

STINSON SR-10F (ARMY UC-81F), 5 PCL-SM, TC 685	
Engine	P & W Wasp Jr. TB with one 4½ N and one 9 N damper (See also Item 203)
Fuel	80 min. oct. (CFR)(See Item 203)
Placard limits	Maximum, except take-off, 2200 rpm (420 hp) Take-off (one minute), 2300 rpm (440 hp)
Propeller	Maximum permissible diameter 102 in. (For clearance)
Placard speeds	Level flight or climb 183 mph True Ind. Glide or dive 247 mph True Ind. Flaps extended 121 mph True Ind.
Fuel capacity	100 gals. (Two at 38 gals. (wing)(+34) and one 24 gal. (wing)(+17)) (See NOTE 2)
Oil capacity	6½ gals. (-34)
No. pass.	4 (Front +14, rear +54)
Baggage	150 lbs. (50 lbs. under rear (+34) and 100 lbs. aft of seat (+85))
Standard weight	Landplane 4650 lbs. Seaplane 5200 lbs.
C.G. limits	Landplane (+15.9) and (+26.5)(See NOTE 2) Seaplane (+17.3) and (+26.5)(See NOTE 2)
Spec. basis	Type Certificate No. 685 Production Certificate No. 3
Serial Nos.	5800 and up mfd. prior to 2-28-41 and all AAF Nos. eligible. Approval expired as of 2-28-41. (See NOTE 4)

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

Class I:

A. Landplane

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|---|----------|--------|
| 101. Hinged engine cowl | 54 lbs. | |
| 102. (a) Propeller - constant speed
(Ham. Std. 2D30 hub with 6101A-18 or 6101A-19 blades. Dia. 8'6-1/8" max., 8'3-7/8" min.) | 170 lbs. | (-65) |
| (b) Constant speed accessories
(Ham. Std.) | 9 lbs. | (-36) |
| 103. Starter (Eclipse E-80) | 20 lbs. | (-32) |
| 104. Generator (Eclipse AL-1 or G) | 25 lbs. | (-37) |
| 105. Battery (Exide 6TS-13-1) | 38 lbs. | (+94) |
| 106. Shielding (Breeze) | 13 lbs. | (-46) |
| 107. 7.50-10 wheels with 8.50-10 6 ply tires (Wheels must be placarded for these tires) | 80 lbs. | (+4) |
| 108. 10 in. smooth contour or 10.5 in. streamline tail wheel and tire | 5 lbs. | (+213) |
| 109. Cabin heater | 11 lbs. | |
| 110. (Now Class III) | | |
| B. Seaplane: Items 101 THRU 106, 109 PLUS | | |
| 151. Edo 55-5250 float installation incl. auxiliary fin | 365 lbs. | (+25) |

Class II:

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|---|---------|--------|
| 200. Miscellaneous items as noted in approved weight and balance report. | | |
| 201. Batteries | | |
| (a) Heavy duty (Exide 6XT-13-1) | 66 lbs. | (+94) |
| (b) Large (Exide 6TX-19-1) | 80 lbs. | (+94) |
| (c) (Exide 6TS-13-1) | 38 lbs. | (+33) |
| 202. Fuel tanks - two 25 gal.
(See NOTE 2) Net decrease 13 lbs. | | (+34) |
| 203. Engine (a) P & W Wasp Jr. SB with one 4½ N and one 9 N damper
Placard limits (Fuel 87 min. for take-off)
Max., except take-off
(S.L.) 34.5 in.Hg., 2200 rpm (400 hp)
(Straight line man. press. variation with alt. to 5000 ft.) 33.5 in.Hg., 2200 rpm (400 hp)
Take-off (one minute)
36.5 in.Hg., 2300 rpm (450 hp) | | |
| 204. Radio equipment in excess of Item 309. | | |
| 205. Multipurpose equipment (includes 12'1" metal-lined cabin, extra door, baggage tie-downs) | 39 lbs. | (+55) |
| 206. Radio power pack (vibrator type) | 25 lbs. | (+34) |
| 207. Belly hatch installation | 55 lbs. | (+58) |
| 208. Provision for extra battery (box included) | 6 lbs. | (+121) |

STINSON SR-10F (Continued)

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| 209. Adams mail pick-up and delivery device (Kirkham Eng. Corp.)(See NOTE 3) | | |
| (a) Pick-up unit (replaces rear hammock seat 22 lbs. (+59) and rear seat supports 9 lbs. (+163)) | 54 lbs. | (+54) |
| (b) Delivery unit | 5 lbs. | (+95) |
| (c) Cable and hook (pick-up) | 20 lbs. | (+80) |
| (d) Rope and basket (delivery) | 14 lbs. | (+96) |
| (e) Fwd. mail compt. (200 lb. capacity)(replaces co-pilot chair 24 lbs. (+12) and controls 4 lbs. (-13)) | 5 lbs. | (+6) |
| (f) Center mail compt.(150 lb.cap.) | 5 lbs. | (+27) |
| (g) Rear mail compt. (150 lb. cap.) | 8 lbs. | (+116) |
| (h) Well in floor | 9 lbs. | (+86) |
| (i) Long cabin type trim | 2 lbs. | (+86) |
| (j) Structural modifications per Stinson Dwg. Z-3325 | 25 lbs. | (+80) |
| (k) Metal skin on belly | 15 lbs. | (+123) |
| (l) Folding seat | 6 lbs. | (+41) |
| 210. Extra set of controls (rear) per Dwg. Z-3594 and 3702 (incl. pilot seats replacing hammock) | 55 lbs.* | (+36) |
| 211. Propeller | | |
| (a) Ham. Std. 2D30 hub with 6095A-12 6095A-13 blades. Dia. 8'6-1/8" or max., 8'3-7/8" min. | 7 lbs.* | |

Class III:

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|--|----------------|--------------------|
| 110. Wheel streamlines | 24 lbs. | (+3) |
| 301. (a) 25 amp. generator (Eclipse Type D) | 30 lbs. | (-37) |
| (b) Control box (detachable type) | 2 lbs. | (-22) |
| 302. Exhaust gas analyzer (Cambridge) | 7 lbs. | (-14) |
| 303. Lights (a) Landing (Grimes ST-1000) | 12 lbs. | (+13) |
| (b) Landing (Grimes ST-260) | 9 lbs. | (+16) |
| (c) Fog | 3 lbs. | (+2) |
| (d) Moonbeam | Neglect weight | |
| 304. Vacuum pump and accessories | 8 lbs. | (-25) or (-31) |
| 305. Flares (a) Four 1½ Min. electric | 18 lbs. | (+116) |
| (b) Three 1½ Min. electric | 14 lbs. | (+116) |
| (c) Wiring | 2 or 3 lbs. | (+33) |
| 306. 24 gal. aux. fuel tank | 23 lbs. | (+17) |
| 307. (a) Two parachute pilot chairs | 30 lbs. | (+17) |
| (b) Two rear seat parachutes | 40 lbs. | (+56) |
| 308. Special finishes | | |
| (a) Paint | 16 lbs. | (+48) |
| (b) Polish (14-16 coats) | 10 lbs. | (+36) |
| (c) Polish (10-12 coats) | 7 lbs. | (+36) |
| 309. Radio equipment (a) 85 lbs. between (+16) and (+54) | | |
| (b) 25 lbs. between (-8) and (+16) | | |
| (c) 9 lbs. at (+115) | | |
| (d) 3 lbs. at (+219) | | |
| 310. Thermocouples (a) 9 point | 7 lbs. | (-11) |
| (b) 4 point | 5 lbs. | (-11) |
| (c) 2 point | 3 lbs. | (-11) |
| 311. Thermo-pete (built-in) | 2 lbs. | (-34) |
| 312. Doors (a) Emergency | Neglect weight | |
| (b) Emergency (top hinged) | Neglect weight | |
| (c) Camera | 6 lbs. | (+33) |
| 313. Pitot tube heater | Neglect weight | |
| 314. Corrosive proofing | | |
| (a) Salt water spec. | 25 lbs. | (+50) |
| (b) Fresh water spec. | 15 lbs. | (+50) |
| 315. 8.50-10 cactus-proof tubes | 6 lbs. | (+4) |
| 316. Fire extinguisher | 20 lbs. | (+2) |
| 317. Special instruments (a) | 32 lbs. | (-16) |
| (b) | 5 lbs. | (-12) |
| 318. 7-3/4 or 8 gal. oil tank | 2 lbs.* | (-34) |
| 319. Propeller spinner | 7 lbs. | (-69) |
| 320. Movable right hand co-pilot window | 6 lbs. | (+4) |
| 321. Multi-purpose door (Dwg. F-3980) | | |
| 322. Skis | | Use actual weights |
| (a) Federal SA-10 | | |

STINSON SR-10F (Continued)

NOTE 1. Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (2-28-41)

- (a) Canada - Landplane
 - Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation with maximum tread 113-1/4 in. and ski height 10 3/4 in.
 - Seaplane - maximum standard weight 5200 lbs.
- (b) All other countries except New Zealand.

NOTE 2. Placard fuel system as follows:

- (a) At selector valves: "Use auxiliary fuel first."
- (b) At filler cap: "Fill main (38 gal. or 25 gal.) tanks first."

NOTE 3. The following speed and weight limitations must be observed during pick-up and delivery when item 209 is installed:

- (a) Maximum airspeed during pick-up or delivery 100 mph.
- (b) Maximum pick-up load 50 lbs.
- (c) Maximum delivery load 84 lbs.

NOTE 4. Serial Nos. 5901 and up same as 6800 series except vertical tail surface, battery installation, fuel system, exhaust collector ring, engine cowl, control wheel, and pilot's chair.

STINSON U, 10-12 PCLB, ATC 484

Engines 3 Lycomings R-680-BA at 240 hp
 Propellers Adjustable metal. Blades on outboard engines must be Hamilton Standard 5B1-12 (8 ft. diameter) instead of 5B1-9
 Fuel 140 gals. or 180 gals. (See NOTES 1 and 5)
 Oil 12 gals. or 15 gals.
 No. pass. 10 (See NOTES 2, 3, 5, 7)
 Baggage See NOTES 2, 4, 5, 7
 Standard weight 9300 lbs. (See NOTES 4 and 5)
 Spec. basis Approved Type Certificate No. 484
 Serial Nos. 9001 and up mfrd. prior to 5-15-54 eligible. Approval expired as of that date.

EQUIPMENT: Inspector should specify equipment included in empty weight. The following is a list of equipment approved for this model: 3 small engine ring cowls 72 lbs.; 3 larger engine ring cowls 95 lbs.; Wheel streamlines 52 lbs.; Radio complete 181 lbs.; 2 landing lights 25 lbs.; Battery 72 lbs.; 2 flares 42 lbs.; 3 starters 26 lbs. each; Generators; 25 amp. 26 lbs., 15 amp. 21 lbs.; 3 heaters 20 lbs.; Toilet equipment 21 lbs.; Water container and 3 gals. water 30 lbs.; Pyrene pressure fire extinguisher 12 lbs.; 35x15-6 wheels 180 lbs.; 12.50-14 tires 201 lbs.; Co-pilot's chair 19 lbs.; Duals 11 lbs.; Tail wheel.

NOTE 1. Serial Nos. 9007 and up have additional one gal. balance tank on fuselage firewall and are also approved with 21 gal. additional fuel tank. Maximum for serial Nos. 9007 and up, 182 gals.

NOTE 2. (a) Serial Nos. 9001 to 9006, maximum allowable baggage 335 lbs. in lower wing stub compts. plus 170 lbs. (total 505 lbs.) when folding auxiliary baggage compartment in right hand fwd. corner of passenger cabin, which replaces the passenger seat when in use, is installed.

(b) Serial Nos. 9007 and up, maximum capacity wing stub compts. 2 at 200 lbs. (total 400 lbs.) fuselage mail compt. 200 lbs., folding auxiliary compt. replacing right front passenger 170 lbs. Capacity of fuselage compt. may be increased to 330 lbs. when radio (receiver, transmitter and dynamo) is not installed.

(c) Serial Nos. 9007 and up also eligible with two fwd. passenger seats removed and large fuselage mail or baggage compt. installed subject to the approval of the air carrier inspector for the specific purpose for which it is to be used. Maximum allowable capacity wing stub compts. 200 lbs. each (total 400 lbs.) and fuselage compt. 500 lbs.

NOTE 3. Serial Nos. 9007 and up have first bay fwd. of front wing attachment fitting lengthened 20 inches for addition of fuselage mail compt. and are eligible with fwd. sloping or rearward sloping windshield and with or without dual controls.

NOTE 4. Serial Nos. 9015 and up also eligible with a standard weight of 9400 lbs. when remodeled at the factory in accordance with approved data (New control system installed). Maximum baggage is 600 lbs. (200 lbs. in each wing stub compt. and 200 lbs. in the fuselage compt.) Note: The allowable baggage in the fuselage compt. may be increased to 330 lbs. when radio not installed.

NOTE 5. Serial Nos. 9015 and up also eligible as the "Executive" model with 6 passengers, crew of 2, with or without dual controls, maximum fuel capacity of 201 gals. (standard 70 gal. tanks increased to 80 gals., two 20 gal. tanks installed and one gal. balance tank on fuselage firewall), maximum baggage of 410 lbs. (180 lbs. in each wing stub and 50 lbs. in rear of pilot), and maximum standard weight of 9400 lbs. when remodeled at the factory in accordance with approved data. Note: Secretary seat in front is not a passenger seat.

NOTE 6. All airplanes also approved with original welded up front lift strut universal fitting replaced by solid machined fitting (per Stinson Dwg. No. Z-990).

NOTE 7. It has been noted that this model is unstable longitudinally when loaded from the rear. Operators should be advised to load passengers and cargo from the front to rear. Each airworthiness certificate will include such a note.

STINSON U, 10 or 11 PCLB, 2-415

Engines 3 Lycomings R-680-BA at 240 hp
 Fuel 140 gals. (One 70 gal. tank in right wing - divided 30 and 40 gals. and one 70 gal. tank in left wing)
 Oil 15 gals.
 No. pass. 9 (Crew 2 or 1) (See NOTE 1 and radio equipment)
 Baggage 250 lbs. (Lower wing stub) (See NOTE 2)
 Standard weight 9300 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 9000 only eligible
 Class I equipment: 3 engine ring cowls; Wheel streamlines; Landing lights; Battery; 2 flares and installation; 3 starters; Generator; 35x15-6 wheels; Toilet equipment; Radio shielding; Dual controls; Propellers - adj. metal. (All blades on outboard engines must be Hamilton Standard 5B1-12 (8 ft. diameter) instead of 5B1-9.)

Class III equipment: Radio weighing 170 lbs. may be installed in co-pilot's compt. Crew 1 with this installation.

NOTE 1. It has been noted that this model is unstable longitudinally when loaded from the rear. Operators should be advised to load passengers and cargo from the front to rear. Airworthiness certificate will include such a note.

STINSON W, 4 PCLM, ATC 455

Engine FMW Wasp Jr. A 300 hp
 Fuel 73 gals.
 Oil 7 gals.
 No. pass. 5
 Baggage 100 lbs.
 Standard weight 5650 lbs.
 Spec. basis Approved Type Certificate No. 435
 Serial Nos. 3050 and up mfrd. prior to 3-22-54 eligible. Approval expired as of that date.

EQUIPMENT: (* Means net increase)

Class I: Electric starter; Battery; Adj. metal propeller.

Class III: Tail wheel pant 3 lbs.; Engine ring cowl 22 lbs.; Wheel streamlines 32 lbs.; Mud guards 3 1/2 lbs.; 90 gal. fuel capacity 28 lbs.*

NOTE 1. The following placard must be displayed in full view of the pilot: "ALWAYS CHECK FUEL FLOW AT STRAINER DRAIN BEFORE TAKE-OFF. NEVER FLY ON ONE TANK WHEN FUEL IS LOW."

STINSON SR-10F (Continued)

NOTE 1. Eligible for export as follows, subject to inspection for equipment specified in Chapter XIII of Inspection Handbook; (2-28-41)

(a) Canada - Landplane

Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation with maximum tread 113-1/4 in. and ski height 10 1/2 in.

Seaplane - maximum standard weight 5200 lbs.

(b) All other countries except New Zealand.

NOTE 2. Placard fuel system as follows:

(a) At selector valves: "Use auxiliary fuel first."

(b) At filler cap: "Fill main (38 gal. or 25 gal.) tanks first."

NOTE 3. The following speed and weight limitations must be observed during pick-up and delivery when item 209 is installed:

(a) Maximum airspeed during pick-up or delivery 100 mph.

(b) Maximum pick-up load 50 lbs.

(c) Maximum delivery load 84 lbs.

NOTE 4. Serial Nos. 5901 and up same as 5800 series except vertical tail surface, battery installation, fuel system, exhaust collector ring, engine cowl, control wheel, and pilot's chair.

STINSON U, 10-13 PCLE, ATC 484

Engines 3 Lycomings R-680-RA at 240 hp
 Propellers Adjustable metal. Blades on outboard engines must be Hamilton Standard 5B1-12 (8 ft. diameter) instead of 5B1-9
 Fuel 140 gals. or 180 gals. (See NOTES 1 and 5)
 Oil 12 gals. or 15 gals.
 No. pass. 10 (See NOTES 2, 3, 5, 7)
 Baggage See NOTES 2, 4, 5, 7
 Standard weight 9300 lbs. (See NOTES 4 and 5)
 Spec. basis Approved Type Certificate No. 484
 Serial Nos. 9001 and up mfrd. prior to 5-15-34 eligible. Approval expired as of that date.

EQUIPMENT: Inspector should specify equipment included in empty weight. The following is a list of equipment approved for this model: 3 small engine ring cowls 72 lbs.; 3 larger engine ring cowls 95 lbs.; Wheel streamlines 52 lbs.; Radio complete 181 lbs.; 2 landing lights 25 lbs.; Battery 72 lbs.; 2 fuses 42 lbs.; 3 starters 26 lbs. each; Generators; 25 amp. 26 lbs., 15 amp. 21 lbs.; 3 heaters 20 lbs.; Toilet equipment 21 lbs.; Water container and 3 gals. water 30 lbs.; Pyrene pressure fire extinguisher 12 lbs.; 35x15-6 wheels 160 lbs.; 12-60-14 tires 201 lbs.; Co-pilot's chair 19 lbs.; Duals 11 lbs.; Tail wheel.

NOTE 1. Serial Nos. 9007 and up have additional one gal. balance tank on fuselage firewall and are also approved with 21 gal. additional fuel tank. Maximum for serial Nos. 9007 and up, 182 gals.

NOTE 2. (a) Serial Nos. 9001 to 9006, maximum allowable baggage 335 lbs. in lower wing stub compts. plus 170 lbs. (total 505 lbs.) when folding auxiliary baggage compartment in right hand fwd. corner of passenger cabin, which replaces the passenger seat when in use, is installed.

(b) Serial Nos. 9007 and up, maximum capacity wing stub compts. 2 at 200 lbs. (total 400 lbs.) fuselage mail compt. 200 lbs., folding auxiliary compt. replacing right front passenger 170 lbs. Capacity of fuselage compt. may be increased to 330 lbs. when radio (receiver, transmitter and dynamo) is not installed.

(c) Serial Nos. 9007 and up also eligible with two fwd. passenger seats removed and large fuselage mail or baggage compt. installed subject to the approval of the air carrier inspector for the specific purpose for which it is to be used. Maximum allowable capacity wing stub compts. 200 lbs. each (total 400 lbs.) and fuselage compt. 500 lbs.

NOTE 3. Serial Nos. 9007 and up have first bay fwd. of front wing attachment fitting lengthened 20 inches for addition of fuselage mail compt. and are eligible with fwd. sloping or rearward sloping windshield and with or without dual controls.

NOTE 4. Serial Nos. 9015 and up also eligible with a standard weight of 9400 lbs. when remodeled at the factory in accordance with approved data (New control system installed). Maximum baggage is 600 lbs. (200 lbs. in each wing stub compt. and 200 lbs. in the fuselage compt.) Note: The allowable baggage in the fuselage compt. may be increased to 330 lbs. when radio not installed.

NOTE 5. Serial Nos. 9015 and up also eligible as the "Executive" model with 6 passengers, crew of 2, with or without dual controls, maximum fuel capacity of 201 gals. (standard 70 gal. tanks increased to 80 gals... two 20 gal. tanks installed and one gal. balance tank on fuselage firewall), maximum baggage of 410 lbs. (180 lbs. in each wing stub and 50 lbs. in rear of pilot), and maximum standard weight of 9400 lbs. when remodeled at the factory in accordance with approved data. Note: Secretary seat in front is not a passenger seat.

NOTE 6. All airplanes also approved with original welded up front lift strut universal fitting replaced by solid machined fitting (per Stinson Dwg. No. Z-990).

NOTE 7. It has been noted that this model is unstable longitudinally when loaded from the rear. Operators should be advised to load passengers and cargo from the front to rear. Each airworthiness certificate will include such a note.

STINSON U, 10 or 11 PCLE, 2-415

Engines 3 Lycomings R-680-RA at 240 hp
 Fuel 140 gals. (One 70 gal. tank in right wing - divided 30 and 40 gals. and one 70 gal. tank in left wing)
 Oil 15 gals.
 No. pass. 9 (Crew 2 or 1) (See NOTE 1 and radio equipment)
 Baggage 250 lbs. (Lower wing stub) (See NOTE 2)
 Standard weight 9300 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 9000 only eligible
Class I equipment: 3 engine ring cowls; Wheel streamlines; Landing lights; Battery; 2 fuses and installation; 3 starters; Generator; 35x15-6 wheels; Toilet equipment; Radio shielding; Dual controls; Propellers - adj. metal. (All blades on outboard engines must be Hamilton Standard 5B1-12 (8 ft. diameter) instead of 5B1-9.)
Class III equipment: Radio weighing 170 lbs. may be installed in co-pilot's compt. Crew 1 with this installation.
NOTE 1. It has been noted that this model is unstable longitudinally when loaded from the rear. Operators should be advised to load passengers and cargo from the front to rear. Airworthiness certificate will include such a note.

STINSON W, 4 PCIM, ATC 455

Engine PFM Waspy Jr. A 300 hp
 Fuel 73 gals.
 Oil 7 gals.
 No. pass. 5
 Baggage 100 lbs.
 Standard weight 3650 lbs.
 Spec. basis Approved Type Certificate No. 435
 Serial Nos. 3050 and up mfrd. prior to 3-22-34 eligible. Approval expired as of that date.

EQUIPMENT: (* Means net increase)

Class I: Electric starter; Battery; Adj. metal propeller.

Class III: Tail wheel pant 3 lbs.; Engine ring cowl 22 lbs.; Wheel streamlines 32 lbs.; Mud guards 12 lbs.; 90 gal. fuel capacity 28 lbs.*

NOTE 1. The following placard must be displayed in full view of the pilot: "ALWAYS CHECK FUEL FLOW AT STRAINER DRAIN BEFORE TAKE-OFF. NEVER FLY ON ONE TANK WHEN FUEL IS LOW."

STINSON HW-75 & 10, TC 709

I - SPECIFICATIONS PERTINENT TO ALL MODELS:

Engine	Continental A-75-3 (See also item 314 and NOTE 3)
Fuel	73 min. octane CFR aviation gasoline
Engine limits	For all operation, 2650 rpm (75 hp)
Propeller (75 hp)	Maximum permissible diameter 81 in.
(Item 80 hp)	Static rpm at maximum permissible throttle setting - not more than 2585
	not less than 2375
	Diameter - not more than 81 in.
	not less than 67.4 in.
Airspeed limits	Level flight or climb 120 mph True Ind.
	Glide or dive 144 mph True Ind.
	Flaps extended 85 mph True Ind.
Oil capacity	4 1/2 qts. (-40) (See also item 305c)
No. passengers	2 (Front +16, rear +39)
Baggage	24 lbs. (+39) (See NOTE 1)
Standard weight	1580 lbs.
C.G. limits	(+14.7) and (+19)
M.A.C.	55.4 in. L. E. MAC (+0.66)
Cert. basis	Type Certificate No. 709

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

Class I:

101. Propeller - wood (fixed or adj. pitch)	13 lbs. (-60)
102. 6.00-6 wheels with brakes (Hayes 800M) and 4-ply tires (Wheels must be placarded for these tires)	28 lbs. (+1)
103. 6x2.00 solid tail wheel (Firestone No. 206-7B)	2 lbs. (+168)
104. Battery - 6 volt (Reading No. 324) with box	14 lbs. (-25)
105. Carburetor air heater (Dwg. T-3225)	3 lbs. (-35)
106. Two cabin doors	16 lbs. (+16)
107. Parking brake	3 lbs. (+13)

Class II:

200. Miscellaneous items as noted in approved weight and balance report.	
201. Flares - three 1-minute (International)	8 lbs. (+34)

Class III:

301. Starters	
(a) (Eclipse E-80)(Item 304(b) required)	18 lbs. (-33)
(b) (Eclipse No. 635)(Item 304(b), (c) or (d) required)	16 lbs. (-33)
(c) Wiring and switch	2 lbs. (-6)
(d) Wheel streamlines	6 lbs. (+1)
302. Landing lights (Grimes ST-250) - one or two	5 lbs. ea. (+14)
303. Battery and box	
(a) (Reading R-24, 12 vo.)	27 lbs. (-25)
(b) (Exide 6TS-7-1, 12 vo.)	28 lbs. (+15)
(c) (Exide 6TS-7-1, 12 vo.)	28 lbs. (-25)
(d) (Exide 6TS-13-1, 12 vo.)	40 lbs. (+15)
(For serial Nos. 7601 and up of model 10 only)	
(e) (Exide 6TS-13-1, 12 vo.)	40 lbs. (+29)
304. Extra tanks	
(a) 18 gal. fuel tank (Model HW-75 only)	15 lbs. (+22)
(b) 20 gal. fuel tank (Model 10 only)	15 lbs. (+22)
(c) 2 gal. oil tank	1 lbs. (+40)
305. Cabin heater	2 lbs. (-35)
306. Rugs	5 lbs. (+17)
307. Bonding and shielding	Neglect weight increase
308. Radio equipment	
(a) 30 lbs. between (+14.7) and (+22)	
(b) 5 lbs. between (-7) and (+19)	
309. Generator - wind-driven (Air Assoc. 6 or 12 vo.)	8 lbs. (+10)
310. Puncture seal tubes	2 lbs. (+1)
311. Additional instruments	15 lbs. (-6)
312. Revised engine mount (Dwg. T-5830) for engines with integral rubber bushings	No weight change

STINSON HW-75 & 10 (Continued)

314. Engines (Continental - see Engine Specs. Nos. 213 and 217)	
(a) A-75-6	3 lbs.*
Limits same as for A-75-3	
(b) A-75-8	No weight change
Engine limits	
For all operations, 2600 rpm (75 hp)	
(c) A-75-9	3 lbs.*
Limits same as for A-75-8	
(d) A-80-6, A-80-6J, A-80-9 or A-80-9J (See NOTE 3)	3 lbs.*
Engine limits	
For all operations, 2700 rpm (80 hp)	
(e) A-80-8 or A-80-8J (See NOTE 3)	No weight change
Limits same as in (d)	
315. Skis	Use actual weight change
(a) Federal SC-2	

316. Wheels

(a) 8.00-4 (Hayes 841) with brakes and 4-ply tires (Wheels must be placarded for these tires)	No weight change
(b) Steerable tail wheel control	1 lbs.* (+165)

317. Propeller - controllable wood. (Static rpm at maximum permissible throttle setting - Not more than 2450, not less than 2375. Dia. - Not more than 70 in., not less than 68 in. Low pitch stop placed at 14° measured at the 22 in. radius sta.)

(a) Beech R-1, hub C-100, blades R100-70	12 lbs.* (-60)
(b) Beech R002, hub R002-208, blades R002-206-Z	18 lbs.* (-60)
(c) Propeller control (Beech Dwg. R000-000), used with either propeller	2 lbs. (-30)

NOTE 1. Baggage may be increased to 194 lbs. when only one passenger is carried--100 lbs. on rear seat and 94 lbs. on floor.

NOTE 2. Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook; (2-28-41)

(a) Canada - Landplane

Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation with a maximum ski height of 8-11/16 in. and a tread of 6 ft. 11-5/8 in. (centerline of ski 3-1/16 in. out from edge of torque plate).

(b) Australia and Great Britain provided that the structure is modified in accordance with the data on file with the C.A.A.

(c) All other countries except New Zealand.

NOTE 3. The conversion of A-75 engines to model A-80 as described in Stinson's Service Bulletin No. 203 is satisfactory. Converted engines should retain their original dash Nos. with the exception of the A-75-3 which should be designated A-80-6 (modified). When 80 hp engine is installed,

(a) Fuel tank filler neck or cap must be placarded for 80 octane minimum,
(b) Revised baffling system is required.

II - MODEL HW-75, 3 PCLM:

Fuel capacity	18 gals. (+22)
Serial numbers	7000 and up mfd. prior to 2-28-41 eligible. Approval expired as of that date.

III - Model 10, 3 PCLM:

(Same as HW-75 except wider cabin, and minor structural changes)	
Fuel capacity	20 gals. (+22)
Serial numbers	7501 and up mfd. prior to 2-28-41 eligible. Approval expired as of that date.

SWALLOW HC, 3 POLE, ATC 399

Engine	Continental A-70 165 hp
Fuel	40 gals.
Oil	5 gals.
No. pass.	2
Baggage	17 lbs.
Standard weight	2260 lbs.
Spec. basis	Approved Type Certificate No. 399
Serial Nos.	2002 and 2003 only eligible. Approval expired 7-1-32.

SWALLOW HW, 3 POLE, ATC 379

Engine	Wright R-540 175 hp
Fuel	40 gals.
Oil	5 gals.
No. pass.	2
Baggage	32 lbs.
Standard weight	2200 lbs.
Spec. basis	Approved Type Certificate No. 379
Serial Nos.	102 to 2002 eligible. Approval expired 7-1-32.

SWALLOW, 3 POLE, ATC 21

Engine	Curtiss OX5 90 hp or OXK6 102 hp
Fuel	42 gals.
Oil	5½ gals.
No. pass.	2
Baggage	None
Standard weight	2200 lbs.
Spec. basis	Approved Type Certificate No. 21
Serial Nos.	All to 1028 eligible. Approval expired 2-22-29.

NOTE 1. Airworthiness certificate must include the following unless it has been satisfactorily demonstrated to an inspector of Civil Aeronautics that such notation is unnecessary: "INTENTIONAL ACROBATICS PROHIBITED."
(See current Safety Regulation Instruction.)

SWALLOW TP, 2 POLB, ATC 105

Engine Curtiss OX5 90 hp or OXX6 102 hp
 Fuel 28 gals.
 Oil 3½ gals.
 No. pass. 1
 Baggage 8 lbs.
 Standard weight 1825 lbs.
 Spec. basis Approved Type Certificate No. 105
 Serial Nos. 1 to 186, 189, 190, 191, 199, 203, 204,
 212, 213 eligible. Approval expired
 7-1-32.

SWALLOW TP-K, 2 POLB, ATC 186

Engine Kinner K-5 90 hp
 Fuel 28 gals.
 Oil 3 gals.
 No. pass. 1
 Baggage None
 Standard weight 1700 lbs.
 Spec. basis Approved Type Certificate No. 186
 Serial Nos. 109, 136 and up mfrd. prior to 12-16-33
 eligible. Approval expired as of that
 date due to sale of Swallow Airplane
 Co., Inc. (a corp.) to E. B. Christopher
 operating under name of Swallow Airplane
 Co.

Class I equipment: Adj. metal propeller.
 Class III equipment: Wood propeller, net decrease 10 lbs.

SWALLOW TP-W, 2 POLB, ATC 253

Engine Warner Scarab 125 hp
 Fuel 28 gals.
 Oil 4 gals.
 No. pass. 1
 Baggage None
 Standard weight 1739 lbs.
 Spec. basis Approved Type Certificate No. 253
 Serial Nos. TPW-1 to 205 eligible. Approval expired
 7-1-32.

SWALLOW 1927, 3 POLB, ATC 50

Engine Hispano A 150 hp or B 180 hp
 Fuel 62 gals.
 Oil 6 gals.
 No. pass. 2
 Baggage 52 lbs.
 Standard weight 2700 lbs.
 Spec. basis Approved Type Certificate No. 50
 Serial Nos. 900 and up mfrd. prior to 12-16-33 eligi-
 ble. Approval expired as of that date
 due to sale of Swallow Airplane Co.,
 Inc. (a corp.) to E. B. Christopher
 operating under name of Swallow Airplane
 Co.

SWALLOW 1927, 3 POLB, ATC 51

Engine Wright J-5 220 hp
 Fuel 62 gals.
 Oil 6 gals.
 No. pass. 2
 Baggage 64 lbs.
 Standard weight 2700 lbs.
 Spec. basis Approved Type Certificate No. 51
 Serial Nos. 974 to 1040 eligible. Approval expired
 7-1-32.

SWALLOW C, 2 PCLM, 2-538

Engine Menasco C-4
 Placard limits Maximum, except take-off
 -- in. Hg., 2175 rpm (125 hp)
 Take-off (one minute)
 -- in. Hg., 2175 rpm (125 hp)
 Placard speeds Level flight or climb 130 mph True Ind.
 Glide or dive 175 mph True Ind.
 Fuel capacity 30 gals. (Two tanks in wings 15 gals. ea.)
 Oil capacity 2½ gals.
 No. pass. 1 (+21)
 Baggage 65 lbs. (+41)(See NOTE 2)
 Standard weight 1980 lbs.
 C.G. limits (+17.12) and (+20.60) (See NOTE 2)
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. C-1105 and C-1106 only eligible
 EQUIPMENT: (Datum is wing leading edge)

Class I.
 101. Battery (12 volt Exide) 25 lbs. (+52)
 102. 6.50-1D wheels (Warner 3270) and tires
 103. 8 in. streamline tail wheel (See NOTE 2)
 104. Propeller - wood (without hub) 16 lbs. (-65)
 Class II.
 200. Miscellaneous items as noted in approved weight
 and balance report.
 Class III.
 None.

NOTE 1. Eligible for export as follows, subject to inspec-
 tion for equipment specified in Chapter XII of Inspection
 Handbook: (February 7, 1939)

(a) Canada - Landplane
 Skiplane - not eligible.

(b) All other countries except Australia and Great Britain.
 NOTE 2. Serial No. C-1106 only approved with C.G. limits
 of (+20.5) and (+23.1), 50 lbs. of baggage and 10x3 tail
 wheel.

SWANSON COUPE W-15, 2 PCLM, 2-312

Engine Warner Scarab 125 hp
 Fuel 44 gals.
 Oil 4 gals.
 No. pass. 1
 Baggage 30 lbs.
 Standard weight 2050 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 1 only eligible (See NOTES 1 and 2)
 EQUIPMENT: Battery; Starter; Landing lights; Adj. metal
 propeller.

NOTE 1. Serial No. 2 is also eligible with the following:

Fuel 36 gals.
 Oil 5 gals.
 Standard wt. 1989 lbs.
 Equipment: Battery; Starter; Landing lights; Wooden
 propeller.

NOTE 2. Serial No. 3 is also eligible with the following:

Fuel 40 gals.
 Oil 4 gals.
 Standard wt. 2040 lbs.
 Equipment: Battery; Starter; Landing lights; Adj. metal
 propeller.

TAUBMAN LC-15, 2 POLM, 2-389

Engine Roche' Rover L267 76 hp
 Fuel 20 gals.
 Oil 1-1/2 gals.
 No. pass. 1
 Baggage 10 lbs.
 Standard weight 1450 lbs.
 Spec. basis Aero. Bulletin 7A, Section 3
 Serial Nos. 601 and 602 only eligible
 Equipment: Electric starter 26 lbs.; Battery 19 lbs.;
 Adj. metal propeller.
 NOTE 1. Auxiliary fins must be installed on under side
 of stabilizer.

TAYLORCRAFT A, 2 PCL-SM, TC 643

Engine Continental A-40-4 (See item 309 and
 NOTE 2)
 Placard limits Maximum, except take-off
 -- in. Hg., 2575 rpm (40 hp)
 Take-off (one minute)
 -- in. Hg., 2575 rpm (40 hp)
 Propeller Maximum permissible diameter 75 in.
 Placard speeds Level flight or climb 92 mph True Ind.
 Glide or dive 125 mph True Ind.
 Fuel capacity 10 gals. (-12)
 Oil capacity 1 gal.
 No. pass. 1 (+23)
 Baggage 30 lbs. (+41)
 Standard weight Landplane - 1050 lbs.
 Seaplane - 1130 lbs.
 C. G. limits Landplane (+16.0) and (+19.6)
 Seaplane (+18.1) and (+20.4)
 (with item 151)
 (+17.0) and (+20.4)
 (with item 351)
 Spec. basis Type Certificate No. 643 (Aero. Bulletin
 7A requirements)
 Serial Nos. Landplane - 28 and up eligible per NOTE A
 Seaplane (with item 151) - 362 only eli-
 gible (others eligible when fuselage
 conforms to Dwg. A-1110, change "O")
 Seaplane (with item 351) - 489 only eli-
 gible (others eligible when fuselage
 conforms to Dwg. A-1165, change "C".)
 (Manufacturer's affidavit required)
 Equipment: (Datum is leading edge of wing) (*Means net
 increase)

Class I:

- (a) Landplane
 101. 6.00-6 wheels (Shinn)
 102. Tail skid
 103. Propeller - wood (Fixed or
 adj. pitch) 11 lbs. (-47)
 (b) Seaplane; Item 103 PLUS
 151. Edo D-1070 floats with water }
 rudders (149 lbs.) } 109 lbs.*
 152. Auxiliary seaplane fin }

Class II:

- (a) Landplane
 200. Misc. items as noted in
 approved weight and balance report.
 201. Everel propeller I-36-A
 (single blade) 12 lbs.*
 202. Radio receiver 9 lbs. (+36)
 203. Battery and box 9 lbs. (-17)
 (b) Seaplane; Items 200, 201, 202, 203
 and 309b.

Class III:

- (a) Landplane
 301. Parachutes - one or two at 20 lbs. each
 302. Tail wheel
 (a) 6x2.00 steerable 5 lbs.*
 (b) 6x2.00 steerable (Air-
 craft Associates) 5 lbs.*
 (c) 6x2.00 (Goodyear commercial)
 free swiveling 1 lb.*
 303. Auxiliary door
 304. 6.00-6 wheels (Shinn) with
 brakes 5 lbs.*
 305. Wheel pants 6 lbs.
 306. (a) Cabin and carburetor
 heater (Hooster) 4 lbs.*
 (b) Taylorcraft cabin heater
 A-L66 2 lbs.

TAYLORCRAFT A (Continued)

307. Navigation lights 3 lbs.
 308. Miscellaneous extra instruments
 309. Engines
 (a) Continental A-40-3
 Placard limits
 Maximum, except take-off
 -- in. Hg., 2550 rpm (37 hp)
 Take-off (one minute)
 -- in. Hg., 2550 rpm (37 hp)
 (b) Continental A-40-5 (dual
 ignition) Approx. 11 lbs.*
 Placard limits
 Maximum, except take-off
 -- in. Hg., 2575 rpm (40 hp)
 Take-off (one minute)
 -- in. Hg., 2575 rpm (40 hp)
 310. Pressure cowling (Greider
 model A) 2 lbs.*
 311. Skis Use actual weight change
 (a) Federal SA-1
 (b) Richards 1-B
 (c) Air Transport 1220-480
 (d) Alaska Airmotive Taylorcraft
 (e) Jennings TY-2
 (f) Federal SC-1
 (g) Marston 1200

- (b) Seaplane; Items 301, 303, 306, 307 and 308 PLUS
 351. Edo 54-1140 float installation
 (incl. water rudders) 140 lbs.
 (Approx. 100 lbs.* with item 152)

NOTE A. Each aircraft manufactured after April 3, 1941,
 must, prior to original certification, satisfactorily
 pass:

- (a) An inspection for workmanship, materials and con-
 formity 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 the flight characteristics.
 NOTE 1. Eligible for export as follows subject to inspec-
 tion for equipment specified in Chapter XII of Inspection
 Handbook: (April 1, 1942)

- (a) Canada - Landplane (A-40-4 engine must be placarded
 for 39 hp at 2500 rpm)
 Seaplane - maximum standard weight 1070
 lbs. with item 151 and 1130 lbs. with
 item 351.
 Skiplane - not eligible. However, struc-
 ture complies with Canadian requirements
 for ski installation with ski height of
 12 in. or less.

- (b) All other countries except Australia and New
 Zealand.

NOTE 2. No aircraft of this model shall be eligible for
 original certification with single ignition engine after
 August 1, 1941.