

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A-793
Revision 25
General Dynamics
240 Series
USAF T-29A, VT-29A,
T-29B, T-29C, T-29D,
& C-131A
April 19, 1999

AIRCRAFT SPECIFICATION A-793

Manufacturer Tracor Flight Systems, Inc.
1326 Flight Line, Hangar 75
Mojave, California 93501-1665

I - Model 240-0 Approved December 7, 1948

This Section deleted. All Model 240-0 airplanes have been revised to allow their operation in accordance with the provisions of Section II.

II - Model 240-0, -1, -2, -3, -4, -5, -6, -7, -8, -10, -11, -12, -13, -14, -15, -17, -19, -26

Model 240-6 approved December 7, 1948

Model 240-17 approved December 28, 1978

NOTE 8 for explanations of model designations

NOTE 14 for required changes to the military T-29A and VT- 29A for operation as a Model 240-17

Engines 2 P&W Double Wasps CA3, CA15, CA18, or R2800-83AM3, -83AM4A or -83AM9 (20:9 propeller reduction gearing); or CB3, CB16, R2800-83AM5, -52WM1 or -99W (20:9 propeller reduction gearing). Note: R2800-97W is equivalent to R2800 CA-18.

Fuel 100/130 grade aviation gasoline

Engine Limits (Straight line manifold pressure variation with altitudes shown)

	<u>HP.</u>	<u>R.P.M.</u>	<u>MP In. Hg.</u>	<u>Alt.</u>
P&W Double Wasp CA3, CA15, R2800-83AM3 & -83AM4A				
Low impeller gear ratio 7.29:1				
Takeoff (two minutes) (dry)	2100	2800	53.5*	S.L.
Takeoff (two minutes) (wet)	2400	2800	56.5	S.L.
Maximum continuous	1800	2600	45.0	S.L.
Maximum continuous	1800	2600	44.0	6500'
or (for CA3, CA15 & -83AM4A only)				
Maximum continuous	1900	2600	47.5	S.L.
Maximum continuous	1900	2600	46.5	4900'
High impeller gear ratio 9.45:1 (CA15, R2800-83AM3, & -83AM4 only)				
Maximum continuous	1600	2600	46.5	10000'
Maximum continuous	1600	2600	45.0	16200'

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Engine Limits (Cont'd)

	<u>HP.</u>	<u>R.P.M.</u>	<u>MP In. Hg.</u>	<u>Alt.</u>
P&W Double Wasp CA18 & R2800-83AM9				
Low impeller gear ratio 7.29:1				
Takeoff (two minutes) (dry)	2100	2800	53.5*	S.L.
Takeoff (two minutes) (wet)	2400	2800	56.5	S.L.
Maximum continuous	1800	2600	45.0	S.L.
Maximum continuous	1800	2600	44.0	6500'
Maximum continuous	1900	2600	47.5	S.L.
Maximum continuous	1900	2600	46.5	4500'
High impeller gear ratio 9.1:1				
Maximum continuous	1675	2600	49.0	8000'
Maximum continuous	1675	2600	47.0	13500'
P&W Double Wasp CB3, CB16, R2800-83AM5, -52WM1 & -99W				
Low impeller gear ratio 7.29:1				
Takeoff (two minutes) (dry)	2050	2700	55.0	S.L.
Takeoff (two minutes) (dry)	2050	2700	53.0	6900'
Takeoff (two minutes) (dry)	1950	2800	53.0	S.L.
Takeoff (two minutes) (dry)	1950	2800	51.0	9800'
Takeoff (two minutes) (wet)	2400	2800	59.5	S.L.
Takeoff (two minutes) (wet)	2400	2800	59.0	5000'
Maximum continuous	1800	2600	48.5	S.L.
Maximum continuous	1800	2600	46.5	9200'
High impeller gear ratio 8.58:1 (CB16, R2800-83AM5, -52WM1 & -99W only)				
Maximum continuous	1700	2600	48.5	10000'
Maximum continuous	1700	2600	47.5	16800'

*54 In. Hg. for R2800-83AM3, -83AM4A, and -83AM9

Airspeed Limits

V _C	(Maximum cruising) (S.L. to 7600') (Above 7600' reduce speed) See NOTE 9 for alternate values	280 m.p.h. 6 m.p.h.	(244 knots) (5 knots)	True Ind. per 1000'
V _{NE}	(Never exceed) (S.L. to 7600') (Above 7600' reduce speed) See NOTE 9 for alternate values	315 m.p.h. 6 m.p.h.	(274 knots) (5 knots)	True Ind. per 1000'
V _P	(Maneuvering)	180 m.p.h.	(157 knots)	True Ind.
V _F	(Flaps down) 15° maximum	215 m.p.h.	(187 knots)	True Ind.
V _F	(Flaps down) 20° maximum	200 m.p.h.	(174 knots)	True Ind.
V _F	(Flaps down) 30° maximum	178 m.p.h.	(155 knots)	True Ind.
V _F	(Flaps down) 40° full	160 m.p.h.	(139 knots)	True Ind.
V _{LE}	(Landing gear extended)	200 m.p.h.	(174 knots)	True Ind.
V _{LO}	(Landing gear operation) (Retracted)	150 m.p.h.	(131 knots)	True Ind.
V _{LO}	(Landing gear operation) (Extended)	200 m.p.h.	(174 knots)	True Ind.

C. G. Range	Takeoff and landing (351.4) (17% MAC) to (367.7) (31% MAC) with landing gear extended. Normal enroute operation (346.8) (13% MAC) to (370.1) (33% MAC) with landing gear retracted. Effect of retracting landing gear: -69,160 in. lbs. See NOTE 5 for modifications accomplished.
Maximum Weight	Takeoff 40,500 lbs. (See NOTE 11 for 41,200 lbs. with fuel dump system) (See NOTE 5 for modifications accomplished) (See NOTE 18 for 41,200 lbs. or 41,790 lbs. without outer panel tanks) (See NOTE 19 for 41,790 lbs. with outer panel tanks) (See NOTE 20 for 42,500 lbs. or 42,400 lbs. with fuel dump installation (with or without outer panel tanks)) Landing 38,600 lbs. (See NOTES 18, 19, and 20 for 39,800 lbs.) Zero fuel 37,400 lbs. (See NOTE 18 for 38,900 lbs. or 38,600 lbs. without outer panel tanks) (See NOTE 19 for 38,900 lbs. with outer panel tanks) (See NOTE 20 for 38,100 lbs., 38,400 lbs., or 38,170 lbs. with fuel dump installation)
Minimum Crew	2 - Pilot and Copilot (Sta. 84)
Maximum Passengers	40 (CAR 4b.381)
Maximum Baggage	(See NOTE 4)
Fuel Capacity	1000 gal. (one 500 gal. tank in each wing) (Sta.375)
Oil Capacity	41 gal. with Item 1(b), (c), or (d) installed (one 20.5 gal. tank in each nacelle) (Sta. 323) 45 gal. with Item 1(a) installed (one 22.5 gal. tank in each nacelle) (Sta. 323)
Serial Numbers Eligible	1 and up
Required Equipment	1.(a), (b), (d), (e), (f), or (g); 111.(a); 115.(a) or (b); 116.(a) or (b); 201.(a) or (b); 202.(b) or (c); 204.(a); 205.(a); 207.(a), (b), or (c); 208.(a) or (b); 209.(a) or (b); 210.(a); 211.(a) or (b); 415.

III -Models 240-23, -24, -25, -27, -52, and -53

Model 240-23 Approved September 1, 1950

Model 240-27 Approved July 8, 1963, & June 5, 1979

Models 240-52, 240-53 Approved June 12, 1980

NOTE 10 for eligibility of additional models

NOTE 13 for required changes to the Military T29B for operation as a Model 240-27

NOTE 15 for required changes to the Military T-29C for operation as a Model 240-27

NOTE 16 for required changes to the Military T-29D for operation as a Model 240-52

NOTE 17 for required changes to the Military C-131A for operation as Model 240-53

Fuel 100/130 grade aviation gasoline.

Engine Limits
Airspeed Limits

Same as Section II

V _C	(Maximum cruising) (S.L. to 16500') (Above 16500' reduce speed See NOTE 10 for alternate values	270 m.p.h. 6 m.p.h.	(235 knots) (5 knots)	True Ind. per 1000')
V _{NE}	(Never exceed) (S.L. to 16500') (Above 16500' reduce speed See NOTE 10 for alternate values	306 m.p.h. 6 m.p.h.	(266 knots) (5 knots)	True Ind. per 1000')
V _P	(Maneuvering)	180 m.p.h.	(157 knots)	True Ind.
V _F	(Flaps down) 15° maximum	215 m.p.h.	(187 knots)	True Ind.
V _F	(Flaps down) 20° maximum	200 m.p.h.	(174 knots)	True Ind.
V _F	(Flaps down) 30° maximum	178 m.p.h.	(155 knots)	True Ind.
V _F	(Flaps down) 40° full	160 m.p.h.	(139 knots)	True Ind.
V _{LE}	(Landing gear extended)	200 m.p.h.	(174 knots)	True Ind.
V _{LO}	(Landing gear operation) (Retracted)	150 m.p.h.	(131 knots)	True Ind.
V _{LO}	(Landing gear operation) (Extended)	200 m.p.h.	(174 knots)	True Ind.

C. G. Range

Takeoff and landing (351.4) (17% MAC) to (367.7) (31% MAC) with landing gear extended. Normal enroute operation (346.8) (13% MAC) to (370.1) (33% MAC) with landing gear retracted.

Effect of retracting landing gear: -69,160 in. lbs.

See NOTE 5 for modifications accomplished.

Maximum Weights

Engines	(1) CA3, CA15, CA18, CB3, CB16, R2800-83AM3; -83AM4A, -83AM5, -83AM9, -52WM1, -99W	(1)(2) CA3, CA15, CA18, CB3, CB16, R2800-83AM4A, -83AM5, -83AM9, -52WM1, -99W	(3) CA3, CA15, CA18, CB3, CB16, R2800-83AM4A, -83AM5, -83AM9, -52WM1, -99W	(3) CA3, CA15, CA18, CB3, CB16, R2800-83AM4A, -83AM5, -83AM9, -52WM1, -99W
Propellers	<u>Curtiss</u> C632S-B/740-6C2-0 C632S-B/740-9C2-0 <u>Hamilton Standard</u> 23260/2H17K3-48R 23260/2H17U3-48R or /2H17AA3-48R or /2H17AC3-48R 43E60/6895A-12	<u>Curtiss</u> C632S-B/740-6C2-0 C632S-B/740-9C2-0 <u>Hamilton Standard</u> 23260/2H17K3-48R 23260/2H17U3-48R or /2H17AA3-48R or /2H17AC3-48R 43E60/6895A-12	<u>Curtiss</u> C632S-B/740-9C2-0 <u>Hamilton Standard</u> 43E60/6895A-12	<u>Curtiss</u> C632S-B/740-9C2-0 <u>Hamilton Standard</u> 23260/2H17K3-48R 23260/2H17U3-48R or /2H17AA3-48R or /2H17AC3-48R 43E60/6895A-12
T.O. Gross Wt.	41200	41790	42400	42500
Zero Fuel Wt.	38900	38600/38900(4)	38160/38460(4)	38100/38400(4)
Landing Weight	39800	39800	39800	39800

(1) For airplanes modified in accordance with CVAC Service Bulletin 240-377 not incorporating outer panel fuel tanks.

(2) For airplanes modified in accordance with CVAC Service Bulletin 240-376A incorporating outer panel fuel tanks.

(3) For airplanes modified in accordance with CVAC Service Bulletin 240-308B and 240-426.

(4) Upper figure Zero Fuel Wt. without outer panel fuel tanks. Lower figure Zero Fuel Wt. with outer panel fuel tanks.

Minimum Crew	2 - Pilot and Copilot (Sta. 84)
Maximum Passengers	40 (CAR 4b.381) (32 for Model 240-23)
Maximum Baggage	(See NOTE 4)
Fuel Capacity	1000 gal. (one 500 gal. tank in each wing) (Sta. 375) 1550 gal. with outer fuel tanks, CVAC 240-1406001 (one 500 gal. and one 275 gal. tank in each wing) (Sta. 375) (Tanks in each wing are interconnected to function as a single 775 gal. tank)
Oil Capacity	41 gal. with Item 1(b) or (d) installed (one 20.5 gal. tank in each nacelle) (Sta.323) 45 gal. with Item 1(a) installed (one 22.5 gal. tank in each nacelle) (Sta. 323) 5 gal. in fuselage (required when outer wing fuel tanks are installed) (Sta. 126)
Serial Numbers Eligible	1 and up
Required Equipment	1.(a), (b), (d), (e), (f), or (g); 111.(a) or (b); 115.(a), (b), (c), or (d); 116.(b); 201.(a) or (b); 202.(b) or (c); 204.(a); 205.(a); 207.(b), or (c); 208.(a) or (b); 209.(a),(b), or (c); 210.(a) or (b); 211.(b); 415.

Specifications Pertinent to All Models

Datum	Station 0 (Fuselage Nose). (Distance from data to centerline rear main wheel 393.1 in.)		
MAC	116.6 in. L.E. MAC Sta. 331.6		
Leveling Means	Leveling lugs inside nose wheel well L.H. side.		
Control Surface Movements	Main Surfaces:		
	Elevators	25° Up	12° Down
	Rudder	18° Left	18° Right
	Ailerons (Rig 1½° Drooped on Ground)	17° Up	20° Down
	Flight (Spring) Tabs:		
	Elevator (Rig 7° Up from Chord at Neutral)*	12° Up	12° Down
	Rudder (Rig 2° to Left of Chord Neutral)	14° Left	10° Right
	Servo and Trim Tabs (Main Surfaces in Neutral):		
	Elevator, Servo-Trim (Rig 5° Down from chord at Neutral)	3° Up	17° Down
	Rudder Trim	9° Left	9° Right
	Aileron Servo-Trim (Rig 1½° Up from Chord at Neutral)	8½° Up	5½° Down
	Flaps	39° Total Angular Travel	

*With control column counter-balance and elevator bungee spring disconnected. This up-rigging becomes 9½° with counter-balance and spring connected.

Certification Basis	Type Certificate No. A-793 (Transport Category, CAR 4b, effective November 9, 1945, and Amendment 4b-1, effective November 1, 1946) (Model 240-8, certified under the combined requirements of CAR 4b, effective November 9, 1945, and Amendment 4b-1, effective November 1, 1946, and CAR 3, effective November 13, 1945.)		
Production Basis	Production Certificate No. 605		
Export Eligibility	Eligible for export to all countries subject to the provisions of MOP 2-4 except as follows: Canada - Landplane only eligible.		
Propellers and Propeller Accessories (Except Anti-Icing Equipment)	<p>1. (a) 2 Curtiss-Wright, hubs C632SB with 740-6C2-0 blades 926 lbs. (Sta. 220)</p> <p style="margin-left: 40px;">Diameter: 13'1"</p> <p style="margin-left: 40px;">Pitch settings at 42" sta., for use with engines having 2100 hp. dry takeoff power rating only:</p> <p style="margin-left: 80px;">Reverse -13.5°, minimum low 24°, feathered 91.7°</p> <p style="margin-left: 40px;">Pitch settings at 42" sta., for use with engines having 2400 hp. wet takeoff power rating:</p> <p style="margin-left: 80px;">Reverse -17.5°, minimum low 26.5°, feathered 91.7°</p> <p style="margin-left: 40px;">Following placards required:</p> <p style="margin-left: 80px;">(1) "Avoid continuous operation in flight below 1500 engine rpm." (2) "Avoid continuous operation on ground between 1250 & 1500 engine r.p.m."</p> <p>(b) 2 Hamilton Standard, hubs 23260 with 2H17K3-48R blades 882 lbs. (Sta. 224)</p> <p style="margin-left: 40px;">Diameter: 13'1"</p> <p style="margin-left: 40px;">Pitch settings at 72" sta.:</p> <p style="margin-left: 80px;">Reverse -23°, or -25°, minimum low 14°, feathered 81°.</p> <p style="margin-left: 40px;">Some airplanes incorporate restricted throttle travel in reverse, limiting reverse power to approximately 75% of the 2400 hp. takeoff rating of the engines. These airplanes have a reverse blade angle of -23°. Airplanes with full power available in reverse have a reverse blade angle of -25°.</p>		

Propellers and Propeller
Accessories (Except
Anti-Icing Equipment) (Cont'd)

- (c) Deleted June 26, 1953
- (d) 2 Hamilton Standard, hubs 23260 with 2H17U3-48R or 2H17AA3-48R blades (See Prop. Spec. P-853 (NOTE 6) for interchangeable blades) 888 lbs. (Sta. 224)

Diameter: 13'1"

Pitch settings at 72" sta.:

Reverse -23°, or -25°, minimum low 14°, feathered 81°

Some airplanes incorporate restricted throttle travel in reverse, limiting reverse power to approximately 75% of the 2400 hp takeoff rating of the engines. These airplanes have a reverse blade angle of -23°. Airplanes with full power available in reverse have a reverse blade angle of -25°.

3. 2 Curtiss-Wright, hubs C632SB with 740-9C2-0 blades 980 lbs. (Sta. 220)

Diameter: 13'1"

Pitch settings at 42" sta., for use with engines having 2100 hp. dry takeoff rating only:

Reverse -13.5°, minimum low 24°, feathered 91.7°

Pitch settings at 42" sta., for use with engines having 2400 hp. wet takeoff power rating:

Reverse -17.5°, minimum low 26.5°, feathered 91.7°

Following placards required:

- (1) "Avoid continuous operation in flight below 1500 engine rpm."
- (2) "Avoid continuous operation on ground between 1250 & 1500 engine rpm."

Propellers and Propeller
Accessories (Except
Anti-Icing Equipment) (Cont'd)

- (f) 2 Hamilton Standard, hubs 43E60 with 6895-12 blades 1080 lbs. (Sta. 224)

Diameter: Max. 13'1-5/16", minimum allowable for repairs 12'9-5/8"

No further tolerance permitted

Pitch setting at 42" sta.:

Reverse -13°; minimum low 29°; feathered 95°

Propellers and Propeller
Accessories (Except
Anti-Icing Equipment) (Cont'd)

- (g) 2 Hamilton Standard hubs 23260 with blades 906 lbs. (Sta. 224)
2H17AC3-48R (See Prop. Spec. P-853 (NOTE 6)
for interchangeable blades)

Diameter: 13'1"

Pitch settings at 72" sta.:

Reverse -23° or -25°, minimum low 14°,
feathered 81°

Some airplanes incorporate restricted throttle travel in reverse, limiting reverse power to approximately 75% of the 2400 hp. takeoff rating of the engines. These airplanes have a reverse blade angle of -23°. Airplanes with full power available in reverse have a reverse blade angle of -25°.

Engine and Engine Accessories -
Fuel and Oil Systems

111. (a) System fuel 47 lbs. (Sta. 375)
(b) System fuel (with outer wing tanks installed) 53 lbs. (Sta. 375)
115. (a) System oil (with Item 1(a) or (e) installed) 133 lbs. (Sta. 275)
(b) System oil (with Item 1(b), (d), (f), or (g) installed) 204 lbs. (Sta. 274)
(c) System oil (with Item 1(a) or 1(e) and auxiliary oil installed) 145 lbs. (Sta. 275)
(d) System oil (with Item 1(b), (d), (f), or (g) and auxiliary oil installed) 216 lbs. (Sta. 274)
116. 4 engine augmenters
(a) Deleted December 12, 1950
(b) Muff type augmenters:

(1) CVAC Part No. 240-6220195 with any of the following forward augmentor sections:

240-6221107, -0, -168, -172, -182, -190, -202, -250, -252, -260, -262, -264, -268, -280, -290, -300, -314, -360
117. Fuel dump system (See CVAC Service Bulletin 240-426 for part numbers, weight and basic moment changes.)

Landing Gear

201. 2 Main Gear Shock Struts
- (a) Bendix 155370 (Left) and 155371 (Right) 450 lbs. (Sta 396)
- (b) Bendix 155150 (Left) and 155151 (Right) 444 lbs. (Sta. 396)
- (c) For Model 240-17, -27, -52, and -53 only 455 lbs. (Sta. 396)
Bendix 160570 (Left) and 160570 (Right)
(See Notes)

Landing Gear (Cont'd)

- | | | | |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------|
| (d) | Bendix 159695 (Left) and 159696 (Right)
(155370/155371 Shock Struts modified per
Bendix Service Bulletin No. L.G. 516.
Required for 41,200 lbs. and higher maximum
take-off weight. Ref. CVAC S.B. 240-308A) | 440 lbs. | (Sta. 396) |
| (e) | Bendix 159589 (Left) and 159590 (Right)
(155150/155151 Shock Struts modified per
Bendix Service Bulletin No. L.G. 516
Required for 41,200 lbs. and higher maximum
take-off weight. Ref. CVAC S.B. 240-308A) | 454 lbs. | (Sta. 396) |

- Notes:
1. Must be used in pairs.
Not to be used on other 240 aircraft (use only on 240-17, -27,
-52, and -53)
 2. Parts in Bendix 155150/155151, 155370/155371,
159589/159590, and 159695/159696 Commercial Gears and
Bendix 160570 Military Gears are not interchangeable.
 3. The Bendix 160570 Strut can be used in R.H. or L.H.
installations depending on component assembly.

202. 4 Main Wheel Brake Assemblies (34 x 9.9)
Type VII-B (E.H.P.)

- | | | | |
|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------|
| (a) | Deleted - December 12, 1950 | | |
| 202 (b) | Goodyear Model L34 x 9.9 HBM
Wheel Assembly No. 9540082
Brake Assembly No. 9540245
Brake Assembly No. 9540485
Brake Assembly No. 9530222* | 332 lbs. | (Sta. 393) |
| (c) | Goodyear Model L34d x 9.9 HBM
Wheel Assembly No. 9540316
Brake Assembly No. 9540245
Brake Assembly No. 9540485
Brake Assembly No. 9530222* | 334 lbs. | (Sta. 393) |
| (d) | Goodyear Model L34 x 9.9 for 240-17
Wheel Assembly No. 9540316
Wheel Assembly No. 9540316 M-1
Brake Assembly No. 9540245
Brake Assembly No. 9540245M | 334 lbs. | (Sta. 393) |
| (e) | Goodyear Model L34 x 9.9 for 240-27,
-52, -53
Wheel Assembly No. 9540591
Wheel Assembly No. 9540316 M-1
Brake Assembly No. 9540485 | 334 lbs. | (Sta. 393) |

*Note: Brake assembly must be reworked per
S.B. 240-22A II

Landing Gear (Cont'd)

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|------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------|
| 204. | (a) | 4 Main Wheel 12 Ply Rating Tires (34 x 9.9)
Type VII B (Inflation Pressure = 95 PSI) | 209 lbs. | (Sta. 393) |
| | (b) | 4 Main Wheel 14 Ply Rating Tires (34 x 9.9)
Type VII B (Inflation Pressure = 109 PSI) | 209 lbs. | (Sta. 393) |
| | | The maximum permissible weight of a tire and tube is 73.016 lbs. Either new or retreaded, the total weight of a tire and tube must not exceed this limit. | | |
| 205. | | 4 Main Wheel Tubes (34 x 9.9) Type VII B,
Plain with TR-150 Valve | 31 lbs. | (Sta. 393) |
| 207. | | Nose Gear Shock Strut | | |
| | (a) | Bendix 155155 | 131 lbs. | (Sta. 92) |
| | (b) | Menasco 523500 | 187 lbs. | (Sta. 92) |
| | | (Required for 41,200 lbs. and higher maximum take-off weight. Ref. CVAC S.B. 240-308A. Required for Model 240-17, -27, -52, and -53) | | |
| | (c) | For Model 240-0, -10, and -26 only
Bendix 159845 | 183 lbs. | (Sta. 92) |
| | | (Ref. American Airlines E.A. C.732A. Alternate for Menasco 523500. Requires E.A. C.825 for 41,200 lbs. maximum take-off weight) | | |
| 208. | | 2 Nose Wheels (26 x 6) Type II Tire (Model 240) | | |
| | (a) | Goodrich Model 2665-M (Includes Fairings)
Mag | 36 lbs. | (95) |
| | (b) | Goodrich Model 2665-M1 (Without Fairings)
Mag | 36 lbs. | (95) |
| | (c) | Goodrich Assy. No. G-3-615-M Tube Type | | |
| | (d) | Goodrich Assy. No. G-3-615-M1 Tube Type | | |
| | (e) | Goodrich Assy. No. G-3-701M Tube Type | | |
| | (f) | Goodrich Assy. No. G-3-701M1 Tube Type | | |
| | (g) | Goodrich Assy. No. G3-677M1 Tube Type
(T-29A only) 240-17 | | |
| | (h) | Goodrich Assy. No. G3-704M Tube Type | | |
| | (i) | Goodrich Assy. No. G3-704M1 Tube Type | | |

Landing Gear (Cont'd)

2 Nose Wheels (26 x 6.6) Type VII Tire (Model T-29)
(See note at end of paragraph 209. for limitations)

(j) Goodrich Assy. No. G3-725M Tube Type
(T-29A, B, C, D, C-131A)

(k) Goodrich Assy. No. G3-725M1 Tube Type
(T-29A, B, C, D, C-131A)

2 Nose Wheels (7.50 x 14) Type III with S.B. 240-308B or S.B. 240-397.
Requires Menasco Nose Gear Shock Strut (Ref. 207.(b)) and
240-5210103-104 Nose Gear Drag Strut (Ref. 211.(b)).

(l) Goodrich Assy. No. G3-902 Tube or Tubeless

(m) Goodrich Assy. No. G3-904 Tube Type

209. 2 Nose Wheel Tires (See NOTE 5 regarding Item 209.a)

(a) Goodrich Pre Rotating 44 lbs. (Sta. 95)
10 Ply Rating Rotovane
(26 x 6) Type II Tube Type
Inflation Pressure = 97 PSI

(b) 10 Ply Rating (26 x 6) Type II Tube Type 44 lbs. (Sta. 95)
Inflation Pressure = 97 PSI

(c) 8 Ply Ratings (7.50 x 14) Type III Tube Type 46 lbs. (Sta. 95)
with S.B. 240-308B or S.B. 240-397. Requires
Menasco Nose Gear Shock Strut (Ref. 207.(b))
and 240-5210103-104 Nose Gear Drag Strut
(Ref. 211.(b)). Inflation Pressure = 54 PSI

(May be used on 26.6 wheel) 8 Ply Tire Only

(d) 12 Ply Rating (26 x 6.6) Type VII Tube Type
for G3-725M and M1 Only (240-17, -27, -52,
-53)
Inflation Pressure = 117.5 PSI

Notes: (1) 26 x 6.6 Tires, Tubes, and Wheels must be used only in pairs
on nose wheel installations and the 26 x 6.6 Tires, Tubes, and
Wheels are not interchangeable with the 26 x 6 items used on
other models of the 240 aircraft.

The 7.50 x 14 8 Ply Tires may be used on the 26 x 6 Wheels
(Ref. 209.(c)).

The 7.50 x 14 8 Ply Tires may be installed provided the
Menasco Nose Gear Shock Strut (Ref. 207.(b)) and the
240-5210103-104 Nose Gear Drag Strut (Ref. 211.(b)) have
been installed per S.B. 240-308B or S.B. 240-397.

(2) The tire pressures shown are nominal.

(3) The maximum permissible weight of a tire and tube is 30.8 lbs.
Either new or retreaded, the total weight of a tire and tube must
not exceed this limit.

Landing Gear (Cont'd)

210. 2 Nose Wheel Tubes
- (a) (26 x 6) Type II Plain with 2.5 inch TR-150 Valve Bent 70° 9 lbs. (Sta. 95)
 - (b) (7.50 x 14) Type III Plain 9 lbs. (Sta. 95)
 - (c) (26 x 6.6) Type VII for Wheel G3-725 Only (240-17, -27, -52, and -53) 10 lbs. (Sta. 95)
211. Nose Gear Drag Strut
- (a) CVAC 240-5210101 Assy. 46 lbs.
 - (b) CVAC 240-5210101 Assy. (including 240-5210103 -104 LH Upper Drag Strut) (Required for 41,200 lbs. and higher maximum take-off weight. Ref. CVAC S.B. 240-308A. Required to permit use of 7.50 x 14 Nose Wheel Tires. Ref. CVAC S.B. 240-397) 48 lbs.
 - (c) CVAC 240-5210101-815 Assy. (For 240-17, -27, -52, -53 only)

Electrical Equipment

340. 2 landing lights 13 lbs. (Sta. 335)
- (a) Grimes 3800-3
342. 1 taxi light 3 lbs. (Sta. 2)
- (a) General Electric 4560
344. 1 forward position light 2 lbs. (Sta. 8)
- (a) General Electric 4541
345. 2 generators
- (a) General Electric 2CM75C4 (300 a.) 120 lbs. (Sta. 299)
 - (b) General Electric 2CM82C1 (375 a.) 120 lbs. (Sta. 299)

Interior Equipment

415. FAA Approved Model 240 Airplane Flight Manual. (The Manual may be carried as part of, or bound with, the operator's "Approved Operations Manual", but must retain its identity as an individual manual.)
416. (a) Cabin Supercharger, AiResearch Part No. 52351 50 lbs. (Sta. 408)
- (b) Cabin Supercharger, AiResearch Part No. 52851, Serial Nos. eligible for (a) and (b), 7-300 and up.
 - (c) Cabin Supercharger, Stratos Model S60-5, installed in accordance with American Airlines' Drawing FYC 1800A.

Interior Equipment (Cont'd)

- (d) Cabin Supercharger, Stratos Model S60-11, installed in accordance with Pan American World Airways' Report No. LA-442
417. Sperry A-12 Autopilot installed per pages APW-1 through APW-23 of Convair Parts Catalog - Autopilot Section as revised June 15, 1950, and as modified by Sperry Drawing SK No. 5232-65381E

(1) Servo Motor Cable Forces Limits

Elevator	89 lbs. min.	130 lbs. max.
Aileron	70 lbs. min	89 lbs. max.
Rudder	50 lbs. min.	71 lbs. max

(2) Power Gear Ratios

Elevator	148:1
Aileron	104:1
Rudder	104:1

(3) Maximum speed (TIAS) for autopilot operation: 234 knots
The maximum altitude loss during actual Automatic Pilot hard-over malfunctions are listed below:

- | | |
|----------------------------|---------|
| (a) Cruise configuration | 350 ft. |
| (b) Approach configuration | 100 ft. |

Note: A FAA Approved Airplane Flight Manual Supplement must be supplied

Anti-Icing Equipment

(See NOTE 6 regarding operation in icing conditions.)

506. (a) 2 Propeller Deicing Installation (Curtiss propellers), CVAC Drawing No. 240-0060906.
- (b) 2 Propeller Deicing Installation (Hamilton Standard), CVAC Drawing No. 240-0061906.
- (c) 2 Propeller Deicing Installation (Hamilton Standard), CVAC Drawing No. 240-0062906.
- (d) 2 Propeller Deicing Installation (Hamilton Standard), American Airlines E.A. No. C.875 (with manual control inoperative)

Miscellaneous

601. Stall Warning Indicator Installation (No longer required equipment)

NOTE 1

- (a) Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of air carrier operators having an approved weight control system). See Approved Master Equipment List CVAC Report No. ZL-240-002 for Approved Alternate or Additional Items of Equipment.

NOTE 1 (Cont'd)

- (b) The airplane must be loaded so that the C.G. is within the specified limits at all times, with the effects of fuel use, gear retraction, and the movement of the crew and passengers from their assigned positions being considered. (Retraction of the main and nose gears causes the C.G. to move forward, the change in moment due to this retraction being -69,160 in. lbs.). At takeoff, the airplane shall be loaded so that, due to fuel use, the C.G. cannot move forward of Sta. 351.4 (17% MAC).
- (c) (1) "System Fuel and Oil" is that amount required to fill both systems and the tanks up to the tank outlets to the engines when the airplane is in the level attitude. "System Fuel and Oil" and all hydraulic fluid must be included in the certification weight empty.
- (2) Fuel and oil tank capacities do not include any "System Fuel and Oil". Propeller feathering oil is not included as usable oil in installations with Hamilton Standard propellers.
- (d) For passengers and extra crew members seat locations, see Approved Weight and Balance Report for the particular model airplane.

NOTE 2

- (a) The following placards must be displayed on the instrument panel in full view of the pilot:
- (1) "This airplane must be operated in compliance with the operating limitations specified in FAA Approved Airplane Flight Manual."
- (2) Fuel Valves. "Fuel transfer from tank to tank is prohibited. When operating with the crossfeed system, turn off fuel valve for tank not being used."
- (b) The following placards must be installed in the cabin:
- (1) Placards restricting use during takeoff and landing and limiting the number of occupants at any time, as follows:

"Lavatory - 1 person"

NOTE 3

Deleted - December 12, 1950. All aircraft converted to incorporate Equipment Item 116.(b).

NOTE 4

<u>Compartment</u>	<u>Capacity (pounds)</u>	<u>Maximum Floor Loading (psf)</u>	<u>Moment Arm</u>
(a) Baggage for Model 240-0, -3, -10, -11, -12, -13, -14:			
Forward (Models 240-0, -3, -10, -13, -14)	1800	150 R.H.	(196)
(Models 240-11)	1200	100 L.H.	
(Models 240-12)	1550		
Lower	1500	65	(233)
Total capacity of forward and lower compartments not to exceed 2500 lbs.			

NOTE 4 (Cont'd)

<u>Compartment</u>	<u>Capacity (pounds)</u>	<u>Maximum Floor Loading (psf)</u>	<u>Moment Arm</u>
Aft	1500	150	(715)
Buffet	620		(682)
Total capacity of aft compartments (including buffet) not to exceed 1830 lbs.)			
(b) Baggage for Model 240-1, -7:			
Forward	1550	150 R.H. 100 L.H.	(157)
Lower	1500	65	(225)
Total capacity of forward and lower compartments not to exceed 2500 lbs.			
Aft	200	50	(705)
(c) Baggage for Model 240-2:			
Forward	1150	100*	(170)
*Left front portion of forward compartment, 40 lbs. psf			
Lower	1500	65	(225)
Total capacity of forward and lower compartments not to exceed 2500 lbs.			
Aft	1500	150	(715)
Auxiliary Passenger Compartment (To be used when first two rows of seats are removed)	1240	35	(265)
(d) Baggage for Model 240-4:			
Forward	350	150	(196)
Lower	1500	65	(225)
Total capacity of forward and lower compartments not to exceed 1700 lbs.			
Aft	1500	150	(715)
Auxiliary Passenger Compartment (To be used when first two rows of seats are removed)	1240	35	(265)
(e) Baggage for Model 240-5:			
Forward	1900	150 R.H. 100 L.H.	(153)
Lower	1500	65	(225)
Total capacity of forward and lower compartments not to exceed 2500 lbs.			
Aft	1000	150	(707)

NOTE 4 (Cont'd)

<u>Compartment</u>	<u>Capacity (pounds)</u>	<u>Maximum Floor Loading (psf)</u>	<u>Moment Arm</u>
(f) Baggage for Model 240-6:			
Forward Cargo	1000	50	(196)
Forward Coat	150		(133)
Lower	1500	65	(233)
Total capacity of forward and lower compartments not to exceed 2300 lbs.			
Aft	1500	150	(715)
(g) Baggage for Model 240-8:			
Forward	580	125	(193)
Lower	1350	65	(233)
Total capacity of forward and lower compartments not to exceed 1930 lbs.			
(h) Baggage for Model 240-23:			
Forward	3350	55	(244)
Lower	1500	55	(233)
Total capacity of forward and lower compartments not to exceed 4410 lbs.			
Aft	1500	150	(715)
Buffet	620		(682)
Total capacity of aft compartments (including buffet) not to exceed 1830 lbs.			

NOTE 5

All aircraft have been modified to include provisions of CVAC Service Bulletin No. 240-22A, Bendix Bulletin No. L.G. 500, and Equipment Item 202.(b). Weight and C.G. Range Limitations previously listed under NOTE 5 are now shown under the corresponding limitations of Section II.

For operation of the airplane at altitude airports, incorporation of Equipment Item 209.(a) may be necessary. Consult FAA Approved Airplane Flight Manual for determination of specific requirements. With airplanes incorporating Item 207.(b), prerotation type tires are not required.

NOTE 6

Model 240 aircraft are presently approved for operation in "light icing" conditions when either Equipment Items 116.(a) or (b) are installed (provided Equipment Item 506.(a), (b), or (c), and other pertinent anti-icing equipment are installed) under the following provision:

(a) Deleted July 15, 1963.

NOTE 6 (Cont'd)

(b) When Equipment Item 116.(b) is installed, the airplane, to be eligible for operation into "light icing" conditions, must incorporate Convair Service Bulletins 240-21, 240-143, 240-200, and Convair Service Information Letter 389. Convair Service Bulletin 240-21 covers incorporation of the muff type augmenters and other miscellaneous changes. Service Bulletin 240-143 specifies incorporation of stainless steel augments troughs. Service Bulletin 240-200 incorporates the

installation of thermo-override switches in the heater ducts adjacent to the augments tubes. Service Information Letter 389 requires the relocation of the wing anti-icing temperature pick-up bulbs to the respective wing tips. Service Bulletin 240-143 need not be incorporated on aircraft incorporating the long augments stacks which extend to a position at least flush with the end of the engine nacelle.

Before aircraft revised in accordance with the above technical data can be operated under the terms of this icing approval, it will be necessary that a flight check be accomplished to determine that the revised anti-icing installation meets the following minimum standard: With the airplane operating in level flight, two engine, 1000 horsepower per engine at 10,000 feet augments vanes in trail position, at least the following minimum temperatures above outside air temperature must appear on the pilot's instruments:

Wing tips	93°C.
Tail	100°C.

NOTE 7 Ferry permits may be issued to Model 240 series aircraft on which the automatic feathering system is inoperative. See FAA Approved Airplane Flight Manual for pertinent limitations.

NOTE 8 The various dash numbers listed under Section I and II are actually versions of the basic Model 240 series aircraft, the certification basis for which is Type Certificate No. A-793. These dash numbers were selected by CVAC primarily for contractual and clerical purposes and should not be considered to define different models of airplanes. Any one version may be converted to another by incorporation of pertinent required equipment and complete conformity with corresponding approved drawings.

It should be noted, however, that the identification plate in the cockpit indicates the specific airplane version and that different FAA Approved Airplane Flight Manuals, dependent primarily upon the propellers installed, are applicable to different groups of versions. Accordingly, when any version of a 240 series aircraft is converted to another, an additional identification plate should be installed adjacent to the manufacturer's plate. It should include the name of the agency accomplishing the conversion, the date of the conversion, and the new version number. It should be determined that the FAA Approved Airplane Flight Manual pertinent to the new version is installed.

NOTE 9 To airplanes certificated for a maximum takeoff weight of 40,500 lbs., the following airspeed limits are applicable upon incorporation, in their entirety, of CVAC Service Bulletins 240-56A, -176A, -205, -219, -225, -247A, -268, and CVAC Service Information Letter No. 415 and, if applicable, CVAC Service Difficulties and Parts Failures Report No. 245:

Airspeed limits:

V_C	(Maximum cruising) 280 m.p.h. (244 knots) True Ind. (S.L. to 15000') (Above 15000' reduce speed 6 m.p.h. (5 knots) per 1000')
V_{NE}	(Never exceed) 315 m.p.h. (274 knots) True Ind. (S.L. to 15000') (Above 15000' reduce speed 6 m.p.h. (5 knots) per 1000')

NOTE 10 Airplane models listed under Section II which have been modified in accordance with CVAC Service Bulletins No. 240-22A and 240-308B, CVAC Service Information Letter No. 551, and which have been further modified in accordance with the rework outlined in NOTE 9, are eligible for operation under the provisions of Section II.

NOTE 10 (Cont'd)

Service Bulletin 240-308B includes extensive rework of the wing center section, rework of the fuselage in the area of the wing attachment, increasing the orifice in the main landing gear struts to .535 in., and incorporation of Equipment Items 207.(b) or (c) and 211.(b).

For airplanes which do not incorporate the modifications outlines in NOTE 9 in their entirety, the following Airspeed Limits are applicable:

Airspeed limits:

V_C (Maximum cruising) 270 m.p.h. (235 knots) True Ind. (S.L. to 7600')
(Above 7600' reduce speed 6 m.p.h. (5 knots) per 1000')
 V_{NE} (Never exceed) 306 m.p.h. (266 knots) True Ind. (S.L. to 7600')
(Above 7600' reduce speed 6 m.p.h. (5 knots) per 1000')

NOTE 11

Airplane models listed under Section II which have been modified in accordance with Pan American Airways, LAD Division, Engineering Report No. 415, "CV-240 Fuel Dump System," may be operated at the following weights:

Takeoff	41,200 lbs.
Landing	38,600 lbs.
Zero Fuel	37,400 lbs.

The undumpable fuel is 114 gallons per tank (228 gallons total).

NOTE 12

Replacement parts manufactured by Canadair, Limited, Montreal, Canada, are eligible for installation on Convair aircraft covered by this specification when accompanied by a Canadair Release Note containing the following statement and bearing a certification signed by a Canadian Department of Transportation representative:

"Parts listed on this Release Note have been manufactured by Canadair as an approved Convair subsidiary manufacturer under Convair Production Certificate No. 605, in accordance with United States Civil Air Regulations and Civil Aeronautics Manual 1."

NOTE 13

The military Model T-29B is basically the same as Model 240. Prior to the certification of the T-29B as a Model 240-27, the following must be accomplished:

- (a) The aircraft must be modified in accordance with Convair Report No. GDC-63-115, Revision 3, dated May 22, 1963, or an equivalent modification approved by the FAA.
- (b) The airplane must be reworked and/or modified in accordance with the following Airworthiness Directives or a FAA Los Angeles Aircraft Certification Office approved equivalent, unless already accomplished:

48-22-01	49-34-01	52-11-02	55-18-01	56-24-01	59-01-01	77-10-11
48-41-01	49-44-02	52-14-02	56-04-02	56-24-02	59-02-01	80-08-03
48-50-04	49-45-02	53-05-01	56-08-01	57-14-01	59-04-02	
48-51-02	50-19-02	54-01-02	56-18-01	58-06-01	64-18-04	
49-30-02	51-28-01	55-15-02	56-20-04	58-25-01	64-19-04	

The inspections, as applicable, and as required by the following Airworthiness Directives, shall be accomplished in the manner prescribed in each AD:

49-30-01	50-13-01	51-05-01	74-03-04	83-01-01	93-21-02
49-38-01	50-36-01	53-23-01	79-21-06	83-23-05	
49-43-01	50-52-01	57-03-01	81-18-05	92-25-13	

NOTE 13 (Cont'd)

Comply with the rework and/or modification required by all other Airworthiness Directives that are applicable to the engines, propeller, or items of equipment that are installed in the airplane.

- (c) Each airplane must satisfactorily pass an inspection for conformity, possible hidden damage, and for workmanship and materials used in making any repairs and/or alterations.
- (d) The maintenance, overhaul, and modification records of each aircraft must be reviewed for changes made by military services that may affect the airworthiness of the aircraft. Modifications and changes of equipment which affect the safety or performance of the aircraft must be approved by the FAA.
- (e) Instrument markings and placards must be installed as required by this Specification and the pertinent Civil Air Regulations.
- (f) Each airplane must be weighed to determine its weight and balance and an approved loading chart or device installed. The aircraft must have a functional check flight. If changes have been made to the original aircraft that may affect the flight characteristics, the particular aircraft must be flight tested by the FAA to determine that the airplane as modified will still meet the minimum requirements of CAR 4b in this regard. Upon completion of the conversion to certified status, an additional nameplate should be installed on the aircraft adjoining the manufacturer's nameplate and should include the name of the agency accomplishing the conversion, the date of the conversion and the new commercial model designation. Under no circumstances should the original or any succeeding nameplate be altered or removed from the aircraft.
- (g) A FAA Approved Airplane Flight Manual must be provided for each aircraft.
- (h) The military R2800-97 is identical to the Double Wasp CA18. Prior to certification, the engine nameplate should be revised to include the corresponding civil model designation CA18 and the T.C. No. E-231.

NOTE 14

The military Model T-29A/VT-29A airplanes are basically the same as the Model 240 except the T-29A series airplanes are not designed to be pressurized and must be so placarded. Prior to the certification of these models as a Model 240-17, the following must be accomplished:

- (a) The aircraft must be modified in accordance with Convair Report No. GDC-057-0/78-1200, Revision 2, dated August 22, 1978, or an equivalent modification approved by the FAA.
- (b) The airplane must be reworked and/or modified in accordance with the following Airworthiness Directives or a FAA Los Angeles Aircraft Certification Office approved equivalent, unless already accomplished:

48-22-01	49-34-01	52-11-02	55-18-01	56-24-01	59-01-01	77-10-11
48-41-01	49-44-02	52-14-02	56-04-02	56-24-02	59-02-01	80-08-03
48-50-04	49-45-02	53-05-01	56-08-01	57-14-01	59-04-02	
48-51-02	50-19-02	54-01-02	56-18-01	58-06-01	64-18-04	
49-30-02	51-28-01	55-15-02	56-20-04	58-25-01	64-19-04	

NOTE 14 (Cont'd)

The inspections, as applicable, and as required by the following Airworthiness Directives, shall be accomplished in the manner prescribed in each AD:

49-30-01	50-13-01	51-05-01	74-03-04	83-01-01	93-21-02
49-38-01	50-36-01	53-23-01	79-21-06	83-23-05	
49-43-01	50-52-01	57-03-01	81-18-05	92-25-13	

Comply with the rework and/or modification required by all other Airworthiness Directives that are applicable to the engines, propellers, or items or equipment that are installed in the airplane.

- (c) Each airplane must satisfactorily pass an inspection for conformity, possible hidden damage, corrosion, and for workmanship and materials used in making any repairs and/or alterations.
- (d) The maintenance, overhaul, and modification records of each aircraft must be reviewed for changes made by the military services that may affect the airworthiness of the aircraft. Modifications and changes of equipment which affect the safety or performance of the aircraft must be removed or approved by the FAA.
- (e) Instrument markings and placards must be installed as required by this Specification and the pertinent Civil Air Regulation.
- (f) Each airplane must be weighed to determine its weight and balance and an approved loading chart or device installed. The aircraft must have a functional check flight. If changes have been made to the original aircraft that may affect the flight characteristics, the particular aircraft must be flight tested by the FAA to determine that the airplane as modified will still meet the minimum requirements of CAR 4b in this regard. Upon completion of the conversion to certified status an additional nameplate should be installed on the aircraft adjoining the manufacturer's nameplate and should include the name of the agency accomplishing the conversion, the date of the conversion and the new commercial model designation. Under no circumstances should the original or any succeeding nameplate be removed from the aircraft.
- (g) A FAA Approved Airplane Flight Manual must be provided for each aircraft.
- (h) The military R2800-97 is identical to the Double Wasp CA18. Prior to certification the engine nameplate should be revised to include the corresponding civil model designation CA18 and the T.C. No. E-231.

NOTE 15

The military T-29C airplanes are basically the same as the Model 240. Prior to the certification of these airplanes as 240-27 models, the following must be accomplished:

- (a) The aircraft must be modified in accordance with Convair Report No. GDC-057-0/79-1010, Revision 2, dated January 15, 1979, or an equivalent modification approved by the FAA.
- (b) The airplane must be reworked and/or modified in accordance with the following Airworthiness Directives or a FAA Los Angeles Aircraft Certification Office approved equivalent, unless already accomplished:

48-22-01	49-34-01	52-11-02	55-18-01	56-24-01	59-01-01	77-10-11
48-41-01	49-44-02	52-14-02	56-04-02	56-24-02	59-02-01	80-08-03
48-50-04	49-45-02	53-05-01	56-08-01	57-14-01	59-04-02	
48-51-02	50-19-02	54-01-02	56-18-01	58-06-01	64-18-04	
49-30-02	51-28-01	55-15-02	56-20-04	58-25-01	64-19-04	

NOTE 15 (Cont'd)

The inspections, as applicable, and as required by the following Airworthiness Directives, shall be accomplished in the manner prescribed in each AD:

49-30-01	50-13-01	51-05-01	74-03-04	83-01-01	93-21-02
49-38-01	50-36-01	53-23-01	79-21-06	83-23-05	
49-43-01	50-52-01	57-03-01	81-18-05	92-25-13	

Comply with the rework and/or modification required by all other Airworthiness Directives that are applicable to the engines, propellers, or items or equipment that are installed in the airplane.

- (c) Each airplane must satisfactorily pass an inspection for conformity, possible hidden damage, corrosion, and for workmanship and materials used in making any repair and/or alterations.
- (d) The maintenance, overhaul, and modification records of each aircraft must be reviewed for changes made by the military services that may affect the airworthiness of the aircraft. Modifications and changes of equipment which affect the safety or performance of the aircraft must be removed or approved by the FAA.
- (e) Instrument markings and placards must be installed as required by this Specification and the pertinent Civil Air Regulation.
- (f) Each airplane must be weighed to determine its weight and balance and an approved loading chart or device installed. The aircraft must have a functional check flight. If changes have been made to the original aircraft that may affect the flight characteristics, the particular aircraft must be flight tested by the FAA to determine that the airplane as modified will still meet the minimum requirements of CAR 4b in this regard. Upon completion of the conversion to certified status an additional nameplate should be installed on the aircraft adjoining the manufacturer's nameplate and should include the name of the agency accomplishing the conversion, the date of the conversion and the new commercial model designation. Under no circumstances should the original or any succeeding nameplate be removed from the aircraft.
- (g) A FAA Approved Airplane Flight Manual must be provided for each aircraft.

NOTE 16

The military T-29D airplanes are basically the same as the Model 240. Prior to the certification of these airplanes as 240-52 models, the following must be accomplished:

- (a) The aircraft must be modified in accordance with Convair Report No. GDC-057-0/79-1160, dated June 15, 1979, or an equivalent modification approved by the FAA.
- (b) The airplane must be reworked and/or modified in accordance with the following Airworthiness Directives or a FAA Los Angeles Aircraft Certification Office approved equivalent, unless already accomplished:

48-22-01	49-34-01	52-11-02	55-18-01	56-24-01	59-01-01	77-10-11
48-41-01	49-44-02	52-14-02	56-04-02	56-24-02	59-02-01	80-08-03
48-50-04	49-45-02	53-05-01	56-08-01	57-14-01	59-04-02	
48-51-02	50-19-02	54-01-02	56-18-01	58-06-01	64-18-04	
49-30-02	51-28-01	55-15-02	56-20-04	58-25-01	64-19-04	

NOTE 16 (Cont'd)

The inspections, as applicable, and as required by the following Airworthiness Directives, shall be accomplished in the manner prescribed in each AD:

49-30-01	50-13-01	51-05-01	74-03-04	83-01-01	93-21-02
49-38-01	50-36-01	53-23-01	79-21-06	83-23-05	
49-43-01	50-52-01	57-03-01	81-18-05	92-25-13	

Comply with the rework and/or modification required by all other Airworthiness Directives that are applicable to the engines, propellers, or items or equipment that are installed in the airplane.

- (c) Each airplane must satisfactorily pass an inspection for conformity, possible hidden damage, corrosion, and for workmanship and materials used in making any repair and/or alterations.
- (d) The maintenance, overhaul, and modification records of each aircraft must be reviewed for changes made by the military services that may affect the airworthiness of the aircraft. Modifications and changes of equipment which affect the safety or performance of the aircraft must be removed or approved by the FAA.
- (e) Instrument markings and placards must be installed as required by this Specification and the pertinent Civil Air Regulation.
- (f) Each airplane must be weighed to determine its weight and balance and an approved loading chart or device installed. The aircraft must have a functional check flight. If changes have been made to the original aircraft that may affect the flight characteristics, the particular aircraft must be flight tested by the FAA to determine that the airplane as modified will still meet the minimum requirements of CAR 4b in this regard. Upon completion of the conversion to certified status an additional nameplate should be installed on the aircraft adjoining the manufacturer's nameplate and should include the name of the agency accomplishing the conversion, the date of the conversion and the new commercial model designation. Under no circumstances should the original or any succeeding nameplate be removed from the aircraft.
- (g) A FAA Approved Airplane Flight Manual must be provided for each aircraft.

NOTE 17

The military C-131A airplanes are basically the same as the Model 240. Prior to the certification of these airplanes as 240-53 models, the following must be accomplished:

- (a) The aircraft must be modified in accordance with Convair Report No. GDC-057-0/79-1172, Revision 1, dated April 4, 1980, or an equivalent modification approved by the FAA.
- (b) The airplane must be reworked and/or modified in accordance with the following Airworthiness Directives or a FAA Los Angeles Aircraft Certification Office approved equivalent, unless already accomplished:

48-22-01	49-34-01	52-11-02	55-18-01	56-24-01	59-01-01	77-10-11
48-41-01	49-44-02	52-14-02	56-04-02	56-24-02	59-02-01	80-08-03
48-50-04	49-45-02	53-05-01	56-08-01	57-14-01	59-04-02	
48-51-02	50-19-02	54-01-02	56-18-01	58-06-01	64-18-04	
49-30-02	51-28-01	55-15-02	56-20-04	58-25-01	64-19-04	

NOTE 17 (Cont'd)

The inspections, as applicable, and as required by the following Airworthiness Directives, shall be accomplished in the manner prescribed in each AD:

49-30-01	50-13-01	51-05-01	74-03-04	83-01-01	93-21-02
49-38-01	50-36-01	53-23-01	79-21-06	83-23-05	
49-43-01	50-52-01	57-03-01	81-18-05	92-25-13	

Comply with the rework and/or modification required by all other Airworthiness Directives that are applicable to the engines, propellers, or items or equipment that are installed in the airplane.

- (c) Each airplane must satisfactorily pass an inspection for conformity, possible hidden damage, corrosion, and for workmanship and materials used in making any repair and/or alterations.
- (d) The maintenance, overhaul, and modification records of each aircraft must be reviewed for changes made by the military services that may affect the airworthiness of the aircraft. Modifications and changes of equipment which affect the safety or performance of the aircraft must be removed or approved by the FAA.
- (e) Instrument markings and placards must be installed as required by this Specification and the pertinent Civil Air Regulation.
- (f) Each airplane must be weighed to determine its weight and balance and an approved loading chart or device installed. The aircraft must have a functional check flight. If changes have been made to the original aircraft that may affect the flight characteristics, the particular aircraft must be flight tested by the FAA to determine that the airplane as modified will still meet the minimum requirements of CAR 4b in this regard. Upon completion of the conversion to certified status an additional nameplate should be installed on the aircraft adjoining the manufacturer's nameplate and should include the name of the agency accomplishing the conversion, the date of the conversion and the new commercial model designation. Under no circumstances should the original or any succeeding nameplate be removed from the aircraft.
- (g) A FAA Approved Airplane Flight Manual must be provided for each aircraft.

NOTE 18

Model 240, -1, -2, -3, -4, -5, -6, -7, -8, -11, -12, -13, -14, -15, and -26 aircraft without outer panel tanks (CVAC Service Bulletin 240-377) are eligible for certification at 41,200 lbs. and 41,790 lbs. take-off gross weight (at S.L. – with water alcohol injection) when reworked in accordance with the following CVAC Service Bulletins: 240-176A, 240-219, 240-247A, 240-268, and 240-308B. Aircraft reworked in accordance with the noted service bulletins are eligible for certification at the following weights:

Maximum Take-Off	41,200 lbs.
Maximum Landing	39,800 lbs.
Zero Fuel Weight	38,900 lbs.

Aircraft reworked in accordance with the noted service bulletins are also eligible for certification at the following weights without rework or placard change:

Maximum Take-Off	41,790 lbs.
Maximum Landing	39,800 lbs.
Zero Fuel Weight	38,600 lbs.

Note: The reduction in zero fuel weight from 38,900 lbs. to 38,600 lbs. will permit the higher take-off weight. This limitation is required because of structural considerations.

NOTE 18 (Cont'd)

The present maximum continuous engine power rating is satisfactory for operation at 41,200 lbs. take-off gross weight. For operation at 41,790 lbs. take-off gross weight, it will be necessary to increase this rating to 1900 BHP. This increase does not require rework of the engine, but the serial number of the engine to be used in the higher power configuration must be cleared through Pratt & Whitney Aircraft Corporation.

Refer to the Model 240-1 Convair-Liner AFM or the appropriate AFM General Appendix Supplement (A, B, C, D, E, or F) for the installed engine/propeller combination for certificated weight limitations.

NOTE 19

Model 240-0, -3, -6, -8, -10, -13, -14, -15, and -26 aircraft with outer panel tanks (CVAC Service Bulletin 240-376) are eligible for certification at 41,790 lbs. take-off gross weight (at S.L. – with water alcohol injection) when reworked in accordance with the following CVAC Service Bulletins: 240-176A, 240-219, 240-247A, 240-268, and 240-308B. Aircraft reworked in accordance with the noted service bulletins are eligible for certification at the following weights:

Maximum Take-Off	41,790 lbs.
Maximum Landing	39,800 lbs.
Zero Fuel Weight	38,900 lbs.

Refer to the Model 240 Convair-Liner AFM or the appropriate AFM General Appendix Supplement (A, B, C, D, E, or F) for the installed engine/propeller combination for certificated weight limitations.

NOTE 20

Model 240-0, -1, -2, -3, -4, -5, -6, -7, -8, -10, -11, -12, -13, -14, -15, and -26 aircraft with Fuel Dump Installation (CVAC Service Bulletin 240-426) are eligible for certification at 42,500 lbs. take-off gross weight (at S.L. – with water alcohol injection) when reworked in accordance with the following CVAC Service Bulletins: 240-176A, 240-219, 240-247A, 240-268, 240-308B, and either 240-376 or 240-377. Aircraft reworked in accordance with the noted service bulletins are eligible for certification at the following weights:

Without Outer Panel Tanks (CVAC S.B. 240-377)

Maximum Take-Off	42,500 lbs.
Maximum Landing	39,800 lbs.
Zero Fuel Weight	38,100 lbs.

With Outer Panel Tanks (CVAC S.B. 240-376)

Maximum Take-Off	42,500 lbs.
Maximum Landing	39,800 lbs.
Zero Fuel Weight	38,400 lbs.

AFM General Appendix Supplement F
(With or Without Outer Panel Tanks)

Maximum Take-Off	42,400 lbs.
Maximum Landing	39,800 lbs.
Zero Fuel Weight	38,170 lbs.

NOTE: For operation at gross weights above 41,790 lbs., the aircraft must be equipped with an operable fuel jettison installation.

Refer to the appropriate Model 240 Convair-Liner AFM General Appendix Supplement (B, D, E, or F) for the installed engine/propeller combination for certificated weight limitations.

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