg., 2100 rpm (850 hp)
 (3,800 ft.) 35 in.Hg., 2100 rpm (860 hp)
 Maximum, except take-off - High Blower
 (5,500 ft.) 38 in.Hg., 2100 rpm (812 hp)
 (9,600 ft.) 38 in.Hg., 2100 rpm (860 hp)
Airspeed limits Take-off, 40 in.Hg., 2200 rpm (1000 hp)
 Level flight or climb 205 mph True Ind.
 Glide or dive 243 mph True Ind.
 Flaps extended 112 mph True Ind.
C.G. range Leading edge of center section wing
MAC 140.1 in. L.E. of MAC (+29.9)
Leveling means Lugs located in rear bomb bay, forward
 of rear bulkhead.
Maximum weight 23,200 lbs. (take-off and landing)
Baggage None
Seats (See NOTE 3(e))
Fuel capacity 764 gals. (4 tanks in center section
 wing - 2 front tanks of 177 gals. each
 (+48) and 2 rear tanks of 206 gals. each
 (+84). Left side 206 gal. tank has 57
 gals. reserve.
Oil capacity 88 gals. (Two 29 gal. tanks at (-9) and
 one 30 gal. auxiliary tank at (+56))
Control surface movements Aileron (7/8" droop) 29° up 14.5° down
 Aileron tab 14.5° up 10° down
 Elevator 29° up 19° down
 Elevator tab 10° up 9° down
 Rudder 26° right 32.5° left
 Rudder tab 11° right 11.5° left
 Wing flaps 56° down
Serial Nos. eligible All Army serial numbers
Certification basis Airworthiness Certificate only (CAR 04
 prior to November 9, 1945).
Required equipment Items 1, 2, 3, 4, 101, 102, 104, 106, 201,
 202, 203, 204, 205, 206, 207, 208, 301, 302.
Eligible for export as follows subject to inspection for equip-
 ment specified in Chapter XII of Inspection Handbook:
 (a) Canada - Landplane - eligible
 Skiplane - not eligible
 (b) All other countries except Great Britain, Australia and
 New Zealand.
Equipment: Items included in required lists under specifications
 pertinent to individual models may not be removed unless
 replaced by approved equivalent items.
 The effect upon balance of all equipment changes must be
 computed and the aircraft operation record revised accordingly.
 Values in inches shown in parenthesis after each item
 represent horizontal arms to the C.G. of the item measured
 minus (-) ahead and plus (+) to the rear of the datum.
 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.
 Inasmuch as airplanes of this model are obtained through
 disposal of surplus military aircraft, specific information
 relative to the weight and location of some equipment items
 has not been obtained and the weight values, therefore, are
 not shown. When equipment items are removed or substitutions
 made, the weight difference and location of such items should
 be obtained in order that the pertinent information may be
 added to the specification.
Propellers and Propeller Accessories (except De-icing Equipment)
 1. Two propellers - Ham.Std. hubs 23E50, blades 6153A-18
 to 6153A-20, incl. Dia. 11'6 3/8" max., 11' 3 3/8" min.
 For interchangeable blade models see Prop. Spec.
 No. 603 (NOTE 6).
 Pitch settings: Low 17°, high 88° (Feathering)
 2. Two governors (Ham. Std. 4K-11B)
 3. Two propeller feathering pumps (Pesco - 280BF)
 4. Two propeller feathering oil reservoirs.
Engine and Engine Accessories (except De-icing Equipment)
 101. Two vacuum pumps (Pesco 207D)
 102. Two fuel pumps (Pesco G-1) 4 lbs.
 103. Two hydraulic pumps (Pesco 203 DA)
 104. Two oil coolers (U-3190V with D-5 valve) 51 lbs.
 105. Two starters (Type C-21) 60 lbs.
 106. Hand pump, Type D-2 (Auxiliary oil system)
Landing Gear and Floats
 201. Two 45x17.00x16 main wheels (Bendix
 B-3 with Duo brakes) (+28)
 202. Two 45x17.00x16 tires, 10 ply (+28)
 203. Two 45x17.00x16 tubes (+28)
 204. Tail wheel, Hayes 9:00x6 (+442)
 205. 22x9:00x6 tail wheel tire, 8 ply (+442)
 206. 22x9:00x6 tube (+442)
 207. Four shock struts (Bendix 53420) (+28)
 208. Tail wheel shock strut (Douglas Dwg.
 No. 5044046 or 5014046) (+423)
Electric and Radio Equipment
 301. Two batteries (Exide D-6-A) 142 lbs. (+144)
 302. Two generators (Eclipse E-5) 62 lbs.
 303. Two landing and one passing lights
 (Type A-9 and Type B-1A) 7 lbs.

Interior Equipment
 401. Approved Operating Manual
 402. Omitted. July 16, 1946.
 403. Omitted. July 16, 1946.
 404. Cabin heater and accessories (+131)
 405. Seats
 Pilot & Copilot (Douglas Dwg.
 No. 5045565 or 5026908) (-17)
 Navigator (Douglas Dwg. 5027178) (+32)
 Radio Operator (Douglas Dwg.
 Nos. 5046172 or 5027179) (+81)
De-icer Equipment (Propeller, Wing and Windshield)
 501. Wing and control surface de-icer equipment
 including boots, valves, fittings etc.
 502. Propeller de-icer equipment including pump,
 lines, tank etc. (-73)
Miscellaneous
 600. Miscellaneous items listed in approved weight
 and balance report.
NOTE 1. Weight and Balance report including list of equip-
 ment included in certificated weight empty, and loading
 instructions must be submitted for each aircraft with
 original inspector's report and each subsequent report
 covering change in equipment. Each airplane must be
 weighed to determine its weight and balance prior to
 original certification, unless a satisfactory Army weight
 and balance report is available.
NOTE 2. The following placards shall be placed on the
 instrument panel in full view of the pilot:
 (a) "Use 11° flap for takeoff."
 (b) "This airplane shall be operated in accordance with
 Part 1 of the CAA approved operating manual. The
 manual shall be carried in the pilot's compartment
 at all times."
 (c) "Intentional Acrobatics Prohibited."
NOTE 3. Prior to certification as a civil aircraft, the
 following must be accomplished:
 (a) The airspeed indicator installation shall be reworked
 to meet the requirements of CAR 04.5800.
 (b) Control cables and pulleys in the cabin should be suit-
 ably covered as a protection from jamming due to foreign
 objects.
 (c) A master switch arrangement (accessible in flight to
 the pilot or co-pilot) must be installed in order that all
 electrical power, including batteries and generators, can
 be disconnected with one operation.
 (d) All fuses must be made accessible in flight.
 (e) The propeller feathering control system fuse must be
 replaced with non trip-free circuit breakers and a flame
 resistant cable be installed, if not now in use.
 (f) The emergency exit requirements of CAR 04.462 must be
 complied with for airplanes provided with seats and safety
 belts for more than 5 persons.
 (g) Instruments must be marked for approved operation
 limitations.
 (h) Fuel tank filler caps or adjacent surfaces must be
 marked to indicate the minimum octane fuel and the tank
 capacity.
 (i) The filler openings in the oil system shall be plainly
 marked with the word "oil" and shall indicate the capacity.
 (j) The auto-pilot servo units must be modified in
 accordance with Special Notes 11, 12, or 14 of AD-355.
 (k) Passenger seats and safety belt installation other than
 originally provided by the manufacturer must be shown to meet
 the requirements of CAR 04.
 (l) Cargo and baggage compartments must be placarded for the
 maximum permissible floor loadings. Floor beams and flooring
 provided for such compartments should be capable of with-
 standing a limit load factor of 3.76 without undue permanent
 deformation and must have sufficient strength to withstand
 an ultimate load factor of 5.64. Adequate cargo tie-down
 provisions must be provided.
 (m) Each aircraft must satisfactorily pass an inspection for
 conformity, possible hidden damage, and for workmanship and
 materials used in making any repairs and/or alterations. In
 making the inspection for hidden damage, the outer wing panels
 must be removed to permit the inspection of the doublers and
 attaching angles for defects and replacement thereof as
 needed in accordance with Airworthiness Directives for Douglas
 DC-3 series aircraft. All other applicable DC-3 Airworthiness
 Directives' Notes must also be complied with. If any changes
 have been made which would adversely affect its flight char-
 acteristics, the particular airplane must be flight tested.
 (n) Any interior or exterior changes made to the primary
 structure or equipment must be either according to approved
 Douglas drawings or satisfactorily substantiated.
 (o) Upon completion of the conversion to certificated status,
 the manufacturer's nameplate on the aircraft should be altered
 to include the date of conversion. In case the original name-
 plate is not sufficiently large to include this additional
 information, a similar plate should be installed near the
 original plate. Under no circumstances should the original
 or any succeeding nameplate be removed from the aircraft.
NOTE 4. The engines must incorporate either 1.023 inch or
 1.028 inch damper pins instead of the old type 1.000 inch
 damper pins.

DOUGLAS UC-67 AND B-23, 5 PCLM, 2-576, APPROVED NOV. 28, 1945

Engines	2 Wright R-2600-3, -11, or -23 (Note: These engines are equipped with two speed superchargers. The supercharger speed controls must be positively safetied for operation in low gear ratio only.)	
Fuel	100 min. octane aviation gasoline	
Engine limits	R-2600-3 Maximum, except take-off (Low Blower) (Sea level) 35.8 in.Hg., 2300 rpm (1280 hp) (Straight line manifold pressure variation with altitude to 5500 ft.) 35.8 in.Hg., 2300 rpm (1350 hp) Take-off (five minutes) 43 in. Hg., 2400 rpm (1600 hp)	
	R-2600-11 Maximum, except take-off (Low Blower) (Sea level) 34.6 in.Hg., 2300 rpm (1280 hp) (Straight line manifold pressure variation with altitude to 6500 ft.) 34.6 in. Hg., 2300 rpm (1350 hp) Take-off (five minutes) 43 in. Hg., 2400 rpm (1600 hp)	
	R-2600-23 Maximum, except take-off (Low Blower) (Sea level) 38.5 in.Hg., 2300 rpm (1350 hp) (Straight line manifold pressure variation with altitude to 6800 ft.) 36.5 in. Hg., 2300 rpm (1350 hp) Take-off (five minutes) 44.0 in. Hg., 2400 rpm (1600 hp)	
Airspeed limits	Level flight or climb 241 mph True Ind. Glide or dive 289 mph True Ind. Flaps extended 131 mph True Ind.	
C.G. range	(+55.3)(18.65% MAC) to (+62.8)(24.0% MAC) (Gear extended)	
Datum	Leading edge of center section wing	
MAC	141 in. L.E. of MAC at (+29)	
Leveling means	Leveling lugs at Stations 301 and 316 in fuselage (See NOTE 5)	
Maximum weights (take-off & landing)	27,500 (Cargo); 26,000 (passenger) (See NOTE 3)	
Baggage	(See NOTE 2 (j))	
No. seats	(See NOTE 2 (b))	
Fuel capacity	814 gals. (Four tanks in center section wing with front and rear tanks on each side connected to form one right and one left hand tank of 407 gals. each (+86)).	
Oil capacity	66 gals. (Two 33 gal. tanks) (+2.0)	
Control surface movements	Aileron (5/8 in. droop) 24° up 11° down Aileron tab 11° up 14° down Elevator 30° up 16° down Elevator tab 10° up 9° down Rudder 20° right 20° left Rudder tab 15° right 15° left Wing flaps 55° down	
Serial Nos. eligible	- All AAF numbers	
Certification basis	- Airworthiness Certificate only (CAR 04 prior to Nov. 9, 1945)	
Required equipment	- Items 1, 2, 3, 101, 103, 104, 105, 106, 107, 201, 202, 203, 204, 205, 206, 207, 208, 301, 302, 503	
Export eligibility	- Eligible for export as follows, subject to inspection specified in Chapter III of Inspection Handbook: (a) Canada - Landplane Skiplane not eligible (b) All other countries except Great Britain, Australia, and New Zealand.	
Equipment	Items included in required lists under specification pertinent to individual models may not be removed unless replaced by approved equivalent items. The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly. Values in inches shown in parenthesis after each item represent horizontal arms to the C.G. of the item measured minus (-) ahead and plus (+) to the rear of the datum. 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. Inasmuch as airplanes of this model are obtained through disposal of surplus military aircraft, specific information relative to the weight of all equipment items has not been obtained, and the weight values, therefore, are not shown. When original equipment items are removed or substitution made, the weight difference should be determined by weighing such items in order that pertinent information may be added to the specification.	

DOUGLAS UC-67 AND B-23, 5 PCLM, (continued)

Propeller and Propeller Accessories (except De-icing Equipment)	
1. Ham. Std. propellers, hubs 23E50, blades 6159A-6 to 6159A-9 incl., Dia. 13'6-3/8" max., 13'2-7/8" min. For interchangeable blade models see Prop. Spec. 603 (NOTE 6). Min. low pitch setting 23° at 42" sta.; feathered 93° at 42" sta.	(-106)
2. Two Ham. Std. governors (Model 4K11-B1B)	(-102)
3. Two propeller feathering pumps (Pesco R-280-BE)	
Engine and Engine Accessories (except De-icing Equipment)	
101. Two vacuum pumps (Pesco 207-D)	10 lbs. (-24)
102. Two starters (Eclipse Model 18)	(-48)
103. Two oil coolers (U.A.P. U-6013)	87 lbs. (-40)
104. Two cylinder head temperature gauges	(-44)
105. Two fuel pumps (Thompson Prod. 4101)	(-48)
106. Two hydraulic pumps (Pesco 214MA)	6 lbs. (-48)
107. Two auxiliary fuel pumps (Thompson Prod. TFD6400)	10 lbs.
Landing Gear and Floats	
201. Two 45 x 20,00 - 18 Bendix wheels with duo servo brakes (Bendix 56478)	(+28)
202. Two 45 x 20,00 - 18 tires (Goodrich 12 ply)	(+28)
203. Two 45 x 20,00 - 18 (Goodrich tubes)	(+28)
204. 22 x 9 Tail Wheel (Bendix B-1)	(+443)
205. 22 x 9,00 x 6 Tail wheel tire (Goodyear 8 ply)	(+443)
206. 22 x 9,00 x 6 Tail wheel tire tube	(+443)
207. Four shockstruts (Douglas Dwg. 5077046)	(+28)
208. Tail wheel shockstrut (Douglas Dwg. 5077046)	(+426)
Electrical and Radio Equipment	
301. Two batteries (Exide D-6)	142 lbs. (+48)
302. Two generators (Eclipse E-7)	46 lbs. (-47)
303. Two landing lights (AC-36D-3467 type A-9)	7 lbs. (+30)
Interior Equipment	
401. Fire extinguishers (a) Fyr-Fyter 7 lbs. (+17) (b) Fyr-Fyter 7 lbs. (+259)	
402. Seats (a) Pilot (Douglas Dwg. 5083281) (-18) (b) Co-pilot (Douglas Dwg. 5082337) (-18) (c) Navigator (Douglas Dwg. 5082338) (+36) (d) Radio Operator (Douglas Dwg. 5082339) (+86)	
De-icer Equipment (Propeller, Wing and Windshield)	
501. Propeller de-icer equipment including lines, tanks, etc.	
502. Windshield de-icer system (a) Pump (-36) (b) Anti-icer tank (-32)	
503. Windshield wipers (Acrotorque 17)	(-42)
504. Windshield wipers (Kearfott 5A-4)	
Miscellaneous (Not listed above)	
600. Miscellaneous items listed in approved weight and balance report.	
NOTE 1. Weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be submitted for each aircraft with original inspection report and each subsequent report covering change in equipment. Each airplane must be weighed to determine its weight and balance prior to original certification.	
NOTE 2. Prior to certification as a civil aircraft, the following must be accomplished: (a) Carbon Monoxide Elimination in cabin - Changes must be made to reduce the carbon monoxide concentration in the pilot and passenger cabin to at least one part in 20,000 (or .005%). (b) Emergency Exits (See CAR 04.462 for Requirements) - Present UC-67 (B-23) airplanes can be certificated for carrying a maximum of five persons. For more than five persons, changes must be made to comply with the exit requirements of CAR 04.462. If fuselage structural members are altered to provide for the required exits, details of the alteration and substantiating structural data should be forwarded to the Civil Aeronautics Administration, Aircraft and Components Branch, Santa Monica, California. (c) Accessibility of Switches and Circuit Protectors. Fuel booster pump switches, landing light and battery switch fuses must be relocated so as to be accessible to a crew member in flight. All circuit protectors must be accessible in flight.	

DOUGLAS UC-67 AND B-23, 5 PCLM, (continued)

(d) Master Switch.

A master switch arrangement accessible to a crew member in flight must be installed to provide disconnection of all electrical power at a point near the power source (batteries and generators). The ignition switch and system must be made independent of the master switch and battery switch.

(e) Fuel Tank Sump Drains - Sump drains must be modified so as to drain clear of the nacelle structure.

(f) Landing Flares - All airplanes certificated for night operation must be provided with approved flares in accordance with CAR 04.512(c).

(g) Passenger Seats - Passenger seats and safety belt installations other than originally provided by the manufacturer must be shown to meet the strength requirements of CAR 04.

(h) Fuel System - In the event any tanks are removed or not intended to be used, the fuel gauges should be checked for proper graduation and the fuel valves of the poppet type removed or blocked open in order to preclude setting the valve in the "unused" position. All fuel tank filler caps or adjacent surfaces must be marked to indicate the minimum octane fuel and the tank capacity, and in the case of the front tanks, the additional note "Fill rear fuel tanks first". Fuel tank capacities also must be properly indicated at the fuel valve controls.

(i) Lubricating System - An oil level indicating device must be provided in accordance with CAR 04.633.

(j) Cargo and Baggage Compartments - All cargo and baggage compartments must be placarded for the maximum permissible floor loadings. Floor beams and flooring provided for such compartments should be capable of withstanding a limit load factor of 3.82 without undue permanent deformation and must have sufficient strength to withstand an ultimate load factor of 5.73. Adequate cargo tie-downs must be provided. Some UC-67 airplanes have a bomb bay floor installation of 3/4 inch plywood supported by four sine 2x4 inch transverse beams. This floor is capable of supporting a uniformly distributed load of 1600 lbs.

(k) Instruments - Instruments must be marked for approved operation limitations.

(l) A cylinder head temperature gauge must be installed and marked to indicate a limiting temperature of 450° F.

(m) Each aircraft must satisfactorily pass an inspection for conformity, possible hidden damage, and for workmanship and materials used in making any repairs and/or alterations. In making the inspection for hidden damage, the outer wing panels must be removed to permit the inspection of the doublers and attaching angles for defects and replacement thereof as needed in accordance with the Airworthiness Directives for Douglas DC-3 series aircraft as are pertinent to this aircraft. If any changes have been made which would adversely affect its flight characteristics, the particular airplane must be flight tested.

(n) Any interior or exterior changes made to the primary structure or equipment be either according to approved Douglas drawings or satisfactorily substantiated.

(o) Upon completion of the conversion to certificated status, the manufacturer's nameplate on the aircraft should be altered to include the date of conversion. In case the original nameplate is not sufficiently large to include this additional information, a similar plate should be installed near the original plate. Under no circumstances should the original or any succeeding nameplate be removed from the aircraft.

(p) Fuel booster pump and propeller feathering pump circuits must incorporate non-trip-free circuit breakers.

(q) Approved position lights must be installed.

NOTE 3. These aircraft are eligible for certification at a take-off weight of 27,500 lbs. with passengers, provided a satisfactory fuel dumping installation is made. Requests regarding approval of such an installation should be addressed to the Civil Aeronautics Administration, Aircraft and Components Branch, Santa Monica, California.

NOTE 4. The following placards shall be placed on the instrument panel in full view of the pilot. The operating manual referred to in part (b) shall be in the pilots' compartment at all times.

(a) Use booster pumps for take-off and for all operations above 10,000 feet.

(b) This airplane shall be operated in accordance with Part I of the CAA approved operating manual for Douglas UC-67 airplanes.

NOTE 5. For airplanes in which the levelling lugs have been removed during conversion to a civil status, the use of a plumb bob dropped from the top to the bottom door sill at fuselage station 270.5 (+102) is considered satisfactory.

DOUGLAS (EL SEGUNDO) 2J-2, 3 PC-OLM, 2-563

Engine Pratt & Whitney Wasp R3H1-d

Placard limits

Fuel Maximum, except take-off

80 min.octane 34 in. Hg., 2200 rpm (560 hp) (sea level)
31½ in. Hg., 2200 rpm (560 hp) (6000 ft.)

Take-off (one minute)

87 min.octane 36 in. Hg., 2250 rpm (600 hp)

Placard speeds Level flight or climb 185 mph Indicated;
Glide or dive 245 mph Indicated;
Flaps extended 115 mph Indicated.

Fuel capacity 215 gals. (4 tanks in center section; L.H. front 53 gals. (108), R.H. front 59 gals. (108), L.H. rear 51 gals. (127), R.H. rear 51 gals. (127))

Oil capacity 20 gals. (One tank in fuselage) (60)

No. passengers 2 (One at (162) and one at (190.5) (Crew at (109))

Baggage Fuselage compartment 40 lbs. (217)

Weights Standard 6648 lbs.

C.G. limits 19.3% MAC (96.4) and 29.6% MAC (106.38)
Leading edge of MAC at (77.7). The MAC is 96.9 in. long. To level airplane use level line marked on left hand side of fuselage.

Spec. basis CAR 04.031

Serial number 186 only eligible

EQUIPMENT: (Datum is fuselage station 0 (approximately 9 in. ahead of L.E. engine cowling.) A convenient reference point is the leading edge center wing at (72))

Class I.

101. (a) Propeller - Hamilton Standard 3 blade metal constant speed hub 3D60; blades 6101-0 (Low pitch setting 17°) 244 lbs. (6)
(b) Constant speed propeller control 3 lbs. (39)
102. Engine cowling 95 lbs. (38)
103. Exhaust collector ring (Solar 12-289) 37 lbs. (33.5)
104. Oil radiator (United 8 in.) 21 lbs. (62)
105. Starter (Eclipse F12811-2) 31 lbs. (42)
106. Generator (Eclipse E-5) 33 lbs. (42)
107. Battery (Exide D-6) 64 lbs. (64)
108. (a) 31 in. streamline wheels (Bendix Dwg. 50493) with brakes 82 lbs. (85)
(b) 31 in. streamline 8 ply tires and tubes 67 lbs. (85) (Wheels must be placarded for this ply tire)
109. Steerable tail wheel and tire (Goodyear 13-1/4 streamline) 9 lbs. (355.5)
110. Shock struts (a) 2 main (Bendix R-107-1052E) 177 lbs. (82)
(b) Tail (Cleveland No. B187N) 6 lbs. (344)
111. Instruments and panel (Refer to West Coast Branch for itemized list dated February 23, 1938) 93 lbs. (97)
112. Residual oil 22 lbs. (56)
113. Flares and holders - 3 minute (Guy Ball F-1 Floodlite) 51 lbs. (146)

Class II

200. Miscellaneous items as noted in approved weight and balance report.

Class III

301. (a) Westinghouse Type G-D transmitter 26 lbs. (177)
(b) Westport receiver Type ER and headset 13 lbs. (76)
(c) Dynamotor 15 lbs. (126)
(d) Wiring conduit, etc. for radio 11 lbs. (175)
(e) Mast antennae 6 lbs. (259)
302. Landing lights (Adem Westlake Type A-6-A) 4 lbs. (87)
303. Cockpit heater and control 3 lbs. (53)
304. (a) Map case 2 lbs. (177)
(b) Data case 3 lbs. (176)
305. (a) Pilot's parachute 20 lbs. (109)
(b) Passenger's parachute 20 lbs. (162)
(c) Passenger's parachute 20 lbs. (190.5)

NOTE 1. Eligible for export to all countries except Great Britain, Canada, and Australia. (October 10, 1939)

DOUGLAS (EL SEGUNDO) DC5-G102A, TC 727

I - SPECIFICATION PERTINENT TO ALL MODELS LISTED BELOW

Fuel capacity 550 gals. (2 tanks in center section wing at 276 gals. each) Fuel C.G. (243.5) when tank is full and (249) when tank contains 50 gals. - straight line variation between.

Oil capacity 34 gals. (One tank each nacelle 17 gals. each) (165). System usable oil (See NOTE 7) 36 lbs. (130)

No. pass. 22 maximum (See NOTE 6)

Baggage Three basic arrangements are satisfactory as follows:

Arrangement	Vol. Cap. (Cu. ft.)	Wgt. Cap. (lbs.)	Compt. C. G.
Arrangement A (Douglas Dwg. 5090704)			
R. E. Front Compt.	43	855	(136)
L. E. Front Compt.	98	1015	(110.5)
Rear Compt.	103	800	(439)
Buffet Compt.	---	50	(395)
Arrangement B (Douglas Dwg. 5057559)			
L. H. Front Compt.	52	625	(92)
Rear Compt.	103	800	(439)
Buffet Compt.	---	50	(395)
Arrangement C (Douglas Dwg. 5058808)			
R. H. Front Compt.	34	435	(81)
L. H. Front Compt.	98	1015	(110.5)
Rear Compt.	145	860	(433)
Buffet Compt.	---	50	(395)

C.G. limits (See NOTE 5.) (207.14) (20% MAC) and (218.9) (28.7% MAC)

MAC 135.2 in. L.E. MAC (180.1)

Leveling means Stencilled mark on top of fuselage between wings provided for this purpose.

Datum Fuselage station 0. Fuselage station 0 is coincident with the fwd. surface of the fuselage bulkhead which is exposed when the hinged nose section is opened. A convenient reference point is the L.E. C.S. wing located at (175). Values in parenthesis are horizontal distances aft of the datum in inches when airplane is leveled.

Cert. basis Type Certificate No. 727

Prod. basis None (See NOTE A)

Serial Nos. All and up eligible (See NOTE A)

EQUIPMENT: (See NOTE 1.)

- Class I.
- 100. 2 Propellers - Hamilton Standard 3-blade metal constant speed hydromatic full-feathering hub 23E50, blades 6153A-18 (Low pitch setting 15°) 796 lbs. (104)
 - 101. Additional equipment as noted in approved copy of pertinent report (See NOTE 1)
 - 102. Residual fuel 43 lbs. (241.3)
- Class II.
- 200. Fixed wing slot installation (Douglas Dwg. 5061336) (Use actual weight and arm.)
 - 201. Additional equipment as noted in approved copy of pertinent report. (See NOTE 1.)
- Class III.
- None.

NOTE A. Each aircraft manufactured after July 23, 1943 must, prior to original certification, satisfactorily pass:

- (a) An inspection for workmanship, materials and conformity before any covering, metal priming or final finish is applied. All woodwork may be varnished.
- (b) A final inspection of the completed aircraft.
- (c) Check of flight characteristics.

NOTE 1. Weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be submitted for each aircraft with original inspector's report and each subsequent report covering change in such equipment. This report must be carried in the aircraft at all times.

NOTE 2. Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane Skiplane - not eligible.

(b) All other countries except New Zealand.

NOTE 3. (Deleted - July 25, 1943)

DOUGLAS (EL SEGUNDO) DC5-G102A, TC 727, (CONTINUED)

NOTE 4. Standard weight may be increased 120 lbs. when complete de-icer is installed.

NOTE 5. C.G. limits determined during flight tests were based on the actual empty weight C.G. position with the landing gear extended. The airplane must be loaded so that its C.G. position with landing gear extended is always between the limits shown. The effect of retracting the landing gear may be accounted for by adding 7676 in. lbs.

NOTE 6. Several interior arrangements have been substantiated for this airplane. For information for a specific airplane, refer to Item 101 as listed in the approved weight and balance report. The pilot's seats are located at (52).

NOTE 7. "Empty Dry Weight" as used in this specification is defined as empty weight (including all equipment installed) plus residual fuel. Empty dry weight does not include "System Usable Oil." "System Usable Oil" is defined as that amount of oil remaining in the airplane after the oil tanks have been drained. In other words, if the oil tanks are drained when weighing the airplane there will be 36 lbs. of oil at (130) remaining in the airplane.

NOTE 8. The following placard must be prominently displayed at each fuel tank filler:

"90 (CFR) Octane Fuel Only."

NOTE 9. The following placard must be placed on the instrument panel in full view of the pilot:

"This aircraft shall be operated in accordance with the C.A.A. Approved Operating Manual for Douglas DC-5 which shall be carried in the pilot's compartment at all times."

II - MODEL DC5-G102A, 26 PCLM

Engines 2 Wright Cyclones GR-1820G-102A geared either 3:2 or 16:11

Fuel 90 Min. Oct.(CFR) (See NOTE 8)

Placard limits Maximum, except take-off (Sea level) 37.5 in.Hg., 2300 rpm (900 hp) (Straight line manifold pressure variation with altitude to 6700 ft.) 35.4 in. Hg., 2300 rpm (900 hp) Take-off (one minute) 43.5 in.Hg., 2350 rpm(1100 hp)

Placard speeds Level flight or climb 225 mph True Ind. Glide or dive 267 mph True Ind. Flaps extended 125 mph True Ind.

Placard ceiling (See Approved Operating Manual)

Weights Empty dry weight (See NOTE 7) Use actual Standard 21,000 lbs. (See NOTES 3 and 4)

DOYLE O-2, 2 POLE, ATC 247

Engine Hearwin Le Blond 60 SD 65 hp
 Fuel 24 gals.
 Oil 2 gals.
 No. pass. 1
 Baggage 30 lbs.
 Standard weight 1321 lbs.
 Spec. basis Approved Type Certificate No. 247
 Serial Nos. A2, A3 to A12 eligible.
 NOTE 1. Wings must be rigged with 1° dihedral

DRIGGS DART, 2 POLE, ATC 15

Engine Anzani SA2 35 hp
 Fuel 9.5 gals.
 Oil 1.6 gals.
 No. pass. 1
 Baggage None
 Standard weight 289 lbs.
 Spec. basis Approved Type Certificate 15 (Cancelled)

Serial Nos. 1 to 10 eligible (See NOTE 1)

NOTE 1. All serial Nos. must have center section braced according to installation drawings submitted to the operators by the manufacturer. This bracing consists of additional struts which run from the upper longerons to form a V at the center of the center section. The addition of this bracing reduces the span of the former center section by half.

DRIGGS SKYLARK 3, 2 POLE, ATC 303

Engine Michigan Rover 75 hp
 Propeller Wood
 Fuel 17 gals. or 22 gals. (1 tank in center section)
 Oil 2 gals.
 No. pass. 1
 Baggage 4 lbs. (Tools)
 Standard weight 1413 gals. (with 17 gals. fuel)
 1461 gals. (with 22 gals. fuel)
 Spec. basis Approved Type Certificate No. 303
 Serial Nos. 3001 and up mfrd. prior to December 22, 1933 eligible. Approval expired as of that date due to sale to Skylark Aircraft Corporation.

DURAMOLD F-46A, 5 PCLM, 2-545

Engine Ranger 8GV-770-B5
Placard limits Maximum, except take-off 38.5 in. Hg.,
 2800 rpm (420 hp)
 Take-off (one minute) 41.0 in.Hg.,
 2900 rpm (460 hp)
Propeller Maximum permissible diameter 126 in.
Placard speeds Level flight or climb 205 mph Ind.
 Glide or dive 250 mph Ind.
 Flaps extended 117 mph Ind.
Fuel capacity 100 gals. (50 gals. in each wing)
 (+53.7)
Oil capacity 7.5 gals. (-23)
No. passengers 4 (One at +23, 3 at +70)
Baggage 121 lbs. (+102)
Weights Empty Use actual (Serial No. 5000
 as originally certificated -
 3175 lbs.)
 Standard 4900 lbs.
 (+23.2) and (+33.0)
C.G. limits (+23.2) and (+33.0)
Spec. basis Aeronautics Bulletin 7-A, Section 3
Serial Nos. 5000 and up eligible (See NOTE A)
EQUIPMENT: Datum is leading edge of root chord (*
 Means net increase)

Class I.

101. Engine cowling
 102. Propeller - constant speed (Ham. Std.,
 hub 2D30, blades 6101A) 165 lbs. (-33)
 103. Starter (Sclipse F141) 28 lbs. (-28)
 104. Battery (Reading 6AR9) 60 lbs. (+71)
 105. Oil cooler (United B No. U-31-70) 21 lbs. (-73)
 106. Generator (Ranger H41) 18 lbs. (-39.6)
 107. 27 in. streamline wheels (Hayes
 2701A) with 6 ply tires 122 lbs. (+12.5)
 108. 10.6 in. streamline tail wheel
 (Goodyear) 5 lbs. (+274)
 109. Wheel streamlines 11 lbs. (+19)
 110. Heater and ventilator 5 lbs. (-26)

Class II.

200. Miscellaneous items as noted in approved
 weight and balance report.
 201. Pressure fire extinguisher
 (Lux model I) 16 lbs. (-14)
 202. Landing lights (Grimes ST-250) 9 lbs. (+44)
 203. Four flares (International Mark I
 Model I) 25 lbs. (+118)
 204. Miscellaneous flight and engine
 instruments
 205. Cabin furnishings
 (a) Two buffets (one left,
 one right) 10 lbs. (+98)
 (b) Folding desk 2 lbs. (+65)
 (c) Divisional arm rest 7 lbs. (+90)
 206. Radio equipment
 (a) Transmitter (Lear UT4) 28 lbs. (+59)
 (b) Transmitter (Lear UT6) 28 lbs. (+59)
 (c) Receiver (Lear R3) 6 lbs. (+3.5)
 (d) Compass (Fairchild) 40 lbs. (+70)
 (e) Fixed antenna (transmit-
 ter) 2 lbs. (+170)
 (f) Fixed antenna (compass) 1 lb. (+170)
 (g) Motorcoil 21 lbs. (+71)
 (h) Receiver (RCA AVF-7
 series)
 (i) Transmitter (RCA AVT-7,-12,-12A)
 (j) Dynamotor (RCA)
 (k) Compass (RCA)

Class III.

301. Oil cooler (United B No.
 W-31-80)

NOTE A. All airplanes certificated must satisfactorily
 pass --

(a) An inspection for workmanship, materials
 and conformity before any covering, metal
 priming or final finish is applied. All
 woodwork may be varnished.

Duramold F-46A (Cont'd)

(b) A final inspection of the completed air-
 plane
 (c) Check of flight characteristics.

NOTE 1. Eligible for export to all countries except
 Canada, Great Britain, and Australia.
 (October 31, 1939)

EMSCO B-7-C, 2 POLM, ATC 424

Engine	Continental A70 165 hp
Fuel	31 gals.
Oil	5 gals.
No. pass.	1
Baggage	6 lbs. (Pay load includes 2 para- chutes 20 lbs. each)
Standard weight	2100 lbs.
Spec. basis	Approved Type Certificate No. 424
Serial Nos.	1 only eligible
Class I equipment:	(Heywood starter; (Goodrich) semi-airwheels.

EMSCO B-7-CH, 2 POLM, 2-396

Engine	Challenger R600 185 hp
Fuel	32 gals.
Oil	5 gals.
No. pass.	1
Baggage	None
Standard weight	2100 lbs.
Spec. basis	Aero. Bulletin 7A, Section 3
Serial Nos.	1 only eligible
Class I equipment:	Semi-airwheels (Goodrich) and brakes 54 lbs.; Adj. metal propeller.

EVANS PT-2 (GLIDER), 1 POLM, ATC 2

Type	Primary
No. pass.	None
Baggage	None
Standard weight	360 lbs.
Spec. basis	Approved Type Certificate No. 2
Serial Nos.	1 and up mfrd. prior to 4-1-37 eligible. Approval expired as of that date.

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FAIRCHILD C-5, 3 POLB, 2-44

Engine Warner Scarab 125 hp
 Fuel 53 gals.
 Oil 4 gals.
 No. pass. 2
 Baggage 87 lbs.
 Standard weight 2200 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 179, 181, 255 eligible

FAIRCHILD C-6-A, 2 POLB, 2-338

Engine Warner Soarab 125 hp
 Fuel 23 gals.
 Oil 3 gals.
 No. pass. 1
 Baggage 16 lbs.
 Standard weight 1650 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 254X only eligible
 Class I equipment: Engine ring cowl; Starter (Heywood);
 Airwheels; Tail wheel; Adj. metal prop.

FAIRCHILD KR-21, 2 POLB, ATC 215

Engine Kinner K-5 100 hp
 Fuel 22 gals. or 30 gals.
 Oil 3 gals.
 No. pass. 1
 Baggage 40 lbs. (with 22 gals. fuel)
 56 lbs. (with 30 gals. fuel)
 Standard weight 1635 lbs. (with 22 gals. fuel)
 1700 lbs. (with 30 gals. fuel)
 Spec. basis Approved Type Certificate No. 215
 Serial Nos. 1, 306 to 1053 eligible.
 NOTE 1. Eligible with either standard or airwheel
 landing gear.

FAIRCHILD KR-21B, 2 POLB, ATC 363

Engine Kinner B-5 125 hp
 Fuel 30 gals.
 Oil 3 gals.
 No. pass. 1
 Baggage 27 lbs. (Pay load includes 2 parachutes 20 lbs.
 each)
 Standard weight 1730 lbs.
 Spec. basis Approved Type Certificate No. 363
 Serial Nos. 1053, 1501 to 1503 eligible
 NOTE 1. Also eligible with the stagger increased 2-1/2
 inches.

NOTE 2. Eligible for use in acrobatic stages of Civilian
 Pilot Training secondary course when operated in ac-
 cordance with "Instructions for the Operation of
 Fairchild KR-21B in the acrobatic stages of the
 Civilian Pilot Training Secondary Course" issued
 by Civilian Pilot Training.

FAIRCHILD 22 C7, 2 POLM, ATC 408

Engine Michigan Rover 75 hp
 Fuel 21 gals. (1 in fuselage)
 Oil 2 gals.
 Nos. pass. 1
 Baggage 16 lbs.
 Standard weight 1409 lbs.
 Spec. basis Approved Type Certificate No. 408
 Serial Nos. 502 and up mfrd. prior to 9-30-39 eligi-
 ble. Approval expired as of that date.

Class I equipment: Wood propeller; Tail skid.
 Class III equipment: Adj. metal propeller, net increase
 16 lbs. (Reduce baggage accordingly); 8x4 tail wheel
 (Goodyear), no change in weights; Fairchild shock
 absorber strut No. 3340 (instead of Warner strut, no
 change in weight; Cast aluminum alloy rudder and brake
 pedals, no change in weights.

NOTE 1. Eligible with either the two piece wing or the
 continuous spar type. Aircraft equipped with old type
 aileron hinges without ball bearings also eligible with
 the hinges reamed out and 5/16 in. bolts installed
 instead of 1/4 in. bolts.

FAIRCHILD 22 C7A & C7AS, 2 POL-SM, ATC 438

I - SPECIFICATIONS PERTINENT TO ALL MODELS:

Engine American Cirrus Hi-Drive Mark III 95 hp
 Fuel 21 gals. (1 in fuselage)
 Oil 2-1/2 gals.
 No. pass. 1
 Spec. basis Approved Type Certificate No. 438
 Serial Nos. 506, 511, 1001 and up mfrd. prior to
 July 1, 1935 eligible. Approval
 expired as of that date. (See NOTE
 4)

Class I equipment:

- A. Landplane**
 101. 6.50-10 wheels and brakes (Warner)
 102. Tail skid
 103. Propeller - wood
B. Seaplane
 151. Edo I-1835 floats
 152. Propeller - adj. metal
 153. Battery 10 lbs.
 154. Starter (Eclipse hand inertia) 9 lbs.
 155. Position lights

Class III equipment: (* Denotes net increase)

- A. Landplane**
 301. Cast aluminum alloy rudder and brake pedals.
 302. Fairchild shock absorber strut No. 3340
 instead of Warner strut
 303. 19x9-3 tires Net decrease 11 lbs.
 304. Sport type landing gear with
 (a) 6.50-10 tires 14 lbs.*
 (b) 19x9-3 tires No change in weight
 305. 8x4 tail wheel (Goodyear)
 306. Propeller - adj. metal 13 lbs.*
 307. Starter (Inertia) 9 lbs.
 308. Battery (Hot shot) 10 lbs.
 309. Starter and battery installation 50 lbs.
 (Baggage to be reduced 30 lbs.)

B. Seaplane

351. Propeller - wood Net decrease 13 lbs.
 NOTE 1. Aircraft with two piece wing or continuous
 spar type are eligible. Aircraft equipped with old
 type aileron hinges without ball bearings also eligible
 with the hinges reamed out and 5/16 in. bolts in-
 stalled instead of 1/4 in. bolts.
 NOTE 2. Sport type landing gear has Vee strut fairing
 and wheel streamlines. Inspector should specify type
 installed.
 NOTE 3. Landplane standard weight may be increased to
 1550 lbs. provided rear stabilizer attachment fit-
 ting is revised to raise hinge 5/16 in. Distance
 from center line of longeron to center of hole in
 fitting is 1-7/16 in.
 NOTE 4. Serial No. 1037 (remodeled by Al Lary) is
 eligible as model C7AM (2 POLM) with the following:

Engine Menasco B-4
 Placard limits Max., except take-off -- in. Hg.,
 2200 rpm (95 hp)
 Take-off (one minute) -- in. Hg.,
 2200 rpm (95 hp)
 Placard speeds Level flight or climb 101 mph Ind.
 Glide or dive 125 mph Ind.
 Propeller Maximum permissible diameter 98 in.
 Fuel 21 gal. (In fuselage) (0)
 Oil 2-1/2 gals. (-11.75)
 No. pass. 1 (+26.95)
 Baggage 19 lbs. (In fuselage) (+8.25)
 Standard weight 1550 lbs.
 C.G. limits (+15.43) and (+22.45)
 EQUIPMENT: (Datum is leading edge of wing)
 101. 19x9-3 wheels.

NOTE: Wing must be rigged so that wing leading edge
 is 5-3/4 in. forward of chassis axle. Fin (Fair-
 child Dwg. No. 3690) and rudder (Fairchild Dwg. No.
 3668) must be installed.

FAIRCHILD 22C7A & C7AS (CONTINUED)

II - MODEL C7A DESIGNATION 2 POLM:
 Baggage Fwd. compt.
 40 lbs. with 1503 lbs. standard weight
 50 lbs. with 1550 lbs. standard weight
 Pay load includes 2 parachutes 20 lbs. each and tool roll 10 lbs.
 Standard weight 1503 lbs. (See NOTE 3)

III - MODEL C7AS DESIGNATION 2 POSM:
 Baggage 21 lbs.
 Standard weight 1660 lbs.

FAIRCHILD 22 C7B, 2 POLM, ATC 483

Engine Menasco C-4 125 hp
 Fuel 30 gals. (1 in CS 9 gals. and 1 in fuselage 21 gals.)
 Oil 2-1/2 gals.
 No. pass. 1
 Baggage 60 lbs. (Pay load includes 2 parachutes 20 lbs. each)
 Standard weight 1750 lbs.
 Spec. basis Approved Type Certificate No. 483
 Serial Nos. 1500 and up mfrd. prior to July 1, 1935 eligible. Approval expired as of that date.

Class I equipment:

101. 6.50-10 wheels and tires
102. Propeller - wood

Class III equipment: (* Denotes net increase)

301. Fairchild shock absorber strut No. 3340 instead of Warner strut
302. 19x9-3 tires Net decrease 11 lbs.
303. Sport type landing gear with
 - (a) 6.50-10 tires 14 lbs.*
 - (b) 19x9-3 tires No change in weight (See NOTE 2)
304. 8x4 tail wheel (Goodyear)
305. Propeller - fixed metal 24 lbs.*
306. Flares 20 lbs.
307. Starter and battery 50 lbs. (Baggage to be reduced 29 lbs.)

NOTE 1. Eligible with either two piece wing or the continuous spar type. Aircraft equipped with the old type aileron hinges without ball bearings also eligible with the hinges reamed out and 5/16 in. bolts installed instead of 1/4 in. bolts.

NOTE 2. Sport type landing gear has Vee strut fairing and wheel streamlines. Inspector should specify type installed.

FAIRCHILD 22 C7D, 2 POLM, ATC 503

Engine Wright Gipsy 90 hp
 Fuel 21 gals. (One in fuselage)
 Oil 2-3/8 gals.
 No. pass. 1
 Baggage 34 lbs. (Pay load includes 2 parachutes 20 lbs. each)
 Standard weight 1550 lbs.
 Spec. basis Approved Type Certificate No. 503
 Serial Nos. 902 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

Class I equipment:

101. Starter (Hand) 12 lbs.
102. Tail skid
103. Standard landing gear with 6.50-10 wheels

Class III equipment: (* Denotes net increase)

301. 8x4 tail wheel (Goodyear) No change in weight
302. Sport type landing gear with
 - (a) 6.50-10 tires 14 lbs.*
 - (b) 19x9-3 tires No change in weight (See NOTE 2)
303. 19x9-3 tires Net decrease 11 lbs.

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FAIRCHILD 22 C7D (CONTINUED)

NOTE 1. Eligible with either the two piece wing or continuous spar type. Aircraft equipped with the old type aileron hinges without ball bearings also eligible with the hinges reamed out and 5/16 in. bolts installed instead of 1/4 in. bolts.
 NOTE 2. Sport type landing gear has Vee strut fairing and wheel streamlines. Inspector should specify type installed.

FAIRCHILD 22 C7E, 2 POLM, ATC 515

Engine Warner Scarab 125 hp
 Fuel 30 gals. (One tank in fuselage)
 Oil 3 gals.
 No. pass. 1
 Baggage 65 lbs. (Pay load includes 2 parachutes 20 lbs. each)
 Standard weight 1750 lbs.
 Spec. basis Approved Type Certificate No. 515
 Serial Nos. 1600 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

Class I equipment:

101. Engine ring cowl 12 lbs.
102. Propeller - adj. metal
103. Sport type landing gear with 6.50-10 tires, Vee strut fairing and wheel streamlines

Class III equipment: (* Denotes net increase)

301. Battery and starter installation 50 lbs. (Reduce baggage accordingly)
302. Two extra reserve 10 gal. fuel tanks installed in wing 22 lbs.*
303. Propeller - wood Net decrease 12 lbs.

NOTE 1. Aircraft equipped with the old type aileron hinges without ball bearings also eligible with the hinges reamed out and 5/16 in. bolts installed instead of 1/4 in. bolts. All aircraft also eligible with short type spin strip on each wing extending from the horizontal point of tangency to a point 68 in. (measured parallel to spar) from the wing tip.

NOTE 2. Eligible for use in acrobatic stages of Civilian Pilot Training secondary course when operated in accordance with "Instructions for the operation of Fairchild 22C7E in the acrobatic stages of the Civilian Pilot Training Program Secondary Course" issued by Civilian Pilot Training.

FAIRCHILD 22 C7F, 2 POLM, ATC 517

Engine Warner Super Scarab 145 hp
 Fuel 30 gals. (One tank in fuselage)
 Oil 3 gals.
 No. pass. 1
 Baggage 65 lbs. (Pay load includes 2 parachutes 20 lbs. each)
 Standard weight 1750 lbs.
 Spec. basis Approved type Certificate No. 517
 Serial Nos. 1700 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

Class I equipment:

101. Engine ring cowl 12 lbs.
102. Propeller - wood
103. Tail skid
104. Sport type landing gear with 6.50-10 wheels, Vee strut fairing and wheel streamlines.

Class III equipment:

301. 8x4 tail wheel No change in weights.
302. Battery and starter 50 lbs. (Reduce baggage accordingly)
303. Propeller - adj. metal 31 lbs. (Reduce baggage accordingly)
304. Two reserve fuel tanks in wings - 10 gals. each 22 lbs.

NOTE 1. Aircraft equipped with the old type aileron hinges without ball bearings also eligible with the hinges reamed out and 5/16 in. bolts installed instead of 1/4 in. bolts.

FAIRCHILD 22 C7G, 2 PCLM, ATC 564

Engine Warner Super Scarab 145 hp
 Fuel 80 gals. (3 tanks at 20 gals.; 1 in each wing and 1 in fuselage) (See NOTE 1)
 Oil 3-3/4 gals.
 No. pass. 1
 Baggage 5 lbs. (Pay load includes 2 parachutes 20 lbs. each) (See NOTE 1)
 Standard weight 2100 lbs.
 Spec. basis Approved Type Certificate No. 564
 Serial Nos. 1800 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

Class I equipment:
 101. Engine ring cowl 14 lbs.
 102. Battery 27 lbs.
 103. Starter 19 lbs.
 104. Dual stick controls 4 lbs.
 105. 6.50-10 wheels
 106. 8 in. streamline tail wheel
 107. Propeller - wood
 108. Wheel streamlines 16 lbs.

Class III equipment: (* Denotes net increase)
 301. Propeller - adj. metal 33 lbs.*
 302. Landing lights 10 lbs.
 303. Generator 11 lbs.
 304. 19x9-3 tires Net decrease 14 lbs.
 305. Short type spin strip on each wing extending from the horizontal point of tangency to a point 68 in. (measured parallel to spar) from the wing tip.

NOTE 1. The 20 gal. fuel tank forward in fuselage may be replaced with baggage compartment with maximum capacity of 133 lbs. 13 lbs. net decrease for installation.

FAIRCHILD 24 C8, 2 PCLM, ATC 475

Engine American Cirrus Hi-Drive Mark III 95 hp
 Fuel 24 gals. (One 12 gal. tank in each wing)
 Oil 2-1/2 gals.
 No. pass. 1
 Baggage 11 lbs.
 Standard weight 1600 lbs.
 Spec. basis Approved Type Certificate No. 475
 Serial Nos. 2001 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

Class I equipment:
 101. 6.50-10 wheels and tires with brakes
 102. Propeller - wood
 Class III equipment: (* Denotes net increase)
 301. Fairchild shock absorber strut No. 3340 instead of Warner strut
 302. 19x9-3 wheels and tires Net decrease 11 lbs.
 303. Alternate stabilizer brace strut and modified tail wheel shock absorber
 304. 8x4 tail wheel (Goodyear)
 305. Sport type landing gear with
 (a) 6.50-10 tires 14 lbs.*
 (b) 19x9-3 tires No change in weight
 (See NOTE 1)

NOTE 1. Sport type landing gear has Vee strut fairing and wheel streamlines. Inspector should specify type installed.

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FAIRCHILD 24 CSA, 2 PCLM, ATC 497

Engine Warner Scarab 125 hp
 Fuel 30 gals. (One 15 gal. tank in each wing) (See item 307)
 Oil 3 gals.
 No. pass. 1
 Baggage 74 lbs.
 Standard weight 1850 lbs.
 Spec. basis Approved Type Certificate No. 497
 Serial Nos. 2500 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

Class I equipment:
 101. Engine ring cowl 11 lbs.
 102. Standard type landing gear with 6.50-10 wheels and tires and Fairchild shock strut No. 3340 (See NOTE 1)
 103. 10x3 tail wheel
 104. Propeller - wood
 Class III equipment: (* Denotes net increase)
 301. Propeller - adj. metal 11 lbs.*
 302. Standard type landing gear with
 (a) 19x9-3 tires Net decrease 11 lbs.
 (b) 20x9-4 tires No change in weight
 303. Sport type landing gear with
 (a) 6.50-10 tires 14 lbs.*
 (b) 19x9-3 tires No change in weight
 (c) 20x9-4 tires 14 lbs.*
 (See NOTE 1)
 304. 8x4 tail wheel (Goodyear) No change in weight
 305. Alternate stabilizer brace strut and modified tail wheel shock absorber
 306. Battery and starter 50 lbs.
 307. 40 gal. fuel capacity instead of 30 gal. capacity (One 20 gal. tank in each wing) 5 lbs.*
 308. Skis: Richards model Steel Ski

NOTE 1. Sport type landing gear has Vee strut fairing and wheel streamlines. Inspector should specify type installed.

FAIRCHILD 24 C8B, 2 PCLM, ATC 498

Engine Menasco C-4 125 hp
 Fuel 30 gals. (One 15 gal. tank in each wing)
 Oil 3 gals.
 No. pass. 1
 Baggage 80 lbs. (Pay load includes 2 parachutes 20 lbs. each)
 Standard weight 1800 lbs.
 Spec. basis Approved Type Certificate No. 498
 Serial Nos. 3000 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

Class I equipment:
 101. Standard type landing gear with 6.50-10 wheels and tires (See NOTE 1)
 102. 10x3 tail wheel
 103. Propeller - wood
 Class III equipment: (* Denotes net increase)
 301. 19x9-3 tires (on std. landing gear) Net decrease 11 lbs.
 302. Sport type landing gear with
 (a) 6.50-10 tires 14 lbs.*
 (b) 19x9-3 tires No change in weight
 (See NOTE 1)
 303. 8x4 tail wheel (Goodyear) No change in weight
 304. Alternate stabilizer brace strut and modified tail wheel shock absorber
 305. Propeller - fixed metal 19 lbs.*
 306. Skis: Richards model Steel Ski.

NOTE 1. Sport type landing gear has Vee strut fairing and wheel streamlines. Inspector should specify type installed.

FAIRCHILD 24 C8C & C8CS, 3 PCL-SM, ATC 535

I - SPECIFICATIONS PERTINENT TO BOTH MODELS:

Engine	Warner Super Scarab 145 hp
Fuel	40 gals. (One 20 gal. tank in each wing)
Oil	5 or 6 gals.
No. pass.	2
Spec. basis	Approved Type Certificate No. 535
Serial Nos.	2600 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date. (See Sections II and III below)

NOTE 1. Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook:

- (a) Canada - Landplane
Seaplane - maximum standard weight:
2280 lbs. (with L-2260 floats)
2425 lbs. (with 44-2425 floats)

(b) All other countries.

NOTE 2. Landplane serial Nos. 2600 to 2680 may have tail wheel shock absorber unit with spring or spring plus oleo. Serial Nos. 2661 and up must have spring plus oleo unit.

NOTE 3(a) Seaplane type must have auxiliary fin installed. The fitting at the forward attachment of the auxiliary fin must have two gussets (one on each side.) Inspector should denote on inspection report that required installation has been made.

(b) Landplane and seaplane type fuselages differ structurally. Seaplane type has several stronger members in fuselage in addition to rear front brace strut fittings. Manufacturer's affidavit of conformity should be obtained for conversion of landplane to seaplane.

II - MODEL 24 C8C - DESIGNATION 3 PCLM:

A. Serial Nos. 2661 and up without wing flaps:

Baggage	170 lbs. (See Class III equipment)
Standard weight	2400 lbs.
Class I equipment:	
101. Engine ring cowl	13½ lbs.
102. Wheel streamlines	16½ lbs.
103. Battery	27 lbs.
104. Starter	19 lbs.
106. Propeller - wood	29 lbs.
106. 6.50-10 wheels with brakes	
107. 8 in. streamline tail wheel	
Class III equipment: (* Denotes net increase)	
301. Propeller - adj. metal	33 lbs.*
302. Three 1½ minute flares (Reduce baggage accordingly)	20 lbs.
303. Engine shielding	12 lbs.
304. Radio (in instrument panel)	22 lbs.
305. Heater and ventilator	4 lbs.
306. Landing lights	9 lbs.
307. Generator	16 lbs.
308. Generator - wind-driven	10 lbs.
309. Straightaway compass	8 lbs.
310. Misc. instruments	8 lbs.
311. Aux. 20 gal. fuel tank replacing rear passenger seat	11 lbs.*
(Baggage may be increased 39 lbs.)	
312. Skis: Fairbanks MF-3	
B. Serial Nos. 2600 to 2660 without wing flaps:	
Baggage	23 lbs. (As 3-place) 193 lbs. (As 2-place (Must be reduced to 52 lbs. when radio and flares are installed in compartment))
Standard weight	2150 lbs.
Class I equipment:	
101. Engine ring cowl	13 lbs.
102. Battery	26 lbs.
103. Propeller - wood	29 lbs.
104. 8 in. streamline tail wheel	
106. 6.50-10 wheels with brakes	
106. Wheel streamlines	11 lbs.
107. Starter	19 lbs.
108. Baggage compt. (for 2-place) or extra seat (for 3-place)	11 lbs.

FAIRCHILD 24 C8C & C8CS (Continued)

Class III equipment: (* Denotes net increase)	
301. Propeller - adj. metal	33 lbs.*
302. Radio-in baggage compt. of 2-place	26 lbs.
303. Radio - in instrument board	18 lbs.
304. Shielding	16 lbs.
306. Flares	16 or 20 lbs.
306. Landing lights	12 lbs.
307. Generator	16 lbs.
308. Misc. extra instruments	12 lbs.
309. Battery (larger)	9 lbs.*
310. Heater and ventilator	6 lbs.
311. Aux. 20 gal. fuel tank replacing rear passenger seat	11 lbs.*
(Baggage may be increased 39 lbs.)	
312. Skis: Fairbanks MF-X	
C. Serial Nos. 2679 and up with wing flaps;	
Placard speed flaps extended 94 mph indicated.	
Baggage	100 lbs. (Carried on both sides of rear pass. seat) (Must be reduced to 80 lbs. when flares installed)
Standard weight	2400 lbs.
C.G. limits	17 in. and 23.5 in. aft of wing leading edge

Class I equipment: Same as for serials 2661 and up without flaps.

Class III equipment: Same as for serials 2661 and up without flaps.

III - MODEL 24 C8CS - DESIGNATION 3 PCSM:

A. Serial Nos. 2600 to 2660 without wing flaps:

Baggage	None
Standard weight	2390 lbs. (with L-2260 floats) 2431 lbs. (with 44-2425 floats)
Class I equipment:	
161. Engine ring cowl	13 lbs.
162. Battery	26 lbs.
163. Propeller - adj. metal	63 lbs.
164. Starter	19 lbs.
165. Aux. fin replacing tail wheel	
166. Floats (a) Edo L-2260 or (b) Edo 44-2425	
Class III equipment: (* Denotes net increase)	
351. Aux. 20 gal. fuel tank replacing rear pass. seat	11 lbs.*
(Baggage may be increased 39 lbs.)	
B. Serial Nos. 2661 and up with wing flaps:	
Baggage	46 lbs. (Carried on both sides of rear seat)
Standard weight	2550 lbs.
Class I equipment: Items 161 thru 165 and 166 (b).	
Class III equipment: Item 351 PLUS	
352. Heater and ventilator	4 lbs.
353. Generator	16 lbs.
354. Misc. instruments	5 lbs.
356. Landing lights	9 lbs.
356. Flares - three 1½ minute	20 lbs.
357. Bonding	8 lbs.
358. Oil radiator	10 lbs.

FAIRCHILD 24 C8D & C8DS, 3 PCL-SH, ATC 576

Y - SPECIFICATIONS PERTINENT TO BOTH MODELS:

Engine	Ranger 6-390-B	
Placard limits	Maximum, except take-off	
	-- in.Hg., 2250 rpm (145 hp)	
	Take-off (one minute)	
	-- in. Hg., 2250 rpm (145 hp)	
Fuel	40 gals. (One 20 gal. tank in each wing)	
Oil	5 gals.	
No. pass.	2	
Spec. basis	Approved Type Certificate No. 576	
Serial Nos.	3001 and up mfrd. prior to 9-30-39	
	eligible. Approval expired as of that date.	

EQUIPMENT: (Datum is wing leading edge) (* Denotes net increase)

Class I:

A. Landplane

101. Starter (Direct electric)	19 lbs.
102. Battery (Exide 678-7-1)	28 lbs.
(In engine compt.)	
103. 6.50-10 wheels with brakes (Warner)	
104. Wheel streamlines	16 lbs.
105. 8 in. streamline tail wheel (Goodyear)	
106. Propeller - wood	53 lbs.
B. Seaplane: Items 101, 102 and 106 PLUS	
151. Edo 44-2425 floats and bracing;	
auxiliary fin replacing tail wheel	287 lbs.*
152. Wing flap installation	

Class II:

A. Landplane

200. Misc. items as noted in approved weight and balance report.	
201. Propeller - adj. metal	50 lbs.*
202. Flares - three 1½ minute	20 lbs.
203. Engine shielding	12 lbs.
B. Seaplane: Items 200 thru 203 PLUS	
251. Radio (instrument panel)	22 lbs.

Class III:

A. Landplane

301. Same as item 251 for seaplane	
302. Landing lights	9 lbs.
303. Heater and ventilator	4 lbs.
304. Generator and control box (Eclipse)	20 lbs.
305. Generator - wind driven	10 lbs.

B. Seaplane: Items 302 thru 305 PLUS

351. Battery (Exide 678-13-1)	10 lbs.*
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NOTE 1. Model C8D also approved with wing flap installation (72 lbs.*) with the following:

Placard speed	Flaps extended 94 mph Ind.
Baggage	91 lbs.
C.G. limits	(+17.0) and (+22.5)

NOTE 2. (a) Seaplane type must have auxiliary fin installed. The fitting at the forward attachment of the auxiliary fin must have two gussets (one on each side.) Inspector should note on inspection report that installation has been made.

(b) Landplane and seaplane type fuselages differ structurally. Seaplane type has several stronger members in fuselage in addition to rear front brace strut fittings. Manufacturer's affidavit of conformity required for conversion from landplane to seaplane type.

II - MODEL C8D DESIGNATION 3 PCLM (See NOTE 1)

Baggage	165 lbs.
Standard weight	2400 lbs.
C.G. limits	(+18.0) and (+22.6)

III - MODEL C8DS DESIGNATION 3 PCRM

Placard speed	Flaps extended 94 mph Ind.
Baggage	46 lbs.
Standard weight	2550 lbs.
C.G. limits	(+19.5) and (+24.5)

FAIRCHILD 24 C8E & C8ES, 3 PCL-SH, ATC 600

Y - SPECIFICATIONS PERTINENT TO BOTH MODELS:

Engine	Warner Super Scarab Series 40, 50, or 50A	
Placard limits	Maximum, except take-off	
	-- in.Hg., 2050 rpm (145 hp)	
	Take-off (one minute)	
	-- in.Hg., 2050 rpm (145 hp)	
Placard speed	Flaps extended 94 mph Ind.	
Fuel	40 gals. (One 20 gal. tank in each wing) (+26) (See item 307)	
Oil	5 gals.	
No. pass.	2 (Front +26, rear +53) (See item 307)	
Spec. basis	Approved Type Certificate No. 600	
Serial Nos.	2800 and up mfrd. prior to 9-30-39	
	eligible. Approval expired as of that date.	

EQUIPMENT: (Datum is wing leading edge) (* Means net increase)

Class I:

A. Landplane

101. Engine ring cowl	24 lbs.
102. Battery - in engine compt.	28 lbs.
(Exide 6-78-7-1 or Reading 6-ARL-9)	
103. Starter (Eclipse Y-150)	18 lbs.
104. 6.50-10 wheels	
105. 8 in. streamline tail wheel	
106. Propeller - wood	27 lbs. (-48)
107. Oil radiator (Serial Nos. 2820 and up)	

B. Seaplane: Items 101, 102, 103, 106, 107, PLUS

151. Edo 44-2425 floats with water rudder	
152. Seaplane type fin underneath fuselage	

Class II:

200. Misc. items as noted in approved weight and balance report.	
201. Flares - three 1½ minute	20 lbs. (+48)
202. Radio equipment	

(a) 22 lbs. installed at approximate location of instrument board (+6)

(b) Additional (or other) equipment with C.G. approx. same as baggage (+42)

Approved installations by mfr. are as follows:

RCA AVR-7 Series	22 lbs. (+6) or (+42)
Western Electric 17A	22 lbs.
(11 lb. receiver at +6)	
(11 lb. dynamotor at +42)	
RCA AVR-8 compass	58 lbs.
(50 lb. receiver unit at +42 with rear seat moved to right)	
Fairchild-Krausl Type RC-3 compass	70 lbs. (+42)

203. Engine metalizing and corrosion proofing	33 lbs.
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Class III:

301. Landing lights	
(a) Two (Adams Westlake Type A-6 or Grimes ST-250)	9 lbs. (+4)
(b) One in fuselage	5 lbs. (0)
302. Generator and control box	
(a) (Leece Neville 3CG-3)	20 lbs. (-18)
(b) (Bosch LE70/12 B-6)	12 lbs. (-18)
(c) Wind driven	10 lbs. (-10)
303. Shielding	4 lbs. (-36)
304. Wheel streamlines	16 lbs. (+3)
(On std. type cantilever gear)	
305. Sport type landing gear with wheel streamlines and Vee strut Dwg. No. 43117 (replacing std. cantilever type landing gear) Net decrease 8 lbs.	
306. Propeller - adj. metal (Ham. Std. hub 7056, blades 19D-6)	33 lbs.*
(Landplane only)	

FAIRCHILD 24 CSE & CSES (Continued)

307. Aux. 20 gal. fuel tank replacing rear passenger seat (Allowable baggage may be increased 39 lbs. with this installation)	11 lbs.*
308. Cabin heater and ventilator	7 lbs. (-6)
309. Oil radiator (For serial Nos. below 2820)	11 lbs.
310. Parachutes replacing cushions - front seats only	18 lbs. ea. (+26)
311. Bonding	5 lbs. (+22)
312. Pressure fire extinguisher	18 lbs. (-11)

NOTE 1. Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook; (9-30-39)

(a) Canada - Landplane

Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation when special landing gear per Dwg. 43143 is installed.

Seaplane.

(b) All other countries except Australia.

II - MODEL CSE DESIGNATION 3 PCLM:

Baggage	100 lbs. (Carried on both sides of rear passenger seat) (+42) (See Item 307)
Standard weight	2400 lbs.
C.G. limits	(+18.0) and (+24.4)

III - MODEL CSES DESIGNATION 3 PCSM:

Baggage	135 lbs. (Carried on both sides of rear passenger seat) (+42) (includes anchor and rope 15 lbs.) (See Item 307)
Standard weight	2550 lbs.
C.G. limits	(+19.5) and (+26.6)

FAIRCHILD 24 C8P (Army UC-61J) & C8PS, 3 PCL-SM, ATC 61C

Y - SPECIFICATIONS PERTINENT TO BOTH MODELS:

Engine	Ranger 6-390D or 6-390D3
Placard limits	For all operations, 6-390D 2250 rpm (145 hp) 6-390D3 2350 rpm (150 hp)
Placard speed	Flaps extended 94 mph True Ind.
Fuel	40 gals. (One 20 gal. tank in each wing) (+26) (See Item 307)
Oil	3 gals.
No. pass.	2 (Front +26, rear +53) (See item 307)
Serial Nos.	3100 and up mfd. prior to 9-30-39 and all AAF Nos. eligible. Approval expired as of 9-30-39.

EQUIPMENT: (Datum is wing leading edge) (+Denotes net increase)

Class I:

A. Landplane

101. Generator (Elec. Spec. NAL) and outout	16 lbs. (+9)
102. Battery - in engine compt. (Exide 6-TS-7-1)	26 lbs.
103. Starter (Eclipse Y-150)	18 lbs.
104. 6.50-10 wheels (Warner 3270)	
105. 8 in. streamline tail wheel	
106. Oil cooler (Harrison)	8 lbs.
107. Propeller - wood (fixed pitch)	32 lbs. (-58)

B. Seaplane: Item 101, 102, 103, 106, 107 PLUS

151. Edo 44-2425 floats with water rudder	333 lbs.
152. Seaplane type fin underneath fuselage	5 lbs.

Class II:

200. Misc. items as noted in approved weight and balance report.	
201. Flares - three 1½ minute	20 lbs. (+48)

FAIRCHILD 24 C8P * C8PS (Continued)

202. Radio equipment:	
(a) 22 lbs. installed at approximate location of instrument board (+8)	
(b) Additional (or other) equipment with C.G. approx. same as baggage	(+42)
Approved installations by manufacturer are as follows:	
RCA AVR-7 Series	22 lbs. (+6) or (+42)
Western Electric 17A	22 lbs.
(11 lb. receiver at +6)	
(11 lbs. dynamotor at +42)	
RCA AVR-8 compass	58 lbs.
(30 lb. receiver unit at +42 with rear seat moved to right)	
Fairchild-Kreusl Type RC-3 compass	70 lbs. (+42)

203. Engine metalizing and corrosion proofing Maximum 30 lbs. (+41)

204. Pressure fire extinguisher (Lux) 18 lbs. (+42)

205. (Deleted - April 10, 1946)
Class III:

301. Landing lights	
(a) Two (Adams Westlake A-6 or Grimes ST-260) in wing	9 lbs. (+4)
(b) One in fuselage	5 lbs. (0)
302. Shielding	8 lbs. (-35)
303. Cabin heater and ventilator	6 lbs. (-6)
304. Wheel streamlines (On standard cantilever gear)	16 lbs. (+3)

305. Sport type landing gear with wheel streamlines and Vee strut Dwg. No. 43117 (replacing standard cantilever type landing gear) Net decrease 8 lbs.

306. Aux. 20 gal. fuel tank replacing rear passenger seat 11 lbs. (+42) (Allowable baggage may be increased 39 lbs. when this item is installed)

307. Parachutes replacing cushions - front seats only 18 lbs. ea. (+26)

308. Bonding 5 lbs. (+22)

NOTE 1. Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook; (9-30-39)

(a) Canada - Landplane

Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation when special landing gear per Dwg. 43143 is installed.
- Seaplane - not eligible

(b) All other countries except Australia.

II - MODEL C8P (Army UC-61J) DESIGNATION 3 PCLM:

Propeller	Max. permissible diameter 109 in.
Baggage	50 lbs. (Carried on both sides of rear passenger seat) (+42) (See Item 306)

Standard weight 2400 lbs.
C.G. limits (+16.5) and (+22.5)

III - MODEL C8PS DESIGNATION 3 PCSM:

Propeller	Max. permissible diameter 114 in.
Baggage	27 lbs. (Carried on both sides of rear passenger seat) (+42) (includes anchor and rope 15 lbs. when carried) (See Item 306)

Standard weight 2550 lbs.
C.G. limits (+19.2) and (+23.6)

FAIRCHILD 24G (Army UC-61H) & 24GS, 3 or 4 PCL-EM, ATC 633
Y- SPECIFICATIONS PERTINENT TO BOTH MODELS:

Engine	Warner Super Scarab Series 40, 50 or 50A
Placard limits	For all operations, 2050 rpm (145 hp).
Placard speeds	Level flight or climb 138 mph True Ind. Glide or dive 165 mph True Ind. Flaps extended 94 mph True Ind. (When Item 219 is installed)
Fuel	40 gals. Two tanks - 20 gals. in each wing (+24) (See also Item 202)
Oil	3 gals. (-16)
No. pass.	2 (Front +26, rear +54) (See also Items 202 and 218)
Baggage	170 lbs. (See NOTE 1)
Spec. basis	Approved Type Certificate No. 633
Serial Nos.	2900 and up mfd. prior to 1-24-41 and all AAF Nos. eligible. Approval expired as of 1-24-41.

EQUIPMENT: (Datum is wing leading edge) (*Means net increase)

Class I:	
A. Landplane	
101. Starter (Eclipse Y-150)	18 lbs. (-21)
102. Battery - in engine compt. (Reading 6-ARL-1 or Exide 6TS-7-1)	29 lbs. (-16)
103. 6.50-10 wheels (Warner 3270) and tires	55 lbs. (+2)
104. 8 in. streamline tail wheel with Heavy Duty tire	(+209)
105. Engine ring cowl	28 lbs. (-34)
106. Hub streamlines	4 lbs. (+2)
107. Propeller - wood (fixed pitch)	31 lbs. (-49)
B. Seaplane: Items 101, 102, 106, 107 PLUS	
151. Sdo 44-2425 floats with water rudders	
152. Seaplane fin	4 lbs. (+196)
Class II:	
200. Misc. items as noted in approved weight and balance report	
201. Parachute front seats (a) (Irvin) 35 lbs. (+34) (b) (Switlik) 30 lbs.	
202. Extra 20 gal. fuel tank (replacing rear seat)	11 lbs. (+46)
203. Flares - three 1-1/2 minute	20 lbs. (+56)
204. Bonding	4 lbs. (+50)
205. (a) Metalizing and corrosion proofing 12 lbs. (+42) (b) Corrosion proofing 8 lbs. (+42)	
206. Radio equipment	
(a) Receiver (RCA AVR-7 Series) (Chassis at side of or under rear seat)	25 lbs. (+46)
(b) Receiver (W.E. 17-A) (Chassis at instrument panel - power supply at side of or under rear seat)	26 lbs. (+30)
(c) Receiver (RCA AVR-10 Series) (Chassis at instrument panel - power supply at +14)	11 lbs. (+11)
(d) Transmitter (RCA AVT-7 Series) (Chassis at side of or under rear seat - power supply aft of seat)	33 lbs. (+67)
(e) Compass (Fairchild RC-3) (Chassis forward of rear seat - power supply at side of or under rear seat)	65 lbs. (+41)
(f) Compass (RCA AVR-8) (Chassis at side of or under rear seat)	58 lbs. (+43)
(g) Transmitter - remote control (Lear T-3) (Dwg. 41665)	
(h) Mast (receiving) antenna (Dwg. 41660)	
(i) Trailing antenna (Dwg. 41679)	

FAIRCHILD 24 G & 24GS (Continued)

207. Engine shielding	6 lbs. (-35)
208. Pressure fire extinguisher	20 lbs. (-11)
209. Seaplane fittings	Neglect weight increase
210. Generators	
(a) (Leece-Neville 3CG-3) - with control box	20 lbs. (-18)
(b) (Bosch LE70/12 B-5) - with control box	12 lbs. (-18)
(c) Wind-driven (Air Assoc. SK-880)	10 lbs. (-10)
(d) Wind-driven (Air Assoc. 41475)	8 lbs. (+9)
211. Wheel streamlines	12 lbs. (+3)
212. Propellers	
(a) Fixed pitch metal (Curtiss)	19 lbs. (-49)
(b) Adj. metal (Ham. Std., hub 7056H, blade 19B ₂ -16)	36 lbs. (-49)
213. Landing lights	
(a) One or two (Grimes ST-250)	4.5 lbs. ea. (+16)
(b) Two (Adams-Westlake A-6)	9 lbs. (+2)
214. Cabin heater	6 lbs. (-6)
215. Cabin ventilator	3 lbs. (-13)
216. Dual brake controls	5 lbs. (-7)
217. Quick release door hinges	1 lb. (+10)
218. Rear bench seat with safety belts for extra passenger (See NOTE 1)	4 lbs. (+68)
219. Flaps and controls	39 lbs. (+61)
220. Special upholstery	
221. Special paint	(+48)
222. Oil cooler (Harrison)	11 lbs. (-21)
223. 7.50-10 tires	
224. Wheel fenders (Dwg. 43194)	
225. Baggage platform over radio (Dwg. 41672) (replaces rear seat(s))	
226. Accessories compartment - left side - replaces rear seat(s) (Dwgs. 41626 and 41627 when equipped with Item 202 or Dwgs. 41676 and 41626 with standard fuel capacity)	

Class III: None

NOTE 1. Baggage in 3-place type carried each side rear seat (+42); in 4-place type under rear bench seat (+54).

NOTE 2. Eligible for export as follows subject to inspection for equipment specified in Chapter XIII of Inspection Handbook: (1-24-41)

- (a) Canada - Landplane and Seaplane
Skiplane - not eligible
- (b) Australia - Landplane only.
- (c) All other countries.

II - MODEL 24G (Army UC-61H) DESIGNATION 3 PCLM
(See also Item 218):

Propeller Max. permissible diameter 92 in.
Standard weight 2400 lbs.
C.G. Limits (+16.6) and (+25.9)

III - MODEL 24GS DESIGNATION 3 PCSM (See also Item 218)

Propeller Max. permissible diameter 100 in.
Standard weight 2550 lbs.
C.G. Limits (+18.3) and +26.8)

FAIRCHILD 24H & 24HS, 3 PCL-SM, ATC 632

Revised November 14, 1945

I - SPECIFICATIONS PERTINENT TO BOTH MODELS:

Engine Ranger 6-390D3
 Placard limits For all operations, 2350 rpm (150 hp)
 Placard speeds Level flight or climb 138 mph True Ind.
 Glide or dive 165 mph True Ind.
 Flaps extended 94 mph True Ind.
 Fuel 40 gals. (Two tanks, 20 gals. in each wing)(+24)
 Oil 3 gals. (-19)
 No. pass. 2 (Front +26, rear +46)
 Baggage 76 lbs. (Baggage carried on both sides of rear passenger seat)(+42)
 Spec. basis Approved Type Certificate No. 632
 Serial Nos. 3200 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

EQUIPMENT: (Datum is wing leading edge)(* Means net increase)

Class I.

A. Landplane

101. Generator (Elec. Spec. NAL) and cutout 17 lbs. (-12)
 102. Battery (Reading 6-ARL-1) in engine compartment 29 lbs. (-19)
 103. Starter (Eclipse Y-150) 18 lbs. (-13)
 104. 6.50-10 wheels (Warner 3270) and tires 55 lbs. (+2)
 105. 8 in. streamline tail wheel with 6 ply heavy duty tire. (+209)
 106. Oil cooler (Harrison) 11 lbs. (-27)
 107. Wheel streamlines 16 lbs. (+3)
 108. Wood propeller (fixed pitch) 31 lbs. (-60)
 109. Flaps and controls 39 lbs. (+61)
 B. Seaplane - Items 101, 102, 103, 106, 108 and 109 PLUS
 151. Edo model 44-2425 floats with water rudders
 152. Seaplane fin 4 lbs. (+196)

Class II.

A. Landplane

200. Misc. items as noted in approved weight and balance report.
 201. Parachute front seats;
 (a) (Irvin) 35 lbs. (+34)
 (b) (Switlik) 30 lbs. (+34)
 202. Flares (three 1½ min.) 20 lbs. (+56)
 203. Metalizing and corrosion proofing 12 lbs. (+42)
 204. Corrosion proofing 8 lbs. (+42)
 205. Radio equipment
 (a) Receiver (RCA AVR-7 series) 25 lbs. (+46)
 (Chassis at side of or under rear seat)
 (b) Receiver (W.E. 17A) 26 lbs. (+30)
 (Chassis at instrument panel - power supply at side of or under rear seat)
 (c) Receiver (RCA AVR-10 Series) 11 lbs. (+11)
 (Chassis at instrument panel - power supply at +14)
 (d) Transmitter (RCA AVT-7 Series) 33 lbs. (+67)
 (Chassis at side of or under rear seat - power supply aft of seat)
 (e) Compass (Fairchild RC-3) 65 lbs. (+41)
 (Chassis forward of rear seat - power supply at side of or under seat)
 (f) Compass (RCA AVR-8) 58 lbs. (+43)
 (Chassis at side of or under rear seat)
 206. Pressure fire extinguisher 18 lbs. (+42)
 B. Seaplane - Items 200, 201 to 206, incl., PLUS 304, 305, 306 and 311

FAIRCHILD 24H & 24HS (Continued)

Class III.

A. Landplane

301. Extra 20 gal. fuel tank (replacing rear seat) 11 lbs. (+46)
 (Allowable baggage may be increased 40 lbs.)
 302. Hub streamlines Net decrease 12 lbs.
 303. Seaplane fittings Neglect weight change
 304. Generators
 (a) Wind-driven (Air Associates SK-880) 10 lbs. (-10)
 (b) Wind-driven (Air Associates 41475) 8 lbs. (+9)
 305. Propeller-Fixed pitch metal (Curtiss) 15 lbs. (-60)
 306. Engine shielding
 307. Landing lights;
 (a) One or two (Grimes ST-250) 4½ lbs. ea. (+16)
 (b) Two (Adams-Westlake A-6) 9 lbs. (+2)
 308. Cabin heater 4 lbs. (-21)
 309. Cabin ventilator
 310. Dual brake controls 5 lbs. (-7)
 311. Extra instruments 23 lbs.
 312. Quick release door hinges 1 lb. (+10)
 313. Engine
 (a) Ranger 6-410-BIA No weight change
 Limits - For all operations, 2450 rpm (165 hp)
 B. Seaplane - Items 301, 303, 307, 308, 309, 312 and 313
 NOTE 1. Seaplanes must have a stabilizer setting of -2°, and an up elevator travel of 25° or less.
 NOTE 2. Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook; (9-30-39)
 (a) Canada - Landplane and Seaplane
 Skiplane - Not eligible
 (b) Australia - Landplane only
 (c) All other countries.

II - MODEL 24H DESIGNATION 3 PCLM;

Propeller Maximum permissible diameter 107 in.
 Standard weight 2400 lbs.
 C.G. limits (+17.1) and (+22.6)
 III - MODEL 24HS DESIGNATION 3 PCSM (See NOTE 1):
 Propeller Maximum permissible diameter 112 in.
 Standard weight 2550 lbs.
 C.G. limits (+19.2) and (+23.8)

FAIRCHILD 24K (Army UC-61E) & 24KS, 4 PCL-SM, TC 667

I - SPECIFICATIONS PERTINENT TO BOTH MODELS:	
Engine	Ranger 6-410-B1, -B1A, -B2, -B2A, -B2B, or -B3
Placard limits	For all operations, 2450 rpm (165 hp)
Placard speeds	Level flight or climb 137 mph True Ind. Glide or dive 186 mph True Ind. Flaps extended 94 mph True Ind.
Fuel capacity	40 gals. (Two tanks, 20 gals. in each wing) (+24)
Oil capacity	3 gals. (-22)
No. pass.	3 (Front +20, rear +50)
Baggage	170 lbs. (140 lbs. aft of cabin, 30 lbs. under rear seat)
Certification basis	Type Certificate No. 667
Serial Nos.	3300 and up mfd. prior to 4-27-43 and all AAF Nos. eligible. Approval expired as of 4-27-43.

EQUIPMENT: (Datum is wing leading edge) (means net increase)

Class I.

A. Landplane

101. Generator (Elec. Spec. NA-1) and cutout	17 lbs. (-15)
102. Battery (Exide 6-TS-7-1)	25 lbs. (-26)
103. Starter (Eclipse Y-150)	18 lbs. (-16)
104. 6.50-10 wheels (Warner 3270) and tires	55 lbs. (-1)
105. 8 in. streamline tail wheel with heavy duty 6-ply tire (Wheel must be placarded for this size tire)	(+208)
106. Oil cooler (Harrison No. 3074410)	11 lbs. (-23)
107. Hub streamlines	7 lbs. (0)
108. Propeller -wood (fixed pitch)	28 lbs. (-63)

B. Seaplane: Items 101, 102, 103, 106, 108, 207 PLUS

151. Edo 45-2880 floats with water rudders	369 lbs.
152. Seaplane fin	5 lbs. (+197)

Class II.

Landplane and seaplane

200. Miscellaneous items as noted in approved weight and balance report.	
201. Parachute front seats (a) (Irvin)	35 lbs. (+28)
(b) (Switlik)	30 lbs. (+28)
202. Flares (Three 1-1/2 minute)	20 lbs. (+46)
203. Metalizing and corrosion proofing	12 lbs. (+39)
204. Corrosion proofing	8 lbs. (+39)
205. Radio equipment	
(a) Receiver (RCA AVR-7 Series) (Chassis under pilot seat)	34 or 35 lbs. (+18) or (+51)
(b) Receiver (RCA AVR-10 Series) (Chassis at instrument panel)	11 lbs. (+9)
(c) Lear R-3 receiver and Lear T-30 transmitter (receiver and transmitter at instrument panel, power unit under front seat)	30 lbs. (+10)
(d) Receiver (Western Electric 17A)	26 lbs. (+10)
(e) Compass (Fairchild RC-4)	62 lbs. (+48)
(f) Compass (RCA AVR-8D)	61 lbs. (+52)
(g) Radio Compass (RCA AVR-8E)	68 lbs. (+50)
(h) Trailing antenna (Aero. Radio)	9 lbs. (+106)
206. Pressure fire extinguisher (Lux No. 5)	16 lbs. (+44)
207. Seaplane fittings	Neglect weight increase
208. Generators	
(a) Wind-driven (Air Associates GE-20)	Net decrease 9 lbs. (+6)
209. (a) Wheel streamlines	12 lbs. (+1)
(b) Wheel fenders	4 lbs. (+1)
210. Propeller - fixed pitch metal (Curtiss)	19 lbs. (-63)
211. Engine shielding	5 lbs. (-29)
212. Landing lights	
(a) One or two (Grimes ST-250)	4 1/2 lbs. ea. (+16)
(b) Two (Adams-Westlake A-6)	9 lbs. (+2)
213. Cabin heater	4 lbs. (-24)
214. Cabin ventilator	2 lbs. (-8)

FAIRCHILD 24A & 24KS (Continued)

215. Dual brake controls	5 lbs.* (-10)
216. Miscellaneous extra instruments	
217. Quick release door hinges	1 lb. (+7)
218. Special cabin trim	4 lbs.* (+37)
219. Special exterior finish	8 lbs.* (+45)
220. Flaps and controls	39 lbs.* (+50)
221. Steerable tail wheel installation	2 lbs.* (+197)
222. Battery (a) (Exide 6-TS-13-1)	11 lbs.* (-26)
223. 7.50-10 4-ply tires and tubes	6 lbs.* (-1)
224. Two wing fuel tanks, 30 gals. ea. (replacing standard tanks)	17 lbs.* (+24)
225. Skis:	
(a) Pollack P-3	
(b) Grab and Smith GS-5	

Class III. None

NOTE 1. Inasmuch as the lower longerons, between stations 2 and 2-3/4, of serial numbers 3300 and 3301 incorporate special (over-strength) tubing, the manufacturer must be contacted before these members are repaired or replaced.

NOTE 2. Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (4-27-43)

(a) Canada - Landplane and seaplane

Skiplane - not eligible. However, structure complies with Canadian ski gear requirements with maximum ski height of 9.25 in. and with an overhang on the axle not exceeding that when wheels are installed.

(b) Australia - Landplane

(c) All other countries except New Zealand.

II - MODEL 24K (UC-61E) DESIGNATION 4 PCLM

Propeller	Maximum permissible dia. 107 in.
Standard weight	2550 lbs.
C.G. limits	(+16.4) and (+24.6)

III - MODEL 24KS DESIGNATION 4 PCSM

Propeller	Maximum permissible dia. 106 in.
Standard weight	2750 lbs.
C.G. limits	(+16.8) and (+23.5)

22573

FAIRCHILD KR-31, 3 POLE, ATC 19

Engine Curtiss OX5 90 hp or OX16 102 hp
 Propeller Wood
 Fuel 33 gals.
 Oil 3-1/2 gals.
 No. pass. 2
 Baggage 30 lbs.
 Standard weight 2000 lbs.
 Spec. basis Approved Type Certificate No. 19
 Serial Nos. 1 to 362 eligible

FAIRCHILD KR-31A, 1 POLE, 2-510

Engine Kinner K-5 100 hp
 Propeller Wood
 Fuel 16 gals. (1 tank in fuselage)
 Oil 2-3/4 gals.
 No. pass. None
 Baggage None
 Standard weight 1341 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 148 only eligible
 Class I equipment: 26x4 wheels, tail skid, booster magneto 7 lbs.

FAIRCHILD KR-31B, 2 POLE, 2-534

Engine Kinner K-5 100 hp
 Placard limits Maximum, except take-off
 -- in. Hg., 1810 rpm (100 hp)
 Take-off (one minute)
 -- in. Hg., 1810 rpm (100 hp)
 Propeller Wood
 Fuel 25 gals. (One 10 gal. tank and one 15 gal. tank)
 Oil 5 gals.
 No. pass. 1
 Baggage 20 lbs.
 Standard weight 1729 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 213 only eligible
 Class I equipment:
 101. Battery (Reading) & box (fwd. of firewall) 10 lbs.
 102. 26x4 wheels
 103. Tail skid

FAIRCHILD KR-34A, 3 POLE, ATC 208

Engine Curtiss Challenger R600 185 hp
 Fuel 53 gals.
 Oil 6 gals.
 No. pass. 2
 Baggage 35 lbs.
 Standard weight 2363 lbs.
 Spec. basis Approved Type Certificate No. 208
 Serial Nos. 356 to 364 eligible

FAIRCHILD KR-34B, 3 POLE, 2-505

Engine Continental A-70-2 165 hp
 Fuel 54 gals. (1 in fuselage)
 Oil 4 gals.
 No. pass. 2
 Baggage None
 Standard weight 2401 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 180 only eligible.
 Class I equipment:
 101. Landing lights 21 lbs.
 102. Battery (Fwd. of firewall) 34 lbs.
 103. Starter 25 lbs.
 104. 8.50-10 wheels
 105. Tail wheel
 106. Leading edge of all wings and center section covered with plywood 12 lbs.
 107. Propeller - adj. metal
 Class II and III equipment: None

FAIRCHILD KR-34C, 3 POLE, ATC 162

SERIAL NOS. 1, 260, 262, 264, 266, 271 to 431

CONSTRUCTED BY FAIRCHILD:

Engine Wright R-540 175 hp
 Fuel 44 gals.
 Oil 4 gals.
 No. pass. 2
 Baggage 40 lbs.
 Standard weight 2368 lbs.

SERIAL NOS. 271 to 431 CONSTRUCTED UNDER**KREIDER-REISNER MODEL C-4-C SPECIFICATIONS:**

Engine Wright R-540 175 hp
 Fuel 52 gals.
 Oil 5 gals.
 No. pass. 2
 Baggage 40 lbs.
 Standard weight 2342 lbs.

FAIRCHILD KR-34D, 3 POLE, ATC 376

Engine Comet 7-E 165 hp
 Fuel 45 gals.
 Oil 3-1/2 gals.
 No. pass. 2

Baggage 49 lbs.
 Standard weight 2370 lbs.

Spec. basis Approved Type Certificate No. 376

Serial Nos. 803 eligible (See NOTE 1)

NOTE 1. Serial Nos. 804 to 812 (covered by 2-250) eligible provided mfr's affidavit of conformity submitted. Serial No. 263 (formerly model KR-34-B) eligible without reduction in stagger and outout in center section.

FAIRCHILD KR-34D, 3 POLE, 2-250

Engine Comet 7-E 165 hp
 Fuel 45 gals.
 Oil 3-1/2 gals.
 No. pass. 2
 Baggage 40 lbs.
 Standard weight 2344 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 804 to 812 eligible

FAIRCHILD 42, 4 PCLM, ATC 242

Engine Wright R-975 330 hp
 Propeller Adj. metal
 Fuel 105 gals.
 Oil 8 gals.
 No. pass. 3
 Baggage 200 lbs.
 Standard weight 4300 lbs.
 Spec. basis Approved Type Certificate No. 242
 Serial Nos. 1, 2, 4 to 8 eligible
 Class III equipment: Toilet equipment; Skis; Washington Aircraft model 4600 or 5600

FAIRCHILD 42 SPECIAL, 2-205, 6 PCLM

Engine Wright R-975 330 hp
 Fuel 103 gals.
 Oil 8 gals.
 No. pass. 4
 Baggage 90 lbs.
 Standard weight 4300 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 3 only eligible

FAIRCHILD F-45, 5 PCLM, TC 603

Engine Wright R780E-2
 Placard limits Maximum, except take-off -- in. Hg.,
 2200 rpm (320 hp)
 Take-off (one minute) -- in. Hg.,
 2400 rpm (350 hp)
 Placard speeds Level flight or climb 171 mph True Ind.
 Glide or dive 215 mph True Ind.
 Flaps extended 90 mph True Ind.
 Fuel 90 gals. (Two tanks at 45 gals. each in
 wings) (+37)
 Oil 6 gals. (-12)
 No. pass. 4
 Baggage 96 lbs. (50 lbs. in rear compt. (+97)
 and 46 lbs. in center section (+37)
 (See item 301)
 Standard weight 4000 lbs.
 C.G. limits (+26.6) and (+35.7)
 Spec. basis Type Certificate No. 603 (Aero.
 Bulletin 7A requirements)
 Serial Nos. 4001 and up eligible per NOTE A
EQUIPMENT: (Datum is wing leading edge at fuselage)
 (* Means net increase)

Class I:

- 101. Starter (Eclipse elec. F-141) 25 lbs.
- 102. Generator (-24) and control
 box (-17) (Leese-Meville 3CG-4) 21 lbs.
- 103. Battery (Exide 6-TS-1S-1) 37 lbs. (-16)
- 104. Extra instruments (includes
 manifold pressure gauge) 7 lbs.
- 105. 8.50-10 wheels (Hayes 850-A) (+17)
- 106. 10.5 in. streamline tail wheel (+269)
- 107. Engine ring cowl
- 108. Heater and ventilator
- 109. Landing gear position indicator
 and warning horn
- 110. Propeller - controllable metal
 (Ham. Std. hub 2B20, blades
 6109A-12) 103 lbs. (-56.6)

Class II:

- 200. Miscellaneous items as noted in approved weight and
 balance report.
- 201. Battery and box (-25)
 (a) (Exide 6-TX-19-1) 30 lbs.*
 (b) (Reading 6-AR-11) 13 lbs.*
- 202. Generator (Eclipse D-2) (-24)
 and control box (Eclipse CB-67-D)
 (-11) 5 lbs.*
- 203. Radio equipment
 (a) Receiver (RCA AVR-7 Series) 17 lbs. (+106)
 (b) Transmitter (RCA AVT-7 Series) 15 lbs. (+106)
 (c) Compass (Kreusi RC-3) 90 lbs. (+92)
 (d) Compass (RCA AVR-8A) 71 lbs. (+93)
 (e) Transmitter (RCA AVR-12A) 71 lbs. (+89)

Class III:

- 301. Fuel tanks - one or two extra
 30 gal. in center section replac-
 ing baggage compt. 21 lbs.*ea. (+35)
- 302. Oil tanks
 (a) 7-1/2 gal. No change in weight
 (b) 9-1/2 gal. 2 lbs.* (-15)
- 303. Retractable landing lights
 (Grimes) 9 lbs.* (+39)
- 304. Flares - four 1-1/2 minute 25 lbs. (+99)
- 305. Radio equipment
 (a) Dynamotor 43 lbs. (+77)
 (b) Wiring, bonding, shielding,
 antennas, controls and con-
 ducts 30 lbs. (+4)
- 306. (a) Instrument panels and sup-
 ports 5 lbs. (+5)
 (b) Access door and frame 5 lbs. (+89)
- 307. Special instruments 27 lbs.
- 308. Pressure fire extinguisher
 (Lux No. 6) 21 lbs. (-13)

FAIRCHILD F-45 (Continued)

NOTE A. Each aircraft manufactured after February 27, 1942,
 must, prior to original certification, satisfactorily
 pass:
 (a) An inspection for workmanship, materials and conform-
 ity before any covering, metal priming or final
 finish is applied. All woodwork may be varnished.
 (b) A final inspection of the completed aircraft.
 (c) A check of flight characteristics.
 NOTE 1. Eligible for export to all countries except Great
 Britain, Canada, Australia and New Zealand. (Feb. 27, 1942)

FAIRCHILD 51, 5 PCLM, 2-86

Engine Wright R-975 330 hp
 Fuel 80 gals., 85 gals. or 105 gals.
 (Serial 157 eligible with 140 gals.)
 Oil 12 gals.
 No. pass. 4
 Baggage 224 lbs. (Rear compt. 120 lbs., in
 cabin 104 lbs.)
 Standard weight 4000 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. All model FC-2 built under A.T.C. No.
 10 eligible provided they are reworked
 at factory to conform to approved data.

FAIRCHILD 51, 5 PCL-SM, 2-259

Engine Wright R-975 300 hp
 Fuel 110 gals.
 Oil 10 gals.
 No. pass. 4
 Baggage 103 lbs.
 Standard weight 4000 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 102 only is eligible
 Class I equipment: (Seaplane) Fairchild P-4 floats.

FAIRCHILD 51-A, 5 PCLM, ATC 358

Engine P&W Wasp Jr. A 300 hp
 Fuel 140 gals.
 Oil 12 gals.
 No. pass. 4
 Baggage 30 lbs. (May be increased to 165 lbs.
 when number of passengers is decreased)
 Standard weight 3920 lbs.
 Spec. basis Approved Type Certificate No. 358
 Serial Nos. 141 and all of model FC-2 (ATC 10) and
 model 51 (2-86) eligible after re-
 working at factory.

FAIRCHILD 71, 7 PCL-SM, ATC 89

Engine P&W Wasp CI 420 hp or SC1 450 hp
 Fuel 148 gals. (See NOTE 1)
 Oil 10 gals. or 15 gals. (2 tanks 7 1/2 gals.
 ea.)
 No. pass. 6
 Baggage Landplane - 217 lbs. (Serials 686 &
 under)
 407 lbs. (Serials 800 to
 807)
 Seaplane - 67 lbs. (incl. tools, anchor
 and rope 31 lbs.)
 Standard weight 5500 lbs.
 Spec. basis Approved Type Certificate No. 89
 Serial Nos. 1 to 686 and 800 to 807 eligible
 Class I equipment: (Seaplane) Fairchild P-6 or Edo
 J-5300 floats.
 Class III equipment: Airwheel installation 145 lbs.,
 Tail wheel installed by Fairchild or Timm Aircraft
 Corp.; Hand inertia starter 25 lbs.; outout in
 flooring for camera installation (inspector to
 furnish weight of camera installation)
 NOTE 1. The fuel capacity markings on the fuel tank
 caps specifying a capacity of 60 gals. in the
 wing tanks and 40 gals. in the center section tank
 are in error and should be disregarded. Capacity of
 each wing tank is 55 gals. and center section tank
 38 gals.

FAIRCHILD 71-A, 5 PCLM, 2-290

Engine P&W Wasp C1 420 hp
 Fuel 148 gals.
 Oil 12 gals.
 No. pass. 4
 Baggage 70 lbs.
 Standard weight 5500 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 3501 only eligible

FAIRCHILD 125, 2 POLB, ATC 368

Engine Ranger 6-390 120 hp
 Fuel 30 gals.
 Oil 5 gals.
 No. pass. 1
 Baggage 14 lbs. (incl. 12 lbs. tools and cockpit covers when carried) (Pay load includes 2 parachutes 40 lbs.)

Standard weight 1890 lbs.
 Spec. basis Approved Type Certificate No. 368
 Serial Nos. 1 only eligible

NOTE 1. Also eligible with 15 gal. fuselage fuel tank and 8.50-10 wheels and brakes 8 lbs. net increase.
 The following placard must be displayed in the front cockpit: "When airplane flown solo, pilot must occupy rear seat."

FAIRCHILD 135, 2 POLB, ATC 415

Engine Ranger 6-390 120 hp
 Fuel 30 gals.
 Oil 4 gals.
 No. pass. 1
 Baggage 10 lbs.
 Standard weight 1745 lbs.
 Spec. basis Approved Type Certificate No. 415
 Serial Nos. S-1052, S-1054, 7000 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

Class III equipment: One or two parachutes 20 lbs. each

FAIRCHILD FC-2-W2, 5-6-7- PCL-SM, ATC 61

Engine P&W Wasp C1 420 hp
 Fuel 160 gals.
 Oil 15 gals.
 No. pass. 4, 5 or 6
 Baggage Landplane 846 lbs. (5-place)
 876 lbs. (6-place)
 508 lbs. (7-place)
 Seaplane 506 lbs. (5-place)
 338 lbs. (6-place)
 165 lbs. (7-place)

Standard weight 5500 lbs.
 Spec. basis Approved Type Certificate No. 61
 Serial Nos. 1 to 535 eligible

FAIRCHILD A-942-B, 10PCAM, ATC 605

Engine Wright Cyclone EGR-1820F-52
 Placard limits Maximum, except take-off 34.5 in. Hg.,
 2100 rpm (760 hp)
 Take-off (one minute) 39 in. Hg.,
 2200 rpm (875 hp)
 Placard speeds Level flight or climb 167 mph True Ind.
 3110 or dive 210 mph True Ind.
 Flaps extended 100 mph True Ind.
 Fuel capacity 180 gals. (Two tanks at 90 gals. each
 in wing)
 Oil capacity 15 gals. (Actual capacity 25 gals.
 Placard for 16 gals.)
 No. passengers 9 (See NOTE 2)
 Baggage 1000 lbs. (Two compts.: Fwd. of cabin
 650 lbs. Aft of cabin 350 lbs. (See
 NOTE 1)
 Standard weight 10500 lbs. (See NOTE 4)
 C.G. limits (+178.2) and (+181.4)
 Spec. basis Approved Type Certificate No. 605
 Serial Nos. 9401 and up manufactured prior to
 December 14, 1940 eligible. Approval
 expired as of that date.

FAIRCHILD A-942-B (CONTINUED)

EQUIPMENT: (Datum is nose of hull)

Class I.

1. Oil cooler and regulator - 9 in. diameter 24 lbs.
2. Starter (Eclipse E-160) 32 lbs.
3. Generator and control box (Eclipse) 26 lbs.
4. Battery (Exide 6XT13-1) (Under co-pilot's seat) 62 lbs.
5. Pressure fire extinguisher and controls (Lux in nacelle) 20 lbs.
6. Goodyear 6HEA wheels (ATC 26) with 30x13-6 8-ply extra heavy duty tires 163 lbs.
7. Goodyear 3TW tail wheel with 16x7-3 heavy duty tire 12 lbs.
8. Two landing lights (Pyle National, Type 955) 6 lbs.
9. Two parachute flares (Wiley Type A8 in wing) 38 lbs.
10. Cradle for life raft (nacelle) 7 lbs.
11. Bow anchor compt. (includes anchor and rope 40 lbs., casting line, utility line and propeller guard) 53 lbs.
12. Bow baggage compt. (includes boat hook, fog horn and bell, tool kit 22 lbs. and landing gear pump) 36 lbs.
13. Miscellaneous instruments (Approx.) 19 lbs.
14. One strong box (under pilot's seat) 14 lbs.
15. Very's pistol and cartridges 5 lbs.
16. One bilge pump (rear compt. tail wheel well) 6 lbs.
17. Engine ring cowl
18. Propeller - controllable metal (Ham. Std., hub 3E50-67, blades 6105-12) 356 lbs.

Class II.

25. Radio equipment:
 - (a) PAA installation 94 lbs. Includes receiver - ATM and "B" battery (Pilot's cockpit), dynamotor (lavatory compt.), transmitter (lavatory compt.), and installation - antenna, wiring, etc.
 - (b) Fairchild-Kreusl RC-3 compass 76 lbs. Chassis, power supply, and loop, approximately at second step.
26. Miscellaneous items as noted in approved weight and balance report
27. Optional fuel tanks (maximum capacity 354 gals.)
 - (a) One 34 gal. tank in nacelle
 - (b) One 40 gal. tank in nacelle
 - (c) One 100 gal. tank in forward fuselage compt.

Class III.

None

NOTE 1. Weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be submitted for each aircraft with original inspector's report and each subsequent report covering changes in such equipment.

NOTE 2. Crew of two must be carried at all times in serial Nos. 9401 thru 9404 (copilot required for operation of controls. Airplane should be placarded accordingly). Crew of one satisfactory for serial Nos. 9405 and up with change in control arrangement. (Others eligible when controls changed to conform to serial No. 9405)

NOTE 3. The airplanes eligible are approved with 19 strand cable as tail surface bracing and with or without a water tight door between the anchor compartment and the forward baggage compartment.

NOTE 4. Standard weight may be increased to 10700 lbs. when operating from water only. (Aircraft must be placarded as boat seaplane.)

NOTE 5. Eligible for export to all countries except Great Britain, Canada, and Australia. (October 18, 1938)

5-21041

Revised March 17, 1943

FLEET 1, 2 POL-SB, ATC 122

Engine Warner Scarab Series 40 or 50 125 hp
 Fuel 24 gals.
 Oil 2½ gals.
 No. pass. 1
 Baggage Landplane 15 lbs. (Pay load includes 2 parachutes 40 lbs.) (See items 302, 303)
 Seaplane 8 lbs. (See item 302)
 Standard weight Landplane 1580 lbs. (See items 302, 303)
 Seaplane 1726 lbs. (See items 302, 303)
 Spec. basis Approved Type Certificate No. 122
 Serial Nos. All aircraft mfrd. prior to 4-6-39 eligible. Approval expired as of that date due to sale to Brewster Aeronautical Corp., Long Island City, N. Y.

Class I equipment:

A. Landplane

101. Propeller - wood
 102. Tail wheel or skid

B. Seaplane: Item 101 PLUS

151. Edo I or 47-1965 floats

Class III equipment; (* Means net increase)

301. Propeller - adj. metal 15 lbs.*
 302. 50 gal. fuel capacity (belly tank)
 (a) Landplane 53 lbs.*
 (b) Seaplane 40 lbs.*
 Maximum standard weight - Landplane 1820 lbs.
 Seaplane 1951 lbs.

Maximum baggage - Landplane 46 lbs.
 Seaplane 17 lbs.

303. Airwheels and brakes 67 lbs.*
 Maximum standard weight 1675 lbs.
 Maximum baggage 45 lbs.
 304. Coupe cabin installation 32 lbs.*
 (Larger tail surfaces, elevator per Dwg. 5T085 and stabilizer per Dwg. 5T084, must be installed)

NOTE 1. Aircraft operation record must include the following placard: "INTENTIONAL ACROBATICS PROHIBITED."

NOTE 2. Individual aircraft which are converted to model 7 in accordance with "Instructions for Preparing Fleet Models 1, 2 and 7 for use in War Training Service Secondary Course" and which have been specifically approved after individual flight tests are eligible for use in acrobatic stages of War Training Service Secondary Course when operated in accordance with "Instructions for Operation of Fleet 7 in the Acrobatic Stages of the Civilian Pilot Training Program Secondary Course" issued by War Training Service. Copies of the instructions for preparing these aircraft may be obtained from the Aircraft Engineering Division of Civil Aeronautics Administration, Washington, D. C.

FLEET 2, 2 POL-SB, ATC 131

Engine Kinner K-5 100 hp
 Fuel 24 gals.
 Oil 2½ gals.
 No. pass. 1
 Baggage Landplane 21 lbs. (Pay load includes 2 parachutes 40 lbs.) (See items 302, 303)
 Seaplane None (See item 302)
 Standard weight Landplane 1575 lbs. (See items 302, 303)
 Seaplane 1726 lbs. (See items 302, 303)
 Spec. basis Approved Type Certificate No. 131
 Serial Nos. All aircraft mfrd. prior to 4-6-39 eligible as landplanes. Serial Nos. 176 and up mfrd. prior to 4-6-39 eligible as seaplanes. Approval expired 4-6-39 due to sale to Brewster Aeronautical Corp., Long Island City, N. Y.

Class I equipment:

A. Landplane

101. Propeller - wood
 102. Tail wheel or skid

B. Seaplane: Item 101 PLUS

151. Edo I or 47-1965 floats

Class III equipment; (* Means net increase)

301. Propeller - adj. metal 15 to 18 lbs.*
 302. 50 gal. fuel capacity (Belly tank)
 (a) Landplane 53 lbs.*
 (b) Seaplane 40 lbs.*
 Maximum standard weight - Landplane 1820 lbs.
 Seaplane 1951 lbs.

Maximum baggage - Landplane 57 lbs.
 Seaplane 29 lbs.

303. Airwheels and brakes 66 lbs.*
 Maximum standard weight 1675 lbs.
 Maximum baggage 51 lbs.
 304. Coupe cabin installation 32 lbs.*
 (Larger tail surfaces, elevator per Dwg. 5T085 and stabilizer per Dwg. 5T084, must be installed)

305. Skis Use actual weight change
 (a) Federal SA-3

NOTE 1. Individual aircraft which are converted to model 7 in accordance with "Instructions for Preparing Fleet Models 1, 2 and 7 for use in War Training Service Secondary Course" and which have been specifically approved after individual flight tests are eligible for use in acrobatic stages of War Training Service Secondary Course when operated in accordance with "Instructions for Operation of Fleet 7 in the Acrobatic Stages of the Civilian Pilot Training Program Secondary Course" issued by War Training Service. Copies of the instructions for preparing these aircraft may be obtained from the Aircraft Engineering Division of Civil Aeronautics Administration, Washington, D. C.

FLEET 7, 7 DELUXE, 7-C AND 10, ATC 374**SPECIFICATIONS PERTINENT TO ALL MODELS:**

Engine Kinner B-5 125 hp
 Oil 5 gals.
 Cert. basis Approved Type Certificate No. 374
 (Approval expired 4-6-39 due to sale to Brewster Aeronautical Corp., Long Island City, N. Y.)

II - MODEL 7, 2 POLB OR 1-2 POSB:

Fuel 25½ gals. (2 POLB or 2 POSB)
 48½ gals. (1 POSB)
 No. pass. Landplane 1
 Seaplane 0 or 1
 Baggage 50 lbs. (2 POLB or 2 POSB) (Seaplane includes baggage trunk)
 128 lbs. (1 POSB)
 (Pay load includes 2 parachutes 40 lbs.)
 Maximum weight 1740 lbs. (2 POLB)
 1951 lbs. (1 POSB)
 1873 lbs. (2 POSB)

Serial Nos. 169, 230, 233, 234, 311, 337, 338, 343, 344, 346 and up mfrd. prior to 4-6-39 eligible. Serial No. 345 eligible provided larger stabilizer and elevator installed.

Class I equipment:

A. Landplane - Heywood starter 28 lbs.; airwheels and brakes; wood or adj. metal propeller.
 B. Seaplane - Heywood starter and belly tank 40 lbs. where noted; Edo I-1835 or 47-1965 floats; Larger fin (Dwg. 5T091); wood or adj. metal propeller.
 Class III equipment: Steerable tail wheel; oleo tail wheel; tail skid; wheel streamlines 14 lbs.; engine ring cowling 12 lbs.; Fixed pitch metal propeller - Curtiss 55601.

NOTE 1. (Deleted June 11, 1946).

III - MODEL 7 DELUXE:

(Same as model 7 except belly tank installed, net increase 41 lbs.)

Fuel 48½ gals.
 Maximum weight 1931 lbs.

IV - MODEL 7-C:

(Same as model 7 except coupe cabin and belly tank; net increase 70 lbs. Larger fin, Dwg. 5T091, must be installed)

Fuel 48½ gals.
 Maximum weight 1931 lbs.

V - MODEL 10:

(Same as model 7 except raised turtle deck, changed vertical tail surfaces with same area as original, landing gear axle, elevator control and other minor changes. Fabric fairing strips over gaps between elevator and stabilizer must be installed. Seaplane must have revised rudder of increased area installed.)

Fuel 24 gals.
 No. pass. 1
 Baggage Front trunk and contents 40 lbs.
 Rear (including tools) 15 lbs.
 (Pay load includes 2 parachutes 40 lbs.)
 Maximum weight Landplane 1931 lbs.
 Seaplane 1951 lbs.

Serial Nos. 262, 411 and up mfrd. prior to 4-6-39 eligible.

Class I equipment:

A. Landplane - Wood propeller, 6.50-10 wheels with or without brakes.
 B. Seaplane - Wood propeller, Edo I or 47-1965 floats, Heywood starter.

Class III equipment:

A. Landplane - Heywood starter 30 lbs.; exhaust ring 17 lbs.; 25 gal. belly tank 40 lbs.; fixed metal propeller, net increase 20 lbs.
 B. Seaplane - fixed pitch metal propeller - Curtiss 55611, net increase 20 lbs.; 25 gal. belly tank 40 lbs.

FLEET (PHILLIPS) 7, 2 POLB, 2-562

(Remodeled by Phillips Aviation Company, South Pasadena, Calif.)

Engine Phillips 355
 Engine limits For all operations, 2100 rpm (120 hp)
 Propeller Static rpm at maximum permissible throttle setting - not more than 1720
 not less than 1720
 Diameter - not more than 84 in.
 not less than 81 in.
 Airspeed limits Level flight or climb 104 mph True Ind.
 Glide or dive 158 mph True Ind.
 Fuel capacity 24 gals. (One tank in fuselage) (-6.5)
 Oil capacity 2 gals. (-27.5)
 No. pass. 1 (+9.5) (Pilot at +39.5) (See NOTE 3)
 Baggage None
 Maximum weight 1878 lbs.
 C.G. range (+1.8)(32.7% MAC) to (+3.1)(35.8% MAC)
 MAC 44.1 in. L.E. MAC (-12.6)
 Cert. basis CAR 04.031 effective prior to 11-9-45.
 Serial Nos. 212 and 403 eligible (See NOTE A)
 Equipment: (Datum is lower wing leading edge)

Class I.

101. Propeller - Ham. Std. adjustable metal, hub 5008, blades 13B0-12, 48 lbs. (-70)
 102. 22x10-4 (Goodyear) wheels, tires and brakes 71 lbs. (-13)
 103. Tail wheel - Firestone 3.00x6 4.5 lbs. (+169.5)
 104. Phillips D537 Oil radiator 5 lbs. (-25.5)
 105. Carburetor heater (Phillips 5692) 1 lb. (-57.5)
 106. Fixed ballast 14.5 lbs. (-48.5)
 107. Parachute in rear seat (See NOTE 2) 20 lbs. (+39.5)

Class II.

200. Miscellaneous items as noted in approved weight and balance report.

Class III.

None.

NOTE A. Additional airplanes of Fleet 7 may be made eligible when changed to conform. Each aircraft certificated must satisfactorily pass:

- An inspection of the revised structure for workmanship, materials and conformity before any covering, metal priming or final finish is applied. All woodwork may be varnished.
- A final inspection of the completed aircraft.
- A complete check of flight and engine cooling characteristics.

The serial number(s) of all aircraft certificated under this note must be forwarded to the West Coast Engineering Branch at the time of original certification in order that this specification may be revised to include the additional airplane(s) under "Serial Nos."

NOTE 1. Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook:

- Canada - Landplane
 Skiplane - not eligible
- All other countries except Great Britain, Australia and New Zealand.

NOTE 2. Parachute must be carried at all times in rear seat unless weight and balance is substantiated with parachute removed. Rear cockpit must be placarded: "Parachute must be carried at all times in rear seat."

NOTE 3. Front cockpit must be placarded as follows: "When airplane is flown solo, pilot must occupy rear seat."

NOTE 4. (Deleted June 11, 1946).

FLEET 8 AND 9, ATC 428

I - SPECIFICATIONS PERTINENT TO BOTH MODELS:

Engine Kimmer B-5 125 hp
 Propeller Wood or adj. metal
 Fuel capacity 39 gals.
 Oil capacity 3 1/2 gals.
 Baggage 50 lbs. (Pay load for 2-place includes 2 parachutes 40 lbs.)
 Cert. basis Approved Type Certificate No. 428 (Approval expired 4-6-39 due to sale to Brewster Aeronautical Corp., Long Island City, N. Y.)
 Class I equipment; Hot shot battery, Heywood starter, 7.50-10 wheels and brakes, misc. extra instruments, tail wheel or skid.
NOTE 1. (Deleted June 11, 1946).

II - MODEL 8, 2 OR 3 POLB:

No. pass. 1 or 2
 Maximum weight 1989 lbs. (2-place)
 2000 lbs. (3-place)
 Serial Nos. 800 to 814 eligible. Serial Nos. 815 and up mfd. prior to 4-6-39 eligible provided the back and lateral stick pressures are reduced.

III - MODEL 9, 2 POLB:

No. pass. 1
 Maximum weight 1967 lbs.
 Serial Nos. 500 to 524 eligible. Serial Nos. 525 and up mfd. prior to 4-6-39 eligible provided the back and lateral stick pressures are reduced.

FLEET 9, 2 POSE, 2-445

Engine Kimmer B-5 125 hp
 Fuel capacity 39 gals.
 Oil capacity 3 1/2 gals.
 No. pass. 1
 Baggage 50 lbs.
 Maximum weight 1956 lbs.
 Cert. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 510 only eligible
 Class I equipment; Heywood starter and Edo I floats.

FLEET 16B (RCAF FINCH II), 2 PO-CLB, 2-566

(Manufacturer - Fleet Aircraft Limited, Fort Erie, Canada)

Engine Kimmer B-5
 Fuel 75 min. octane (CFR) aviation gasoline
 Engine limits For all operations, 1925 rpm (125 hp)
 Airspeed limits Level flight or climb 105 mph True Ind.
 Glide or dive 135 mph True Ind.
 Propeller limits (See NOTE 5)
 C.G. range (-1.95)(25.0% MAC) to (+2.89)(35.9% MAC)
 Datum Leading edge of lower wing at root
 MAC 44 in. L.B. MAC (-12.95)
 Leveling means Bottom of top longeron in front cockpit
 Maximum weight 1878 lbs.
 No. seats 2 (+9.5) and (+39.5)
 Baggage 104 lbs. maximum (See NOTE 1)
 Fuel capacity 32 gals. (-9.5)
 Oil capacity 3 gals. (-19)
 Control surface movements
 Ailerons 23° Up ± 2° 16° Down ± 2°
 Elevator 36° Up ± 3° 24° Down ± 3°
 Rudder 41° Right ± 3° 43° Left ± 3°
 Stabilizer 4° Up ± 1° 4° Down ± 1°
 Cert. basis Canadian Certificate of Airworthiness for Export
 Serial Nos. All eligible in accordance with the provisions of NOTE A

Required equipment; Items 1, 101, 102, 201, 202, 401, 402
 Equipment; (Items included under "Required equipment" may not be removed unless replaced by approved equivalent items. The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly.)
 Propellers and Propeller Accessories

1. Propeller - fixed pitch wood (See NOTE 3) (-62)

FLEET 16B (CONTINUED)

Equipment (Continued)

Engines and Engine Accessories (Fuel and Oil System)
 101. Oil cooler (integral with oil tank) (-19)
 102. Carburetor air heater
 103. Carburetor air filter - Air Mase
 104. Starter - Eclipse Model VI, electric
 105. Cockpit heater - exhaust type

Landing Gear

201. 7.50-10 wheels and brakes (Kelsey Wheel Co. model 750A) (-12.5)
 202. 10x5 tail wheel (+175)

Electrical and Radio Equipment

None.

Interior Equipment

401. First aid kit
 402. Safety belt model L-RCAF
 Miscellaneous (Not listed above)
 600. Miscellaneous items as noted in approved weight and balance report.

NOTE A. The Canadian Certificate of Airworthiness for Export must be submitted for each individual aircraft for which application for certification is made and each aircraft shall be inspected by a C.A.A. inspector.

NOTE 1. The following placards must be appropriately displayed:

- (1) "Intentional Spinning Prohibited."
- (2) "Solo from Front Seat Only."
- (3) "Minimum of ___ lbs. necessary in baggage compartment for solo flight."
- (4) "Maximum of ___ lbs. permitted in baggage compartment when passenger is carried."

With regard to Items (3) and (4) the C.A.A. inspector shall determine for each aircraft the amount of ballast, if any, which is necessary in the baggage compartment when the airplane is flown solo and also the maximum baggage permissible when a passenger is carried.

NOTE 2. Aircraft should be checked for conformity with the following:

- (1) Rigging specifications: Dihedral 0° Upper, 4° Lower
 Stagger 23 in.
 Gap 54 in. at center
 Sweepback 0
 Incidence 0

- (2) Fuel and oil placards:
 The words "fuel 32 gals." and "73 octane" should be marked adjacent to the fuel tank filler opening. The words "oil 3 gals." should be marked adjacent to the oil filler opening.

- (3) All openings in and around firewall should be sealed.
- (4) Placard the fuse ratings on the fuse panel and provide a master switch or remove the battery and battery box, if any, from the aircraft.
- (5) Cockpit instruments should be marked to indicate the proper airspeed and engine limitations.

NOTE 3. The following Canadian-approved propellers are eligible. No static rpm limits need be specified if one of these propellers is used.

- (1) Canadian Vickers wood propeller (Dwg. No. 3435)
 Diameter - 87 in. to 90 in.
- (2) S. and S. Wood propeller (Dwg. No. 1242)
 Diameter - 89 in. to 92 in.
- (3) Hartzell wood propeller models 409, 671B or 671C with hub for 7/16 in. diameter bolts.

If any other fixed pitch wood propeller is used, the following limits shall apply:
 Diameter - not more than 92 in.; not less than 89 in.
 Static rpm - not more than 1650; not less than 1650.

FLEET SPECIAL, 2 POLB, 2-305

Engine Menasco B-4 95 hp
 Fuel capacity 24 gals.
 Oil capacity 3 gals.
 No. pass. 1
 Baggage 15 lbs. (Pay load includes 2 parachutes 40 lbs.)
 Maximum weight 1613 lbs.
 Cert. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 218 only eligible

FLEETWINGS F-5, 4-5 PCAMM, ATC 680

Engine Jacobs L-5 (See item 201)
Placard limits Maximum, except take-off
 (See NOTE 3)
 -- in. Hg., 2000 rpm (285 hp)
 Take-off (one minute)
 -- in. Hg., 2000 rpm (285 hp)
Placard speeds Level flight or climb 160 mph True Ind.
 Glide or dive 185 mph True Ind.
 Flaps extended 108 mph True Ind.
Fuel capacity 70 gals. (One 35 gal. tank in each wing)(+29)
Oil capacity 5 gals. (+5)
No. pass. 3-4 (-7.5) and (+35)(See item 305)
Baggage Fwd. compt. 76 lbs. (-64) (includes tools and engine covers when carried)
 Aft compt. 65 lbs. (+65) (may be increased to 150 lbs. when substantiated by weight and balance report)
Standard weight 3800 lbs. (See NOTE 2)
C.G. limits (+14.5) and (+21.7)
Spec. basis Approved Type Certificate No. 680
Serial Nos. F-501 and up mfrd. prior to 2-19-41 eligible. Approval expired as of that date.

EQUIPMENT: (Datum is wing leading edge)(* Means net increase)

Class I:

101. Propeller - fixed metal (Curtiss 55501)	54 lbs.	(-42)
102. 7.50-10 wheels (Hayes 750A) with 6 ply tires (Wheels must be placarded for these tires)	71 lbs.	(+4)
103. 10.5 in. streamline tail wheel with tire	5 lbs.	(+126)
104. Battery (Reading ARL9)	27 lbs.	(+11)
105. Generator and control box (Eclipse 3171AR-1)	20 lbs.	(-8)
106. Engine driven hydraulic pump (Eclipse 5GTH3405)	3 lbs.	(-11)
107. Landing lights (Grimes ST-1000)	10 lbs.	(+24)
108. Starter (Eclipse E-80)	18 lbs.	(-15)
109. Anchor and line	12 lbs.	(-82)
110. Life belts	4 lbs.	(+33)
111. Cabin and carburetor heater	3 lbs.	

Class II:

200. Miscellaneous items as noted in approved weight and balance report.
 201. Engine - Jacobs L-5MB with revised engine mount 15 lbs.*

Class III:

301. Radio	30 lbs.	(-38)
302. (a) Controllable metal propeller (Ham. Std. hub 2B20, blades 6109A) (low pitch setting 13°) (Fwd. baggage must be reduced 35 lbs.)	51 lbs.*	(-42)
(b) Constant speed accessories for (a)	5 lbs.	
303. Puncture proof tubes	16 lbs.*	(+4)
304. Battery (Reading R-40-L)	12 lbs.*	(+11)
305. Auxiliary seat (required for 5-place version)	7 lbs.	(+35)
306. Heater (including blower)	2 lbs.*	

NOTE 1. Eligible for export to all countries except Canada, Australia and Great Britain. (July 5, 1940)

NOTE 2. Eligible at 3850 lbs. standard weight when item 302(a) is installed.

NOTE 3. Aircraft equipped with engine serial Nos. 1135, 1159, 1160, 1178, 1179, 1181, 1205, 1208, 1216, 1217, 1220, 1221, 1249 and 1271 eligible with the following placard limits:

Maximum, except take-off -- in. Hg., 2125 rpm (300 hp)
 Take-off (one minute) -- in. Hg., 2125 rpm (300 hp)

FLEETWINGS F-401, 4 PCAMM, 2-540

Engine Jacobs L-5 or L-5MB (See item 302)
Placard limits Maximum, except take-off
 -- in. Hg., 2000 rpm (285 hp)
 Take-off (one minute)
 -- in. Hg., 2000 rpm (285 hp)
Placard speeds Level flight or climb 146 mph True Ind.
 Glide or dive 214 mph True Ind.
 Flaps extended 104 mph True Ind.
Fuel 52 gals. (Two tanks at 26 gals. in wing)(+29)
Oil 5 gals. (+3)
No. pass. 3 (One -5, two +35)
Baggage 100 lbs. (+66)
Standard weight 3430 lbs.
C.G. limits (+17) and (+23)
Spec. basis Aero. Bulletin 7A, Section 3
Serial Nos. 1 only eligible
EQUIPMENT: (Datum is wing leading edge)

Class I.

101. Engine ring cowl	25 lbs.	
102. Starter (Eclipse E-80)	22 lbs.	(-13)
103. Generator - 15 amp.	20 lbs.	(-8)
104. Battery (Reading GARL)	28 lbs.	(+18)
105. Landing lights (Grimes ST-250)	7 lbs.	(+17)
106. Pressure fire extinguisher	19 lbs.	(-65)
107. 24 in. streamline wheels (Bendix) (Dwg. No. 52735)		(+5)
108. 10.5 in. streamline tail wheel	5 lbs.	(+126)
109. Propeller - fixed metal (Curtiss 55501)	54 lbs.	

Class II.

200. Miscellaneous items as noted in approved weight and balance report.

Class III.

301. Anchor and rope	19 lbs.	(-86)
302. Modified engine mount (required for L-5MB engine)		

NOTE 1. Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook; (Oct. 8, 1937)

(a) Canada - Amphibion

Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation.

(b) All other countries except Great Britain and Australia.

FORD 4-AT-A, 14 PCLM, 2-9

Engines 3 Wrights J-5 at 220 hp
 Fuel 210 gals.
 Oil 15 gals.
 No. pass. 12
 Standard weight 9300 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 1 to 14 eligible

FORD 4-AT-B, 14 PCLM, ATC 87

Engines 3 Wrights J-5 at 220 hp
 Fuel 231 lbs.
 Oil 15 gals.
 No. pass. 12
 Baggage 2 center section compts.;
 Maximum 120 lbs. each with
 11 passengers or less
 Maximum 41 lbs. each with
 12 passengers.
 Standard weight 10130 lbs.
 Spec. basis Approved Type Certificate No. 87
 Serial Nos. 15 to 53 and 56 eligible

FORD 4-AT-D, 2-322I - SPECIFICATIONS PERTINENT TO BOTH SERIAL NOS.

Oil 15 gals.
 Standard weight 10130 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 24 and 37 only eligible.

II - SERIAL NO. 24;

Designation 12 PCLM
 Engines 3 Wrights J-5 at 220 hp
 Fuel 233 gals.
 No. pass. 10
 Baggage 300 lbs.

III - SERIAL NO. 37 (CONVERTED FROM MODEL 4-AT-B);

Designation 15 PCLM
 Engines 2 Wrights J-5 at 220 hp
 1 Wright R-975-D 330 hp
 Fuel 252 gals. (4 tanks in wings 63 gals.
 ea.)
 No. pass. 14
 Baggage None

FORD 4-AT-E, 14 PCLM, ATC 132

Engines 3 Wrights R-975 330 hp
 Fuel 185 to 309 gals.
 Oil 27 gals.
 No. pass. 12
 Baggage 360 lbs.
 Standard weight 10130 lbs.
 Spec. basis Approved Type Certificate No. 132
 Serial Nos. 19, 31, 33, 36, 4, 49, 54 to
 70 eligible (See NOTE 2)

NOTE 1. Also eligible with outboard engine mounts lowered
 7-1/2 inches and with engine ring cowls on outboard
 engines provided 11 passenger seats are installed.
 Maximum baggage 45 lbs., 215 lbs. or 330 lbs.

NOTE 2. Serial Nos. 3 and 67 are eligible as three place
 freight carriers provided they are equipped with side
 wall protection as shown on Dwg. P-18714.

FORD 5-AT-B, 17 PCLM, ATC 156

Engines 3 P&W Wasps C1 at 420 hp (See NOTE 2)
 Propellers Adj. metal
 Fuel 355 gals. (with no wing tip mail
 compartments installed)
 Oil 34 gals.
 No. pass. 15
 Baggage Maximum capacity of compartments:
 Double wing tip 800 lbs. ea.
 Single wing tip 400 lbs. ea.
 Center section (200
 lbs. each side) 400 lbs.
 Rear fuselage 440 lbs.
 Standard weight 13250 lbs. (See NOTE 3)
 Spec. basis Approved Type Certificate No. 156
 Serial Nos. 4 to 45 eligible.

NOTE 1. Eligible with or without mail compartments in
 fuselage, single or double type wing tip mail com-
 partments, engine ring cowls, outboard engine mounts
 lowered 6 inches in accordance with approved data,
 radio provided weight of installation does not
 exceed 135 lbs. and the number of passengers plus
 crew does not exceed 14 (130 lbs. radio installed in
 rear of station 7 and a passenger capacity of 13 plus
 crew of 2 eligible provided revised stabilizer with
 leading edge extended 6 inches installed), 15.00-16
 or 40x18-7 wheels and tires, wing tip fuel tanks
 (72 gals. each except serial No. 11 which is eligible
 with 100 gals. wing tip tanks), tail wheel or skid,
 emergency exit in top deck of fuselage between rear wing
 spar and trailing edge of wing when installed in
 accordance with approved mfr's drawings, and other
 special equipment which may be approved by the in-
 spector.

NOTE 2. Also eligible with P&W Wasp SCL engines with
 the following:

Placard limits Maximum, except take-off
 30 in. Hg., 2100 rpm (450 hp)
 Take-off (one minute)
 31 in. Hg., 2100 rpm (450 hp)
 or 32 in. Hg., 2000 rpm (450 hp)

Placard speeds Level flight or climb 144 mph Ind.
 Glide or dive 173 mph Ind.

NOTE 3. Standard weight may be increased to 13760 lbs.
 provided:

- (1) Wing tip single mail compts. are installed and at
 least 190 lbs. and not more than 400 lbs. are
 carried in each wing tip single compt. Note:
 The wing tip fuel tanks may be substituted for
 the mail compts. provided at least 42 gals. of
 fuel are carried in each wing tip fuel tank at
 all times when flying at a standard weight
 of 13760 lbs.
- (2) A modified stabilizer with an increase in chord
 of 6 in. or 12 in. is used.
- (3) Not more than 400 lbs. (200 lbs. on each side)
 is carried in the center section compts.
- (4) Chassis axles having 3/8 in. wall thickness are
 installed and minor chassis design changes are
 made.
- (5) The vertical member in the wing root section at
 Station 3A on wing spar No. 1 is reinforced.

FORD 5-AT-C, 17 PCLM, ATC 165

Engines	3 P&W Wasps C1 420 hp (See NOTE 2)
Propellers	Adj. metal
Fuel	556 gals. (with no wing tip mail compts.)
Oil	33 gals.
No. pass.	15
Baggage	No. and maximum capacity of compts.:
	Double wing tip
	With extended aileron hinges and special aileron 14003-B 800 lbs. ea.
	With standard ailerons 500 lbs. ea.
	Single wing tip 400 lbs. ea.
	Center section (wing root) 800 lbs. (400 lbs. each side)
	Convertible fuselage compt. replacing 2 fwd. passenger seats 500 lbs.
	Unofficial approval of compts. installed in rear of fuselage 440 lbs. (On basis of 5-AT-B and fact that so many of this model have compts. in rear now)

Standard weight 13600 lbs. (See NOTE 3)
Spec. basis Approved Type Certificate No. 165
Serial Nos. 3, 46 to 98 eligible

NOTE 1. Eligible with or without convertible mail compts. in fuselage, single or double type wing tip mail compts., engine ring cowls, alteration of cut-board engine mounts made in conformity with approved data, 15:00-16 tires on Warner landing gear, 44x10 wheels and brakes, flares, generator, food compts., batteries, landing and position lights, radio installation, cabin heater, Federal SA-14 or Wien Alaska WAA-10 skis, emergency exit in top deck of fuselage between rear wing spar and trailing edge of wing when installed in accordance with approved mfr's dwgs., tail wheel or skid, and other special equipment approved by inspector.

NOTE 2. Also eligible with P&W Wasp SCL engines with the following:

Placard limits	Maximum, except take-off
	30 in. Hg., 2100 rpm (450 hp)
	Take-off (one minute)
	31 in. Hg., 2100 rpm (450 hp)
	32 in. Hg., 2000 rpm (450 hp)
Placard speeds	Level flight or climb 144 mph Ind.
	Glide or dive 173 mph Ind.

NOTE 3. Eligible with a standard weight of 14000 lbs. with a maximum seating capacity including crew of 14 provided the modified stabilizer with the 6 in. or 12 in. leading edge extension and either wing tip baggage compartments or wing tip fuel tanks are installed. If the wing tip baggage compts. are installed, at least 150 lbs. must be carried in each double type or 190 lbs. in each single type at all times when flying at a standard weight of 14000 lbs. If the wing tip fuel tanks are installed, at least 42 gals. must be carried in each at all times when flying at a standard weight of 14000 lbs.

FORD 5-AT-CS, 15 PCSM, ATC 296

Engines	3 P&W Wasps C1 420 hp (See NOTE 1)
Fuel	355 gals.
Oil	30 gals.
No. pass.	13
Baggage	550 lbs.
Standard weight	13500 lbs.
Spec. basis	Approved Type Certificate No. 296
Serial Nos.	74 only eligible

NOTE 1. Also eligible with P&W Wasp SCL engines with the following:

Placard limits	Maximum, except take-off
	30 in. Hg., 2100 rpm (450 hp)
	Take-off (one minute)
	31 in. Hg., 2100 rpm (450 hp)
	or 32 in. Hg., 2000 rpm (450 hp)
Placard speeds	Level flight or climb 144 mph Ind.
	Glide or dive 173 mph Ind.

FRANKLIN A, 2 POLB, 2-246

Engine	Monocoque Velie M-5 65 hp
Fuel	18 gals.
Oil	2-1/4 gals.
No. pass.	1
Baggage	None
Standard weight	1312 lbs.
Spec. basis	Aero. Bulletin 7A, Section 3
Serial Nos.	3 and up mfrd. prior to July 1, 1940 eligible. Approval expired as of that date.

Class III equipment: Metal propeller 4 lbs. net increase over wood.

FRANKLIN 90, 2 POLB, ATC 430

Engine	Monocoque R-266 90 hp
Propeller	Wood or adj. metal
Fuel	24 gals.
Oil	2 gals.
No. pass.	1
Baggage	None (Pay load includes 2 parachutes 40 lbs.)
Standard weight	1424 lbs.
Spec. basis	Approved Type Certificate No. 430
Serial Nos.	101 and up mfrd. prior to 9-30-39 eligible. Approval expired as of that date.

Class I equipment: Battery 7 lbs.; Fire extinguisher 7 lbs.; Dual controls; cushions; airwheels and brakes.

FUNK B, 2 PCLM, 2-547

Engine	Funk E
Placard limits	Maximum, except take-off
	-- in. Hg., 2125 rpm (63 hp)
	Take-off (one minute) -- in. Hg., 2125 rpm (63 hp)
Propeller	Maximum permissible diameter 77 in.
Placard speeds	Level flight or climb 100 r.p.h True Ind.
	Glide or dive 135 mph True Ind.
Fuel capacity	16 gals. (-6)
Oil capacity	1-1/2 gals. (-15)
Water capacity	10 qts. (21 lbs.) (-24)
No. pass.	1 (+20)
Baggage	40 lbs. (+45)
Standard weight	1350 lbs.
C.G. limits	(+9.5) and (+14.9)
Spec. basis	Aero. Bulletin 7A, Section 3
Serial Nos.	B-2 only eligible

EQUIPMENT: (Datum is leading edge of wing)

Class I:

101. Propeller - wood	11 lbs. (-45)
102. 6.00-6 wheels with brakes (Shinn 6C2B) and 4-ply tires (Wheels must be placarded for these tires)	26 lbs. (-4)
103. 8x2.50 tail wheel (Firestone 264-8B) with 4-ply tire (Wheel must be placarded for this tire)	4 lbs. (+168)
104. Radiator (Water) (10 qt. capacity)	21 lbs. (-20.5)

Class II:

200. Miscellaneous items as noted in approved weight and balance report.	
201. Parachutes (one or two)	20 lbs. ea. (+20)

Class III:

301. Starter (crank type) (Dwgs. E-170 to E-176)	4 lbs. (-15)
302. Generator (Air Assoc. G-6)	10 lbs. (+3)
303. Extra instruments	6 lbs. (+2)

NOTE 1. Eligible for export to all countries except Canada, Great Britain and Australia. (10-19-38)

FUNK B & B75L, TC 715

I - SPECIFICATIONS PERTINENT TO ALL MODELS:

Fuel capacity 16 gals. (-6)
Standard weight 1350 lbs.
MAC 58.8 in. L.E. MAC (+0.13)
Leveling means Strut fittings at fuselage
Certification basis Type Certificate No. 715
Production basis None (See NOTE A)
EQUIPMENT: (Datum is wing leading edge)
(* Means net increase)

	B	B75L
Class I.		
101. Propeller - wood (fixed or adj. pitch)		
(a)	11 lbs. (-45)	—
(b)	13 lbs. —	(-49)
102. 6.00-6 wheels with brakes (Shinn 6C2B) with 4 ply tires (Wheels must be placarded for these tires)	26 lbs. (-4)	(-4)
103. 8x2.50 tail wheel (Firestone 264-8E) with 4 ply tire (Wheel must be placarded for this tire)	4 lbs. (+168)	—
104. Tail wheel assembly (Uniloy Accessories Corp. GA-16)	6 lbs. —	(+168)
105. Radiator (water) (10 qt. capacity)	21 lbs. (-20.5)	—
106. Battery and case (Exide 4AC-7-1)(6-8 Volt)	13 lbs. —	(-15)
107. Carburetor air heater		
108. "T" type control column		
109. Bungee trim control (Dwg. E200.3)	3 lbs. (+73)	(+73)
Class II:		
200. Miscellaneous items as noted in approved weight and balance report		
201. Parachutes, one or two	20 lbs. ea. (+20)	(+20)
202. Radio receiver - Learadio AMR-1	12 lbs. (+2)	(+2)
203. Radio transmitter - Learadio AMT-1	12 lbs. (+2)	(+2)
Class III.		
301. Starter (Crank type)(Dwgs. E-170 to E-176)	4 lbs. (-15)	—
302. Starter (electric) (Eclipse 80 - model 2624AR)	19 lbs. —	(-19)
303. Generator (Air Assoc. G-6)	10 lbs. (+3)	—
304. Generator (Eclipse LV180, model 3771-L)	16 lbs. —	(-21)
305. Extra instruments	6 lbs. (+2)	(+2)
306. Extra door and window	6 lbs. (+17)	(+17)
307. Special finish	10 lbs. (+20)	(+20)
308. Wheel-streamlines (Lewis Metal Co.)	7 lbs. (-4)	(-4)
309. Battery and case (Exide 4-AC-7-1)(6-8 volt)	13 lbs. (+42)	—
310. Battery and case (Exide 6-TS-7-1)(12 volt)	28 lbs. —	(-15)
311. Radio shielding	2 lbs. —	(-25)
312. "Y" type control column	Neglect weight change	
313. Landing lights	8 lbs. (+17)	(+17)
314. (a) 6.00-6 wheels with brakes (Shinn 6C2WFB) with 4-ply tires (wheels must be placarded for these tires)	5 lbs.* (-4)	(-4)
(b) 6.00-6 wheels with brakes (Shinn 6C2HB) with 4-ply tires (wheels must be placarded for these tires)	2 lbs.* (-4)	(-4)
315. Skis	Use actual weight change	
(a) Federal SC-1		
316. Dual brake installation	2 lbs.* (-6)	(-6)

NOTE A. Each aircraft manufactured after Dec. 29, 1942, must prior to original certification, satisfactorily pass:

- An inspection for workmanship, materials and conformity before any covering, metal priming or final finish is applied. All woodwork may be varnished.
- A final inspection of the completed aircraft.
- Check of flight characteristics.

NOTE 1. Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook; (Jan. 23, 1943)

- Canada - Landplane
Skiplane - not eligible
- All other countries except Great Britain, Australia and New Zealand.

NOTE 2. Serial Nos. 3 through 7 (Model B) are equipped with unbalanced ailerons and the Glide or Dive speed is restricted to 135 mph.

FUNK B & B75L (Continued)

II - MODEL B 2 PCLM:

Engine Funk E
Placard limits All operations, 2125 rpm (63 hp)
Propeller Maximum permissible diameter 77 in.
Placard speeds Level flight or climb 112 mph True Ind.
Glide or dive 150 mph True Ind.
Oil capacity 1 1/2 gals. (-15)
Water capacity 10 qts. (21 lbs.) (-24)
No. pass. 1 (+20)
Baggage 125 lbs. (+45)
C.G. limits (+9.5)(15.9% MAC) and (+15.2)(25.6% MAC)
Serial Nos. 3 and up eligible per NOTE A (See NOTE 2)

III - MODEL B75L 2 PCLM:

Engine Lycoming GO-145-C2
Placard limits All operations, 3200 rpm (75 hp)
Propeller Static rpm at maximum permissible throttle setting - not more than 2830 (engine)
not less than 2740 (engine)
Diameter - not more than 77 in.
not less than 74 in.
Placard speeds Level flight or climb 109 mph True Ind.
Glide or dive 131 mph True Ind.
Oil capacity 5 qts.
No. pass. 1 (+22)
Baggage 40 lbs. (+48)
C.G. limits (+9.7)(16.4% MAC) and (+16)(27% MAC)
Serial Nos. 65 and up eligible per NOTE A

FUNK C, 2 PCLM, 2-564

(Funk B remodeled by A. C. Ballauer and J. Chapper, Normandy, Mo.)

Engine Continental A-75-8
Placard limits All operations, 2600 rpm (75 hp)
Propeller Static rpm at maximum permissible throttle setting - not more than 2200
not less than 2200
Diameter - not more than 70 in.
not less than 68 in.
Placard speeds Level flight or climb 112 mph True Ind.
Glide or dive 150 mph True Ind.
Fuel capacity 16 gals. (-6) of which 3 gals. are unusable
Oil capacity 1 gal. (-33)
No. pass. 1 (+20)
Baggage 70 lbs. (+45)
Standard weight 1350 lbs.
C.G. limits (+9.5)(15.9% MAC) and (+15.2)(25.6% MAC)
MAC 58.8 in. L.E. MAC (+0.13)
Certification basis CAR 04.031
Serial No. 48 only eligible
EQUIPMENT: (Datum is leading edge of wing)

Class I.

101. Propeller - wood (fixed pitch)	13 lbs. (-52)
102. 6.00-6 wheels and brakes (Shinn 6C2B)	26 lbs. (-4)
103. 8x2.50 tail wheel (Firestone 264-8E)	4 lbs. (+168)
104. Omitted	
105. Omitted	
106. Battery and case (Exide 4-AC-7-1)	13 lbs. (-15)
107. Carburetor air heater	
108. "T" type control column	
109. Bungee trim control	3 lbs. (+73)

Class II.

200. Miscellaneous items as noted in approved weight and balance report.

Class III.

305. Compass	2 lbs. (-2)
306. Extra door and window	6 lbs. (+17)

GENERAL 81-80, 2 PCLM, TC 742

Engine Lycoming G0-145-G2
 Placard limits For all operations, 3200 rpm (75 hp)
 Propeller Static rpm (engine) at maximum permissible
 throttle setting - not more than 2775
 not less than 2775
 Diameter - not more than 77 in.
 not less than 75 in.
 Placard speeds Level flight or climb 110 mph True Ind.
 Glide or desc. 144 mph True Ind.
 Flaps extended 80 mph True Ind.
 Fuel capacity 20 gals. (Two wing tanks, 10 gals. each)
 (+27) (See NOTE 4)
 Oil capacity 5 qts. (-42)
 No. passengers 1 (+17) (Pilot (+17))
 Baggage 40 lbs. (+35)
 Standard weight 1360 lbs.
 C.G. limits (+14.0)(29.2% MAC) and (+18.3)(38% MAC)
 (See NOTE 3)
 MAC 48 in. L.E. MAC (0)
 Spec. basis Type Certificate No. 742
 Serial Nos. 1 and up eligible (See NOTES A and B)
 Equipment: (Datum is leading edge of the wing)

Class I:

101. Propeller - wood (fixed or adj. pitch) 13 lbs. (-60)
 102. 6.00-6 rear wheels with brakes (Shim 6C4NB) and two ply tires 29 lbs. (+35)
 103. 6.00-6 front wheel (Shim 6C5) with two-ply tire 12 lbs. (-45)

Class II:

200. Miscellaneous items as listed under this number in approved weight and balance report.

Class III:

301. Dual control 7 lbs. (-12)
 302. Parking brake Neglect weight

NOTE A. Each aircraft manufactured after February 8, 1945, must, prior to original certification, satisfactorily pass:

- (a) An inspection for workmanship, materials and conformity before any covering, metal priming or final finish is applied. All woodwork may be varnished.
 (b) Final inspection of the completed aircraft.
 (c) Check of flight characteristics.

NOTE B. Aircraft of this model built by Grand Rapids Industries, Inc., Grand Rapids, Michigan, are also eligible subject to the provisions of Note A.

NOTE 1. Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook:

- (a) Canada - Landplane
 Skiplane - not eligible.
 (b) All other countries except Australia, Great Britain and New Zealand.

NOTE 2. The following placard shall be placed on the aircraft operation record and on the instrument panel in full view of the pilot: "This aircraft characteristically incapable of spinning."

NOTE 3. Ailerons may be rigged either neutral or one inch up at the trailing edge.

NOTE 4. Fuel tank selector valve must be placarded to use one tank at a time.

GENERAL ARISTOCRAT 102, 3 PCLM, 2-521

Engine Warner Scourab
 Placard limits Maximum, except take-off
 --in. Hg., 2050 rpm (125 hp)
 Take-off (one minute)
 --in. Hg., 2050 rpm (125 hp)
 Placard speeds Not required
 Fuel 40 gals. (2 -20 gal. tanks in wing)
 Oil 4-1/2 gals.
 No. pass. 2
 Baggage None
 Standard weight 2000 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 3 only eligible
 Class I equipment: 30x5 wheels (Bendix); 10x3 tail wheel;
 Propeller - adj. metal 44 lbs.

5-20262

GENERAL ARISTOCRAT 102-A, 3 PCLM, ATC 117

Engine Warner Scourab 125 hp
 Propeller Wood or adj. metal
 Fuel 42 gals.
 Oil 2-3/4 gals.
 No. pass. 2
 Baggage None
 Standard weight 2110 lbs.
 Spec. basis Approved Type Certificate No. 117
 Serial Nos. All mfrd. prior to 9-30-39 eligible.
 Approval expired as of that date.
 NOTE 1. Also eligible with dual controls provided only one person occupies rear seat.

GENERAL 102-E, 3 PCLM, ATC 210

Engine Wright R-540 175 hp
 Fuel 40 gals.
 Oil 3 1/2 gals.
 No. pass. 2
 Baggage None
 Standard weight 2300 lbs.
 Spec. basis Approved Type Certificate No. 210
 Serial Nos. 23 to 42 eligible
 Class I equipment: Battery 18 lbs.; Starter 20 lbs.; Heater 6 lbs.; Tail wheel
 NOTE 1. Eligible with dual controls provided only one person occupies rear seat.

GENERAL ARISTOCRAT 102-F, 3 PCLM, 2-252

Engine Continental A-70 186 hp
 Fuel 40 gals.
 Oil 4 gals.
 No. pass. 2
 Baggage None
 Standard weight 2305 lbs.
 Spec. basis Aero. Bulletin 7A, Section 5
 Serial Nos. 22, 27, 28, 29, 30 eligible

GENERAL 111-C, 2 PCLM, ATC 229

Engine Warner Scourab 125 hp
 Fuel 22 gals.
 Oil 3 gals.
 No. pass. 1
 Baggage 40 lbs.
 Standard weight 1741 lbs.
 Spec. basis Approved Type Certificate No. 229
 Serial Nos. 1 and 2 eligible

AIR TRANSPORT (FORMERLY GENERAL WESTERN) METEOR P-2-S, 2 PCLM, ATC 48:

Engine Kinner K-5 100 hp
 Fuel 30 gals. (See NOTE 1)
 Oil 3 gals.
 No. pass. 1
 Baggage 20 lbs. (ray load includes 2 parachutes
 20 lbs. each)
 Standard weight 1750 lbs.
 Spec. basis Approved Type Certificate No. 482
 Serial Nos. 104 and up mfrd. prior to 3-21-35 eligible.
 Approval expired as of that date due to sale to Air Transport Mfg. Co., Ltd.
 Class I equipment: Adj. metal propeller; 20x9-4 wheels
 NOTE 1. Serial No. 104 eligible with 32 gals. fuel.