

II - Model M-62A-3 and M-62A-4 (Army PT-26, -26A, -26B), 2 PO-CLM, Approved April 9, 1942 and February 19, 1947, respectively.

See NOTE 4(a) and (c) for modifications required for conversion of military models.

See NOTE 5 regarding airplanes manufactured by other than Fairchild.

The M-62A-4 is identical to the M-62A-3 and both are the same as model M-62A except for engine.

Engine	Ranger 6-440-C5		
Fuel	87 minimum grade aviation gasoline.		
Engine limits	For all operations, 2450 r.p.m. (200 hp.)		
Airspeed limits (CAS)	Level flight or climb	130 m.p.h.	(113 knots)
	Glide or dive	187 m.p.h.	(163 knots)
	Flaps extended	95 m.p.h.	(83 knots)
	See NOTE 3(b) for other limits when rudder and elevator control system springs (Item 602) are not installed.		
Propeller Limits	Refer to pertinent item of equipment except for limits when rudder and elevator control system springs (Item 602) are not installed, see Note 3(b).		
C.G. range	(+18.6) to (+28.4). See NOTE 3(b) for different range when rudder and elevator control system springs (Item 602) are not installed.		
Empty weight C.G. range	(+20.4) to (+23.0). When empty weight C.G. falls within this range, computation of critical fore and aft C.G. positions is unnecessary. Range is not valid when Buddy seat (Item 607) is installed or for any other non-standard arrangement.		
Maximum weight	2800 lb. At weights over 2450 lb., placard as follows is required: "INTENTIONAL SPINNING WITH FLAPS EXTENDED IS PROHIBITED." Maximum weight restricted to 2450 lb. when rudder and elevator control system springs (Item 602) are not installed.		
No. of seats	2 (One at +12 and one at +62)		
Maximum baggage	50 lb. (+98)		
Fuel capacity	49 gal. (One 24 1/2 gal. tank in each wing) (+39) Usable capacity 45 gal. (22 1/2 gal. in each tank)		
Oil capacity	4 gal. (-26)		
Control surface movements	Ailerons	28° Up	16° Down
	Elevators	33° Up	25° Down
	Rudder	30° Right	30° Left
	Elevator trim tab	0° Up	25° Down
	Flaps		55° Down
Serial Nos. eligible	T42-4000 to T42-4334 inclusive (M-62A-3 or M-62A-4); T43-4335 to T43-4669 inclusive (M-62A-3 or M-62A-4); and all AAF Nos. Use manufacturer's No. when available. See NOTES 5 and 6 regarding airplanes manufactured by other than Fairchild.		
Required equipment	In addition to the pertinent required basic equipment specified in CAR 4a, the following items of equipment must be installed: 1, 102, 103, 104, 105, 106, 602. See NOTE 3(b) regarding restrictions applicable when Item 602 is not installed.		

III - Model M-62B, 2 PO-CLM, Approved May 14, 1941

Engine	Warner Super Scarab 165 (Suffix "E")		
Fuel	73 minimum grade aviation gasoline.		
Engine limits	Maximum continuous, 2100 r.P.M. (165 hp.) Take-off (one minute), 2250 r.p.m. (175 hp.)		
Airspeed limits (CAS)	Level flight or climb	142 m.p.h. (124 knots)	
	Glide or dive	203 m.p.h. (176 knots)	
	Flaps extended	93 m.p.h. (81 knots)	
Propeller Limits	Refer to pertinent item of equipment		
C.G. range	(+19.8) to (+27.6).		
Empty weight C.G. range	(+20.4) to (+22.7). When empty weight C.G. falls within this range, computation of critical fore and aft C.G. positions is unnecessary. Range is not valid when Buddy seat (Item 607) is installed or for any other non-standard arrangement.		
Maximum weight	2450 lb.		
No. of seats	2 (One at +12 and one at +62)		
Maximum baggage	50 lb. (+98)		
Fuel capacity	49 gal. (24 1/2 gal. tank in each wing) (+39) Usable capacity 45 gal. (22 1/2 gal. in each tank)		
Oil capacity	4 gal. (-26)		
Control surface movements	Ailerons	28° Up	16° Down
	Elevators	33° Up	25° Down
	Rudder	30° Left	30° Right
	Elevator trim tab	0° Up	25° Down
	Flaps	55° Down	
Serial Nos. eligible	T41-2000 to T41-2046 inclusive		
Required equipment	In addition to the pertinent required basic equipment specified in CAR 4a, the following items of equipment must be installed: 2, 102, 103, 104, 105, 107, 108, 109, 110, 602.		

IV - Model M-62C (Army PT-23-, -23-AE, -23-HO, -23SL, -23A, -23A-SL), 2 PO-CLM, Approved March 26, 1945.

See NOTE 4(a) and (d) regarding modifications required for conversion of military models.

[See NOTES 5, 6 and 8 regarding airplanes manufactured by other than Fairchild.

Engine	Continental W-670-6N. See Item 301(b) for optional engine.		
Fuel	65 minimum grade aviation gasoline.		
Engine limits	For all operations, 2075 r.p.m. (220 hp.)		

Airspeed limits (CAS)	Level flight or climb	130 m.p.h. (113 knots)
	Glide or dive	187 m.p.h. (163 knots)
	Flaps extended	95 m.p.h. (83 knots)
Propeller Limits	Refer to pertinent item of equipment.	
C.G. range	(+18.6) to (+28.4).	
Empty weight C.G. range	(+20.4) to (+23.0). When empty weight C.G. falls within this range, computation of critical fore and aft C.G. positions is unnecessary. Range is not valid when Buddy seat (Item 607) is installed or for any other non-standard arrangement.	
Maximum weight	2900 lb. At weights over 2450 lb., placard as follows is required: "INTENTIONAL SPINNING WITH FLAPS EXTENDED IS PROHIBITED."	
No. of seats	2 (One at +12 and one at +62)	
Maximum baggage	50 lb. (+98)	
Fuel capacity	49 gal. (One 24 1/2 gal. tank in each wing) (+39) Usable capacity 45 gal. (22 1/2 gal. in each tank)	
Oil capacity	4 gal. (-26)	
Control surface movements	Aileron	28° Up 16° Down
	Elevators	33° Up 25° Down
	Rudder	30° Right 30° Left
	Elevator trim tab	0° Up 25° Down
	Flaps	55° Down
Serial Nos. eligible	All AAF Nos. Use manufacturer's No. when available. See NOTES 5, 6 and 8 regarding airplanes manufactured by other than Fairchild.	
Required equipment	In addition to the pertinent required basic equipment specified in CAR 4a, the following items of equipment must be installed: 3, 102, 103, 105(b), 109, 111, 112(a), 113, 602.	

Specifications Pertinent to All Models

Datum	Wing leading edge at root section.
Leveling means	Leveling blocks welded on fuselage in rear cockpit
Certification basis	Type Certificate No. 724 (CAR 4a)
Production basis	None. Prior to original certification an FAA agent must perform a detailed inspection for workmanship, materials, and conformity with the approved technical data, and a check of the flight characteristics.
Export eligibility	Eligible for export to all countries subject to the provisions of MOP 2-4, except as follows: Canada - Landplane - Eligible Skiplane - Not Eligible

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

Propellers and Propeller Accessories

Superseded Item No.	Current Item No.		M-62A M-62A-3 M-62A-4	M-62B	M-62C
101(a).	1.	Propeller - fixed pitch wood (incl. hub) with following limits: (Model M-62A) Static r.p.m. at max. permissible throttle setting: Not over 2075, not under 1900. No additional tolerance permitted. Diameter: Not over 86 in., not under 83 in. (Model M-62A-3 and M62A-4) Static r.p.m. at max. permissible throttle setting: Not over 2190, not under 1925. No additional tolerance permitted. Diameter: Not over 86 in., not under 83 in.	40 lb. (-77)	---	---
101(b).	2.	Propeller - fixed pitch metal, Curtiss 55518-4, with following limits: Static r.p.m. at max. permissible throttle setting: Not over 1810, not under 1710. No additional tolerance permitted. Diameter: Not over 86 in., not under 83 in.	---	48 lb. (-67)	---
1.	3.	Propeller - fixed pitch wood (incl. hub) with following limits: Static r.p.m. at max. permissible throttle setting. Not over 1850, not under 1750.. No additional tolerance permitted. Diameter: Not over 90 in., not under 87 in. Must be in the 90° position (blades at right angles to the crank throw) when installed on Continental W-670-6A or -6N engines.	---	---	50 lb. (-59)
101(c).	4.	Propeller - fixed pitch metal, Curtiss 55518-10 (Models M-62A-3 and M-62A-4 only)	50 lb. (-77)	---	---
201.	5.	Propeller - fixed pitch wood (incl. hub) with following limits: Static r.p.m. at max. permissible throttle setting: Not over 1920, not under 1750. No additional tolerance permitted. Diameter: Not over 86 in., not under 83 in.	---	48 lb. (-67)	---
3.	6.	Propeller - fixed pitch wood (less hub) Canadian built S&S, designation 220 issue "D" or Issue "E".	30 lb. (-77)	---	---
4.	7.	Propeller - Beech controllable, R203 with R203-100 hub and R201-211-88 or R201-237-88 blades With mechanical control With electrically operated mech. control Pitch setting at 33 in. sta. for M-62A: Low 9°, high 22° Static r.p.m. at low pitch setting for M-62A, M-62A-3, M-62A-4: Not over 2210, not under 2110. No additional tolerance permitted. Diameter: Not over 88 in., not under 86 in. Index propeller in 0 degree position.	60 lb. (-78) 66 lb. (-75)	---	---
5.	8.	Propeller - Hartzell controllable, HC-12x20-1 with 8428-2 (formerly 8628) blades (for M-62A only) Pitch setting at 30 in. sta.: Low 11.3°, high 20.1°. Static r.p.m. at max. permissible throttle setting (low pitch): Not over 2190, not under 2090. No additional tolerance permitted. Diameter: Not over 86 in., not under 84 in.	60 lb.	---	---

Superseded Item No.	Current Item No.		M-62A M-62A-3 M-62A-4	M-62B	M-62C
	9.	Propeller - fixed pitch wood (less hub), Sensenich 82RS72 or any other fixed pitch wood propeller eligible for the engine power and speed which meets the following limits: (Models M-62A-3 and M-62A-4) Static r.p.m. at max. permissible throttle setting: Not over 2190, not under 2050. No additional tolerance permitted. Diameter: Not over 86 in., not under 82 in.	30 lb. (-77)	---	---
<u>Engines and Engine Accessories - Fuel and Oil System</u>					
104.	Starter (Manual) Eclipse 4H-6)		15 lb. (-30)	15 lb. (-39)	---
105.	Fuel pumps				
	(a) Engine-driven (Pesco 227-D)		2 lb. (-32)	2 lb. (-41)	---
	(B) Wobble (U.A.P. D-2)		3 lb. (+18)	3 lb. (+18)	3 lb. (+18)
106.	Oil cooler (U.A.P. U-3150-D5)		12 lb. (-44)	---	---
107.	NACA type ring cowl (Dwg. 684100)		---	24 lb. (-51)	---
108.	Exhaust manifold with intensifier tube (Dwg. 641115-A)		---	27 lb. (-45)	---
110.	Carburetor air maze (Dwg. 641147-1)		---	8 lb. (-40)	---
111.	Starter (manual) - Fairchild Dwg. 64100		---	---	29 lb. (-23)
112.	Fuel pump				
	(a) Engine-driven (Type F-10)		---	---	2 lb. (-31)
113.	Carburetor air filter (air maze)		---	---	12 lb. (-30)
114.	Starter (electric) (Bendix EF-80) (M-62A-3 and M-62A-4 only)		19 lb. (-30)	---	---
115.	Rawdon cabin heater, installation and control (M-62A only)		7 lb. (-33)	---	---
202.	Carburetor air maze (Dwg. 68633-E)		5 lb. (-58)	---	---
301.	Engines				
	(a) Ranger 6-440-C3 (M-62A only) Engine limits (73 min. grade fuel) For all operations, 2450 r.p.m. (180 hp.)		No wt. change	---	---
	(b) Continental W-670-6A		---	---	-5 lb. (-45)
303.	Starter (electric) (Eclipse Y-150)		21 lb. (-30)	---	---
308.	Oil cooper (U.A.P. U-3160-D5)		+6 lb. (-44)	---	---
<u>Landing Gear and Floats</u>					
102.	7.50-10 wheels (Hayes 752M) with brakes and 6.50-10 tires		55 lb. (+9)	55 lb. (+9)	55 lb. (+9)
103.	8 in. streamline tail wheel and 6-ply cotton fabric tire		4 lb. (+216)	4 lb. (+216)	4 lb. (+216)
209.	10 in. smooth contour tail wheel and 6-ply tire		+2 lb. (+216)	+2 lb. (+216)	+2 lb. (+216)
210.	7.50-10 wheels (Hayes 752A) with brakes and 6.50-10 cactus-proof tires		+11 lb. (+9)	+11lb. (+9)	+11 lb. (+9)
211.	8 in. smooth contour tail wheel with 6-ply cotton fabric tire (a 4-ply cotton fabric tire may be used when airplane maximum weight is not over 2450 lb.)		Neglect Wt. Change		
212.	Skis (eligible on any airplane of these models provided the propeller installation meets the minimum 9 in. ground clearance. The maximum weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is (less) (a) Federal SC-4 (Maximum 2850 lb.) (b) Federal A-2500 (Maximum 2500 lb.), Federal Installation Dwg. 11G264 (c) Federal A-2500A (Maximum 2500 lb.) Federal Installation Dwg. 11G264 (d) Federal A-3500 (maximum 3500 lb.), Federal Installation Dwg. 11G264 (e) Federal A-3500A (maximum 3500 lb.), Federal Installation Dwg. 11G264				
213.	8 in. smooth contour or streamline tail wheel and 4-ply smooth contour or nylon fabric tire.				

Superseded Item No.	Current Item No.	M-62A M-62A-3 M-62A-4	M-62B	M-62C
<u>Electrical Equipment</u>				
204.	Six volt position light installation (reading 324L battery and box 15 lb. (-16), Dwg. 68676) Following placard required in rear cockpit: "NIGHT SOLO FLYING FROM FRONT SEAT ONLY."	22 lb. (0)	22 lb. (0)	---
205.	Twelve volt position light installation Dwg. 68650-3. Following placard required in rear cockpit: "NIGHT SOLO FLYING FROM FRONT SEAT ONLY."	10 lb. (+39)	10 lb. (+39)	---
206.	Battery and box (Reading R-24)	28 lb. (+31)	28 lb. (+31)	---
208.	Landing lights (a) One Grimes ST-250 (Dwg. 68650-1) (b) Two Grimes ST-250 (Dwg. 68650-2)	+6 lb. (+25) +12 lb. (+25)	+6 lb. (+25) +12 lb. (+25)	---
302.	Generator (Elec. Spec. Co NA-1)	16 lb. (-27)	---	---
305.	Shielding (Air Associates)	+5 lb. (-50)	---	---
309.	Generator (Bendix Model 8A Type 309) (M-62A-3 and M-62A-4 only)	21 lb. (-27)	---	---
<u>Miscellaneous (Not Listed Above)</u>				
109.	Windshields, etc., for open cockpit (Dwg. 60574)	30 lb. (+37)	30 lb. (+37)	30 lb. (+37)
203.	Cockpit enclosure (replacing item 109) (Dwg. 68400J) See Note 2(b) regarding placard required.	+45 lb. (+53)	---	+45 lb. (+53)
601.	Irving model B acrobatic safety belt	3½ lb. ea. (+12, +62)	3½ lb. ea. (+12, +62)	---
602.	Rudder and elevator control system springs (Fairchild Dwg. 62177)	x	x	x
603.	Cockpit enclosure (Radon Dwg. No. PT-1001) (Glide or dive speed limited to 187 mph CAS)	+30 lb. (+49.5)	+30 lb. (+49.5)	+30 lb. (+49.5)
604.	Cockpit enclosures, front and rear. (RAD Air Devices, Inc. drawings 24, 25, and 26) (Formerly Robertson) (Glide or dive speed limited to 187 mph CAS)	12 lb. (+12) 12 lb. (+62)	12 lb. (+12) 12 lb. (+62)	12 lb. (+12) 12 lb. (+62)
605.	Top hatch cockpit enclosure (Service Equipment Co.) See Note 2(b) regarding placard required.	68 lb. (+47)	68 lb. (+47)	68 lb. (+47)
606.	Cockpit enclosure, front and rear. (Holme-Shaw Products drawing D-101) (Glide or dive speed limited to 187 m.p.h. CAS)	5 lb. (+12) 5 lb. (+62)	5 lb. (+12) 5 lb. (+62)	5 lb. (+12) 5 lb. (+62)
607.	Buddy Seat (Service Equipment Co's dwgs. 1100, 1101, and 1102) (Not eligible unless airplane is also equipped with cockpit enclosure)	14 lb. (+45)	---	14 lb. (+45)
NOTE 1.	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).			
NOTE 2.	(a) The following placard should be added adjacent to each fuel tank filler opening: "ACTUAL CAPACITY 24 1/2 GAL. USABLE CAPACITY 22 1/2 GAL."			
	(b) With cockpit enclosure Item 203 or 605 installed, the following placard(s) is (are) required in both cockpits: (1) On all airplanes: "COCKPIT ENCLOSURE TO BE OPEN ON ALL TAKE-OFFS AND LANDINGS." (2) On M-62A, M-62A-3 and M-62A-4 airplanes on which control system bungees have not been installed, and on all M-62B airplanes: "FLY SOLO FROM FRONT SEAT ONLY."			
	(c) With position lights installed, the following placard is required in the rear cockpit: "NIGHT SOLO FLYING FROM FRONT SEAT ONLY."			
	(d) The following placard is required for all models with maximum weight of more than 2450 lb.: "INTENTIONAL SPINNING WITH FLAPS EXTENDED PROHIBITED."			

- NOTE 3. (a) Model M-62A and corresponding Army models are eligible without Item 602 at a maximum weight of 2450 lb. provided the C.G. range is restricted to (+19.8) to (+27.6) and a placard is installed which states, "INTENTIONAL SPINNING PROHIBITED". This spin placard may be removed provided the C.G. range is further restricted to (+19.8) to (+26.1). In either case, the following limitations apply:
- | | | |
|------------------|-----------------------|------------|
| Airspeed limits: | Level flight or climb | 142 m.p.h. |
| (CAS) | Glide or dive | 191 m.p.h. |
| Flaps extended | 95 m.p.h. | |
- Propeller limits: Static r.p.m. at maximum permissible throttle setting - not over 2075, not under 1900.
No additional tolerance permitted.
Diameter - not more than 94 in.; not less than 83 in.
- (b) Model M-62A-3 and M-62A-4 and corresponding Army and Canadian built models are eligible without Item 602 at a maximum weight of 2450 lb. provided the C.G. range is restricted to (+19.8) to (+27.6) and a placard is installed which states: "INTENTIONAL SPINNING PROHIBITED". This spin placard may be removed provided the C.G. range is further restricted to (+19.8) to (+26.1). In either case the following limitations apply:
- | | | |
|------------------|-----------------------|------------|
| Airspeed limits: | Level flight or climb | 142 m.p.h. |
| (CAS) | Glide or dive | 203 m.p.h. |
| Flaps extended | 95 m.p.h. | |
- Propeller limits: Static r.p.m. at maximum permissible throttle setting - with fixed pitch metal: not over 2080, not under 1980. With fixed pitch wood: Not over 2190, not under 1925. No additional tolerance permitted. Diameter (metal or wood): Not over 86 in.; not under 83 in.
- NOTE 4. (a) Prior to civil certification of Army models equivalent to all M62 series models, the following shall be accomplished in addition to requirements previously noted:
- (1) Rework the control sticks to safety the sticks in their sockets in accordance with Fairchild Service Bulletin No. 44-62-2.
 - (2) Provide boots around the base of the control sticks in accordance with Fairchild Service Bulletin NO. 44-62-2.
 - (3) Reinforce the forward attachment of vertical fin in accordance with Fairchild Service Bulletin No. 44-62-1.
- (b) Prior to civil certification of Army models equivalent to model M-62A, the following work must be accomplished in addition to requirements previously noted:
- (1) Revise airspeed pitot mast installation in accordance with Fairchild Service Bulletin NO. 45-62-9. Pitot installations emanating from the wing center section are considered satisfactory without modification.
 - (2) In order to be eligible for night operation, any PT-19 Series airplane having uncertificated position lights should have them replaced with approved types. If Air Force Type A-9 wing tip lights are installed, they may be used provided the sand-blasted surface on the inside of the cover glass is painted black.
- (c) Prior to civil certification of Army models equivalent to Model M-62A-3 or M-62A-4, the following must be accomplished in addition to requirements previously noted:
- (1) Revise airspeed pitot mast installation in accordance with Fairchild Service Bulletin No. 45-62-9. Pitot installations emanating from the wing center section are considered satisfactory without modification.
 - (2) Replace the aluminum alloy cockpit heat control valve box and valve with a valve and box made of ferrous metal at least .018 inch thick. If ordinary steel is used, it should be suitably protected against corrosion. In lieu of the foregoing, it will be satisfactory to remove the valve box and to seal the opening in the firewall with an overlapping sheet of ferrous metal secured with the present bolts and nuts.
 - (3) Relocate the generator fuse and its spare so that they are accessible to the pilot.
- (d) Prior to civil certification of Army models equivalent to model M-62C, the following work must be accomplished in addition to requirements previously noted:
- (1) Carburetor hot air duct to be lagged with asbestos over entire length.
 - (2) Revise airspeed pitot mast installation in accordance with Fairchild Service Bulletin No. 45-62-9. Pitot installations emanating from the wing center section are considered satisfactory without modification.

- (3) Install cone type rubber engine mounts in accordance with Fairchild Aircraft Service Bulletin No. 45-62-11 dated September 4, 1945.

NOTE 5. The following aircraft were fabricated by the Aeronca Aircraft Corporation, Howard Aircraft Corporation or St. Louis Aircraft Corporation as licensees and are identical to those manufactured by Fairchild Aircraft Corporation. They are distinguished by the suffix "AE", "HO" or "SL" to the model designation and serial number.

AIRCRAFT FABRICATED BY AERONCA AIRCRAFT CORPORATION

<u>Model</u>	<u>Serial Nos.</u>
PT-19A-AE	4763-AE to 4833-AE, inclusive
PT-19B-AE	4843-AE to 6263-AE, inclusive
PT-19A-AE	6273-AE to 10954-AE, inclusive
PT-23-AE	1012-AE to 4753-AE, inclusive

AIRCRAFT FABRICATED BY HOWARD AIRCRAFT CORPORATION

<u>Model</u>	<u>Serial Nos.</u>
PT-23-HO	101-HO to 450-HO, inclusive

AIRCRAFT FABRICATED BY ST. LOUIS AIRCRAFT CORPORATION

<u>Model</u>	<u>Serial Nos.</u>
PT-19A-SL	224-SL, 235-SL, 238-SL, 251-SL, 254-SL, 280-SL, 282-SL, 284-SL, 286-SL, 288-SL, 290-SL to 304-SL, inclusive, 306-SL, 308-SL, 310-SL, 312-SL, 314-SL, 316-SL, 318-SL, 320-SL, 322-SL, 324-SL, 326-SL, 328-SL, 330-SL, 332-SL, 334-SL, 336-SL, 338-SL, 340-SL, and 342-SL.
PT-23-SL	1-SL TO 200-SL, inclusive.
PT-23A-SL	201-SL to 223-SL, inclusive, 225-SL to 234-SL, inclusive, 236-SL, 237-SL, 239-SL, to 250-SL, inclusive, 252-SL, 253-SL, 255-SL to 279-SL, inclusive, 281-SL, 283-SL, 285-SL, 287-SL, 289-SL, 305-SL, 307-SL, 309-SL, 311-SL, 313-SL, 315-SL, 317-SL, 319-SL, 321-SL, 323-SL, 325-SL, 327-SL, 329-SL, 331-SL, 333-SL, 335-SL, 337-SL, 339-SL, 341-SL, 343-SL to 350-SL, inclusive.

NOTE 6. The following aircraft which were either fabricated or modified by Fleet Aircraft, Ltd., Fort Erie, Canada, are also eligible:

<u>Model</u>	<u>Serial Nos.</u>
PT-23	FE-1 to FE-93, inclusive
PT-26A	FC-1 to FC-250, inclusive
PT-26B	FZ-198 to FZ-426, inclusive
PT-26B	FZ-699 to FZ-718, inclusive
PT-26A	FV-100 to FV-899, inclusive
PT-26A	FT-542 to FT-830, inclusive
PT-26A	FW-881 to FW-998, inclusive
PT-26A	FX-100 to FX-197, inclusive

NOTE 7. It is recommended that the following limitations which were included in both AAF and RCAF operating instructions, be adhered to:

MANEUVERS PROHIBITED

- (1) Outside loops,
- (2) Any maneuvers which might impose excessive negative loads on the airplane,
- (3) Snap rolls in excess of 100 m.p.h.,
- (4) Immelman turns in excess of 170 m.p.h.,
- (5) Slow rolls in excess of 150 m.p.h.,
- (6) Indicated airspeed in excess of 191 m.p.h.

NOTE 8. The following aircraft which were fabricated by D. D. Funk Aviation Company, Tulsa, Oklahoma are eligible for the model M-62C:

Funk F-23A, Serial Nos. 1 and up when modified in accordance with Supplemental Type Certificate SA333SW.

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