

	<u>HP</u>	<u>RPM</u>	<u>MP in. HG.</u>	<u>ALT</u>
Low impeller gear ratio 7.29:1				
Take-off (two minutes) (dry)	2100	2800	53.5	S.L.
Take-off (two minutes) (wet)	2400	2800	56.5	S.L.
Maximum continuous	1800	2600	45.0	S.L.
Maximum continuous	1800	2600	44.0	6500'
High impeller gear ratio 9.45:1				
Maximum continuous	1600	2600	46.5	10000'
Maximum continuous	1600	2600	45.0	16200'
	<u>HP</u>	<u>RPM</u>	<u>MP in. HG.</u>	<u>ALT</u>
P & W Double Wasps CA18				
Low impeller gear ratio 7.29:1				
Take-off (two minutes) (dry)	2100	2800	53.5	S.L.
Take-off (two minutes) (wet)	2400	2800	56.5	S.L.
(See item 111 for water-alcohol injection installation and Engine Specification E-231 for ADI fluid composition)				
Maximum continuous	1800	2600	45.0	S.L.
Maximum continuous	1800	2600	44.0	6500'
High impeller gear ratio 9.1:1				
Maximum continuous	1675	2600	49.0	8000'
Maximum continuous	1675	2600	47.0	13500'
P & W Double Wasps DB16				
Low impeller gear ratio 7.29:1				
Take-off (two minutes) (dry)	2050	2700*	55.0	S.L.
Take-off (two minutes) (dry)	2050	2700*	53.0	6900'
* (See NOTE 5D for propeller governor re-setting prior to "dry" take-off)				
Take-off (two minutes) (dry)	1950	2800	53.0	S.L.
Take-off (two minutes) (dry)	1950	2800	51.0	9800'
Take-off (two minutes) (wet)	2400	2800	59.5	S.L.
Take-off (two minutes) (wet)	2400	2800	59.0	5000'
(See item 111 for water-alcohol injection installation and Engine Specification E-264 for ADI fluid composition)				
Maximum continuous	1800	2600	48.5	S.L.
Maximum continuous	1800	2600	46.5	9200'
High impeller gear ratio 8.58:1				
Maximum continuous	1700	2600	48.5	10000'
Maximum continuous	1700	2600	47.5	16800'
P & W Double Wasps CB17				
Low impeller gear ratio 7.29:1				
Take-off (two minutes) (dry)	2200	2800	60.0	S.L.
Take-off (two minutes) (dry)	2200	2800	59.0	5200'
(critical altitude)				
Take-off (two minutes) (wet)	2500	2800	62.0	S.L.
Take-off (two minutes) (wet)	2500	2800	61.5	3700'
(critical altitude)				
(See item 111 for water-alcohol injection installation and Engine Specification e-264 for ADI fluid composition)				
Maximum continuous	1900	2600	51.5	S.L.
Maximum continuous	1900	2600	50.0	7100'
High impeller gear ratio 8.58:1				
Take-off (two minutes) (wet)	1900	2600	50.5	10000'
Take-off (two minutes) (wet)	1900	2600	49.0	15700'
Maximum continuous	1750	2600	51.5	10000'
Maximum continuous	1750	2600	49.5	15000'

Airspeed Limits (T.I.A.S.)

Max zero fuel and oil gross weight (see NOTE 6)	68,000#	69,000#	70,000#	70,000, 72,000 and 74,000#
V _C (Max Cruising)	300 mph (261 kts.) S.L. to 11,000 ¹ or 15,000 ³	294 mph (256 kts) S.L. to 12,000 ¹ or 16,000 ³	287 mph (250 kts) S.L. to 13,000 ¹ or 17,000 ³	300 mph (261 kts) S.L. to 11,000 ¹ or 15,000 ³
V _{NE} (Never Exceed)	360 mph (313 kts) S.L. to 7,000 ¹ or 10,000 ³	352 mph (306 kts) S.L. to 8,000 ¹ or 11,400 ³	344 mph (299 kts) S.L. to 10,000 ¹ or 12,500 ³	360 mph (313 kts) S.L. to 7,000 ¹ or 10,000 ³
V _P (Maneuvering)	200 mph (174 kts)	200 mph (174 kts)	200 mph (174 kts)	200 mph (174 kts)
V _F (Flaps Down)				
0° to 30°	200 mph (174 kts)	200 mph (174 kts)	200 mph (174 kts)	200 mph (174 kts)
30° to 50°	160 mph (139 kts)	160 mph (139 kts)	160 mph (139 kts)	160 mph (139 kts) ²
V _{LO} (Landing Gear Operation)	200 mph (174 kts)	200 mph (174 kts)	200 mph (174 kts)	200 mph (174 kts)
V _{LE} (Landing gear operation)	200 mph (174 kts)	200 mph (174 kts)	200 mph (174 kts)	200 mph (174 kts)

¹ (Above altitudes shown, reduce speed 6 mph (5 knots) per 1,000 feet.)

² (165 mph (144 knots) for aircraft delivered from the factory with a maximum landing weight of 78,000 lbs. or aircraft modified to increase the landing weight from 75,000 lbs to 78,000 lbs as outlined in the information referred to in footnote 8 of NOTE 6. Aircraft delivered from the factory with a maximum landing weight of 80,000 lbs. should be placarded for a flap speed of 168 mph (146 knots) for flaps down 30° to 50°).

³ (Applies only to aircraft incorporating the fifth elevator hinge per Douglas Dwg. 5365533 and nacelle fillet reinforcements per Douglas Dwg. 5333058-W and 5333059-M or Douglas SB DC-6 #453).

Maximum Weights

Landing 73,000 lbs., 75,000 lbs., 78,000 lbs., or 80,000 lbs. (See NOTE 5 for details)
Zero fuel and oil gross weight: 68,000 to 70,000 lbs., 72,000 lbs., or 74,000 lbs. (See NOTE 6 and Airspeed Limits for details). (All weight in the airplane above these values must be in fuel and oil in the wing.)

Take-off Weights: See Table below and NOTE 6. Dump valves are required as described in NOTE 3. For 3-engine ferrying, see NOTE 7

Propeller Installation							
Engine Installation	Zero Fuel and Oil Gross Weight	Hamilton Standard 43 D60/6825	Curtiss C632S-B/744-6C2 C632S-B/744-4C2-0 C632S-B/744-10C2	Curtiss C632S-B/ 836-14C2	Curtiss C642S-B/ 836-14C2-18	Ham. Std. 43D60/6841 43D60/6851 43D60/6873	Hamilton Standard 43E60/6895
Eight Wing Tank Airplane							
R-2800-34	68,000 lbs		87,900 lbs	87,900 lbs	87,900 lbs	87,900 lbs	87,900 lbs
-83A, or	69,000 lbs		88,900 lbs	88,900 lbs	88,900 lbs	88,900 lbs	88,900 lbs
-83AM3	70,000 lbs		89,900 lbs	89,900 lbs	89,900 lbs	89,900 lbs	89,900 lbs
	72,000 lbs						90,550 lbs ⁸ 92,980 lbs ⁸
Double	68,000 lbs	87,900 lbs	87,900 lbs	87,900 lbs	87,900 lbs	87,900 lbs	87,900 lbs
Wasp	69,000 lbs	88,900 lbs	88,900 lbs	88,900 lbs	88,900 lbs	88,900 lbs	88,900 lbs
CA15	70,000 lbs	89,900 lbs	89,900 lbs	89,900 lbs	89,900 lbs	89,900 lbs	89,900 lbs
	74,000 lbs					91,000 lbs ^{1,6}	
Double	68,000 lbs						87,900 lbs ¹
Wasp	69,000 lbs						88,900 lbs ¹
CB16	70,000 lbs						89,900 lbs ¹
	74,000 lbs						91,000 lbs ^{1,7}
Ten Wing Tank Airplane							
R2800-34	⁽³⁾		91,300 lbs ¹	92,650 lbs ¹	91,300 ¹	91,000 lbs ¹	93,100 lbs ¹
-83A,-83AM3			93,200 lbs ²			93,200 lbs ²	
-83AM4							
Double	⁽³⁾	89,000 lbs ¹	91,300 lbs ¹	92,700 lbs ¹		91,000 lbs ¹	93,100 lbs ¹
Wasp			93,200 lbs ^{2,4}			93,200 lbs ^{2,4}	95,200 lbs ⁴
CA15			95,200 lbs ⁴			95,200 lbs ⁴	
Double	⁽³⁾		91,300 lbs ¹				
Wasp CA18			93,200 lbs ^{2,4}			95,200 lbs ⁴	
Double	⁽³⁾		91,300 lbs ¹				92,200 lbs ¹
Wasp CB16			93,200 lbs ^{2,4}				93,200 lbs ⁴
CB17							95,200 lbs ⁴ 97,200 lbs ⁴

FOOTNOTES

¹Weight based on 20° take-off flap setting (See FAA Approved Airplane Operating Manual)

²Weight based on 0° take-off flap setting (See FAA Approved Airplane Operating Manual, Appendix I).

³Take-off weight on the ten wing tank airplanes is not affected by zero-fuel and oil gross weight.

⁴Take-off weight with Anti-Detonant Injection (See Engine Specification for ADI Fluid Composition) and 20° take-off flap setting (See FAA Approved Operation Manual).

⁵Deleted. February 8, 1965.

⁶Applies only to those eight-wing tank airplanes shown in NOTE 6 to be structurally eligible for 74,000# zero fuel and oil weight.

⁷Limited by original certification weight.

⁸When operating at those weight, FAA Approved Airplane Flight Manual - Douglas Report SM-14595 (Item 401(b)) is required.

C.G. Range

Gross Weight	Landing Gear Extended (1)				Landing Gear Retracted (2)			
	Forward (3)		Aft		Forward		Aft	
	% MAC	Sta.	% MAC	Sta.	% MAC	Sta.	% MAC	Sta.
Applies to 68,000 lb., 70,000 lbs., and 72,000 lbs zero fuel and oil gross weight aircraft Up to and including 90,200 lb	14.0	418.1	35.0	452.5	12.0	414.8	34.0	450.8
95,200 lb	16.9	422.8	35.0	452.5	12.0	414.9	34.0	450.8
Applies to 74,000 lb., zero fuel and oil gross weight aircraft Up to and including 74,000 lb	14.0	418.1	35.0	452.5	12.0	414.8	34.0	450.8
86,680 lb	16.1	421.5	35.0	452.5	14.7	419.2	34.0	450.8
97,200 lb	18.0	424.6	35.0	452.5	16.8	422.7	34.0	450.8

(1) Applies for Take-off and Landing

(2) Applies for Enroute Operation

(3) Straight line variation in forward C.G. between weights shown

Minimum Crew

For all revenue flights (passenger and/or cargo)

3 (Pilot and copilot (+108) and flight engineer (+129))

For all other flights (including test, ferry and training flights)

2 (Pilot and copilot (+108))

Additions to the above minimums may be specified by the FAA for long range flights and/or other special conditions.

Passengers

Variable - see NOTE 1(c)

Maximum Baggage

Information relative to procedures to be followed in determining maximum cargo compartment capacities based upon fuselage strength and maximum floor loading for interior arrangements with various fore and aft seat spacings and with four (4) or five (5) abreast seating may be found in Douglas Service Bulletin DC-6 #504, reissued October 15, 1958.

Fuel Capacity

See NOTE 1(b) regarding "System Fuel and Oil" and NOTE 1(d) regarding required distribution of fuel load.

Eight Wing Tank Airplane - 3322 gal. system:

2 outer wing tanks (#1 and 4 main) 360 gal. ea. (+448.0)

2 inboard inner wing tanks (#2 and 3 main) 508 gal. ea. (+440.9)

2 outboard inner wing tanks (#1 and 4 alt.) 431 gal. ea. (+444.1)

2 inner wing fuel cells (#2 and 3 alt.) 362 gal. ea. (+437.5)

	<u>Ten Wing Tank Airplane</u> - 4248 gal or 4262 gal system	
	2 outer wing tanks (#1 and 4 main)	360 gal. ea. (+448.0)
	2 inboard inner wing tanks (#2 and 3 main)	508 gal. ea. (+440.9)
	2 outboard inner wing tanks (#1 and 4 alt.)	519 gal. ea. (+448.9)
or	2 outboard inner wing tanks (#1 and 4 alt.)	526 gal. ea. (+448.9)
		(Serial 43294 and up)
	2 inner wing fuel cells (#2 and 3 alt.)	527 gal. ea. (+449.0)
	*2 auxiliary fuel cells (L.H. and R.H.)	210 gal. ea. (+471.0)
	<u>Ten Wing Tank Airplane</u> - 4722 gal. system	
	2 outer wing tanks (#1 and 4 main)	360 gal. ea. (+448.0)
	2 inboard inner wing tanks (#2 and 3 main)	508 gal. ea. (+440.9)
	2 outboard inner wing tanks (#1 and 4 alt.)	519 gal. ea. (+448.9)
or	2 outboard inner wing tanks (#1 and 4 alt.)	526 gal. ea. (+448.9)
		(Serial 43294 and up)
	2 inner wing fuel cells (#2 and 3 alt.)	527 gal. ea. (+449.0)
	*2 auxiliary fuel cells (L.H. and R.H.)	447 gal. ea. (+500.0)
	<u>Ten Wing Tank Airplane</u> - 4932 gal. system	
	2 outer wing tanks (#1 and 4 main)	695 gal. ea. (+460.0)
	2 inboard inner wing tanks (#2 and 3 main)	508 gal. ea. (+440.9)
	2 outboard inner wing tanks (#1 and 4 alt.)	526 gal. ea. (+448.9)
	2 inner wing fuel cells (#2 and 3 alt.)	527 gal. ea. (+449.0)
	*2 auxiliary fuel cells (L.H. and R.H.)	210 gal. ea. (+471.0)
	*When 10 tank aircraft are changed to 8 tank aircraft by deleting the auxiliary cells, reduce the total fuel capacity by the capacity of the two auxiliary tanks and the undumpable fuel is reduced by the amount shown in the appropriate section of NOTE 1(e).	

Oil Capacity	See NOTE 1(b) regarding "System Fuel and Oil" and NOTE 1(f) regarding wing fillet oil tank installation. Hamilton Standard propeller installation: 32 gal. in ea. nacelle (Doug Dwg. #5333289) (+360.0) & (+380.0) or 35 gal. in ea. nacelle (Doug Dwg. #5342754) (+349.0) & (+379.0) Curtiss electric propeller installation: 34 1/2 gal. in ea. nacelle (Doug Dwg. #5333289-500) (+350.0) & (+380.0) or 37 1/2 gal. in ea. nacelle (Doug Dwg. #5342754-500 or -502) (+349.0) & (+379.0) 26 gal. in wing fillet (Required on aircraft having a fuel system capacity of 4722 and up)
Serial Nos. Eligible	42854 and up. (See NOTE 6 for complete list)
Required Equipment	1(a) and 2 (a) or (c) and 101(b); or 1 (d), (g) or (h) and 2 (a) or (c) and 101(a), (b), (c), (d), (e) or (g); or 1(b), (c), (f) or (I) and 101(a), (b), (c), (d), (e) or (g); or 1(k) and 2(c) and 101(b), (c), (d), (e), (f), (g), (h) or (I); 103(b) or (g) and 103(c), (d), (e), (f) or (h); or 103 (h), (I) or (k) and (j); 201(a) or (b); 202; 203; 204; 205(a), (b), (c), (d), (e), (f), (g), (h), (I) or (j); 206 (a), (b) or (c); 207(a), (b) or (c); 208(a) or (b); 401; 402(a), (b), (c) or (d); 416(a); 429.

Specification Pertinent to All Models

Datum	3 in. aft of nose
MAC	163.6 in. (L.E. of MAC +395.2)
Leveling Means	Bracket at Sta. 387.4 (below floor) and Sta. 64 to 82 (nose wheel well).
Control Surface Movements	Rudder ± 20 degrees Elevator 25 degrees up and 25degrees down Ailerons ± 17 degrees

Certification Basis	Type Certificate No. 781 (Transport Category, combination CAR 4a and 4b and amendment 4-1 effective Nov. 1, 1946). The forward and aft lower belly cargo compartments are Class "D" Compartments. Smoke detectors, per Amendment 4b-2 effective Aug. 25, 1955, or extinguishing provisions are not required. Compliance with the ditching provision of 4b.292 (4b.261) has been demonstrated. Maximum approved operational altitude 25,000 ft.
Production Basis	Production Certificate No. 27
Export eligibility	Eligible for export to all countries subject to the provisions of MOP 2-4 except as follows: (a) Canada - Landplane only eligible.

Equipment

Propellers and propeller accessories (except De-Icing Equipment)

NOTE: When reversing propellers are installed, the minimum permissible force at the throttle knobs required to move each throttle from positive to negative thrust position shall be eight pounds in addition to the throttle system friction.

- | | | |
|----|--|--------------------|
| 1. | (a) 4 Ham. Std. propellers, hubs 43D60, blades 6825-0
Diameter: Max 13' 1", min. allowable for repairs 12' 9 5/8"
No further reduction permitted.
Pitch settings at 42" sta.: Reverse - none; min. low +28°; feathered +95°.
(see NOTE 5 for installation details and placards.) | 1,518 lbs (+272.0) |
| | (b) 4 Curtiss propellers, hubs C632S-B, blades 744-4C2-0
Pitch settings at 42" sta.: Reverse -19°; min. low +24.6°; feathered +95°.
(see NOTE 4 for placard.) | 1,563 lbs (+272.0) |
| | (c) 4 Curtiss propellers, hubs C632S-B, blades 836-14C2-18
Pitch settings at 54" sta.: Reverse -25.6°; min low +25.6° for -34 and -83A engines, +24.6° for CA15 engines; feathered +87° (See NOTE 4 for installation details and placards) | 1,666 lbs (+272.0) |
| | (d) 4 Ham. Std. propellers, hubs 43D60, blades 6841-0
Diameter: Max. 13' 1", min. allowable for repairs 12' 9-5/8".
No further reduction permitted.
Pitch settings at 42" sta.: Reverse -18°; min. low +29°; feathered +94°.
(See NOTE 5 for installation details and placards). | 1,518 lbs (+272.0) |
| | (e) Deleted. February 8, 1965. | |
| | (f) 4 Curtiss propellers, hubs C632S-B, blades 744-602-0
Pitch settings at 42" sta.: Reverse 19°; min. low +24.6°; feathered +95°.
(See NOTE 4 for placard). | 1,631 lbs (+272.0) |
| | (g) 4 Ham. Std. propellers, hubs 43D60, blades 6873-0
Diameter: Max. 13' 1", min. allowable for repairs 12' 9-5/8".
No further reduction permitted.
Pitch settings at 42" sta.: Reverse -18°; min. low +29°; feathered +94°.
(See NOTE 5 for installation details and placards). | 1,611 lbs (+272.0) |
| | (h) 4 Ham. Std. propellers, hubs 43D60, blades 6851-0
Diameter: Max. 13' 1", min. allowable for repairs 12' 9-5/8".
No further reduction permitted.
Pitch settings at 42" sta.: Reverse -18°; min. low +29°; feathered +94°.
(See NOTE 5 for installation details and placards). | 1,487 lbs (+272.0) |
| | (i) 4 Curtiss propellers, hubs 642S-B, blades 836-14C2-18
Pitch settings at 54" sta.: Reverse -21°; min. low +22.5°; feathered +87.5°.
(See NOTE 4 for installation details and placards). | 1,666 lbs (+272.0) |
| | (j) 4 Curtiss propellers, hubs C632S-B, blades 744-10C2-0
Pitch settings at 42" sta. : Reverse -19°; min. low +24.6°; feathered +95°.
(See NOTE 4 for placard) | 1,728 lbs (+272.0) |
| | (k) 4 Ham. Std. propellers, hubs 43E60, blades 6895-8
Diameter: Max. 13' 5-5/16", min. allowable for repairs 13' 1-9/16".
No further reduction permitted.
Pitch settings at 42" sta. : Reverse -8°; min. low +29° (except on CB16 or CB17 engines), min low +30° on CB16 or CB17 engines; Feathered +96° (approx) | 2,232 lbs (+272.0) |
| | (l) 4 Spinners Ham. Std. 511748 with Douglas cowling interliners. | 181 lbs (+276.0) |

2. (a) 4 propeller governors: Ham. Std. 5 x 18 49 lbs (+292.0)
 (b) Deleted July 12,,1948
 (c) 4 propellers governors: Ham Std. 5U18. 52 lbs(+292.0)

Engines and Engine Accessories - Fuel and Oil System

101. (a) 4 P & W R2800-34 engines 9,380 lbs. (+294.0) & (+324.0)
 (b) 4 P & W Double Wasp CA15 engines 9,281 lbs. (+294.0) & (+324.0)
 (c) 4 P & W R2800-34M1 engines 9,380 lbs. (+294.0) & (+324.0)
 (d) 4 P & W R2800-83AM3 engines 9,328 lbs. (+294.0) & (+324.0)
 (e) 4 P & W R2800-83A engines 9,328 lbs. (+294.0) & (+324.0)
 (f) 4 P & W Double Wasp CA18 engines 9,284 lbs. (+294.0) & (+324.0)
 (g) 4 P & W R2800-83AM4 engines 9,328 lbs. (+294.0) & (+324.0)
 (h) 4 P & W Double Wasp CB16 engines 9,432 lbs. (+294.0) & (+324.0)
 (I) 4 P & W Double Wasp CB17 engines 9,432 lbs. (+294.0) & (+324.0)
102. Fuel Dump Valve System
 (a) Deleted
 (b) Eight wing tank system (Doug. Dwg. 5248374) 132 lbs. (+422.0)
 (c) Ten wing tank system (Doug. Dwg. 5248374-500) 139 lbs. (+431.0)
103. System Fuel and Oil
 (a) Deleted
 (b) System fuel, eight wing fuel tanks (40.3 gal.) 242 lbs. (+438.2)
 (c) System oil, 35 gal. oil tank installation (50.9 gal)
 Ham. Std. propeller installation 382 lbs. (+330.9)
 (d) System oil, 37.5 gal. oil tank installation (34.5 gal)
 Curtiss propeller installation 260 lbs. (+331.1)
 (e) System oil, 32 gal. oil tank installation (50.1 gal)
 Ham. Std. propeller installation 376 lbs. (+330.6)
 (f) System oil, 34 1/2 gal. oil tank installation (34.5 gal)
 Curtiss propeller installation 260 lbs. (+331.2)
 (g) System fuel, 4248 or 4262 gal. capacity ten wing
 fuel tanks (64.6 gal.) 382 lbs. (+454.7)
 (h) System oil, 35 gal. tank installation (55 gal) Ham. Std
 propeller installation with 6895 series blades 413 lbs. (+325.9)
 (I) System fuel, 4722 gal. capacity ten wing fuel tanks (68.5) 411 lbs. (+458.6)
 (j) System oil wing fillet tank (50% oil -50% gasoline,
 3.1 gals. 6.77#/gal) 21 lbs. (+472.0)
 (k) System fuel, 4932 gal capacity ten wing fuel tank (61.8 gal) 371 lbs (+457.0)
111. (a) Water-alcohol injection (Douglas Dwg. 7352910, 7352911
 & 7353320) with water-alcohol regulator P & W No.
 106400E (including 21.6 gal. fluid) 106 lbs (+362.4)
 (b) Water-alcohol injection (Doug. DWG #7352910, 7371946,
 5350629 & 5371664) with water-alcohol regulator P & W
 No. 106400E (including 38.8 gal. fluid) 535 lbs (+413.6)

Landing Gear

201. (a) 4 Main wheel tires, 15.50x20, Type III, 16-ply rating,
 nylon (inflation pressure 110 psi) 540 lbs (+473.8)
 (b) 4 Main wheel tires, 15.50x20, Type III, 20-ply rating,
 nylon (inflation pressure 115 psi) 607 lbs (+473.8)
202. 4 Main wheel tubes, 15.50x20 regular 86 lbs (+473.8)
203. Nose wheel tire, 44 in., Type I, rib tread, 12-ply rating, nylon
 (inflation pressure 70 psi) 93 lbs (+ 99.0)
204. Nose wheel tube, 44 in. regular 16 lbs (+ 99.0)
205. 4 Main Gear - 17.00-20 (Type III) Wheel-Brake Assemblies
 (a) Goodyear model L20HBM: Wheel assembly No. 531063-M,
 Brake assembly No. 9540039 664 lbs (+473.8)
 (b) Goodyear model L20HBMF: Wheel assembly No. 9540049,
 Brake assembly No. 9540039 648 lbs (+473.8)
 (c) Goodyear model L20HBMF: Wheel assembly No. 9540049,
 Brake assembly No. 9540266 (Required for 78,000 lbs
 landing weight and up) 736 lbs (+473.8)

- (d) Goodyear model L20HBMF: Wheel assembly No. 9540332,
Brake assembly No. 9540039 664 lbs (+473.8)
- (e) Goodyear model L20HBMF: Wheel assembly No. 9540332,
Brake assembly No. 9540266 (Required for 78,000 lbs.
landing weight and up) 742 lbs (+473.8)
- (f) Goodyear model L20HBMF: Wheel assembly No. 9540332,
Brake assembly No. 9540471, (Skydrol only) (Required for
78,000 lbs. landing weight and up) 742 lbs (+473.8)
- (g) Goodyear model LF20HBM: Wheel assembly No. 9540484,
Brake assembly No. 9540039 701 lbs (+473.9)
- (h) Goodyear model LF20HBM: Wheel assembly No. 9540484,
Brake assembly No. 9540266 (Required for 78,000 lbs
landing weight and up) 766 lbs (+473.8)
- (I) Goodyear model LF20HBM: Wheel assembly No. 9540484,
Brake assembly No. 9540471 (Skydrol only) (Required for
78,000 lbs. landing weight and up) 766 lbs (+473.8)
- (j) Goodyear model LF20HBM: Wheel assembly No. 9540484,
Brake assembly No. 9540505 (Required for 78,000 lbs.
landing weight and up) 768 lbs (+473.8)
206. Nose gear - 44 in. (Type I) wheel
- (a) Goodyear model 448CA: Wheel assembly No. 530339-A 87 lbs (+ 99.0)
- (b) Goodyear model 448C: Wheel assembly No. 530339-M 62 lbs (+ 99.0)
- (c) Goodyear model 44NBM: Wheel assembly No. 9540375 72 lbs (+ 99.0)
207. (a) Main gear shock strut assy. (Doug. Dwg. 5342446)
(Cleveland 8065E) (Maximum take-off weight 93,200 lbs.) 1,049 lbs (+474.8)
- (b) Main gear shock strut assy. (Doug. Dwg. 5342446-500)
(Cleveland 8065G) (Maximum take-off weight 95,200 lbs.) 1,080 lbs (+474.8)
- (c) Main gear shock strut assy. (Doug. Dwg. 5342446-502)
(Cleveland 8065H) (Maximum take-off weight 97,200 lbs.) 1,112 lbs (+474.8)
- (d) Main gear shock strut assy. (Doug. Dwg. 5342446-5502)
(Skydrol only) (Cleveland 8065HA) 1,114 lbs (+474.8)
- (e) Main gear shock strut assy. (Doug. Dwg. 5342446-504)
(Cleveland 8065J) (Maximum take-off gross weight 97,200 lbs.) 1,066 lbs (+474.8)
- (f) Main gear shock strut assy. (Doug. Dwg. 5342446-5504)
(Skydrol only) (Cleveland 8065JA) (Maximum take-off
gross weight 97,200 lbs.) 1,074 lbs (+474.8)
208. (a) Nose gear shock strut assy. (Doug Dwg. 5240509)
(Cleveland 8488A or B) 301 lbs (+109.8)
- (b) Nose gear shock strut assy. (Doug. Dwg. 5240509-500)
(Skydrol only) (Cleveland 8488AA or BA) 301 lbs (+109.8)

Interior Equipment

401. FAA Approved Airplane Flight (Also known as "Airplane Operating Manual".
(A manual containing information required for the Airplane Flight Manual may be carried in
lieu thereof in aircraft operated under the provisions of Parts 40 ,41 or 42 of the Civil Air Regulations).
- (a) FAA Approved Manual covering original engine/propeller combination and pertinent
revisions thereto or the appropriate FAA Approved Airplane Flight Manual listed below:

Douglas Report No.	Airline Operator	Eng/Prop Comb.	FAA Approval Date	Latest Approved Rev.	Revision Date
(b) SM-14432	BCPA	CA15/6895	8- 1-52	3	10-16-57
(c) SM-14502	NAL	CB16/6895	10-15-52	2	10-16-57
(d) SM-14354	DAL	CB16/6895	12- 5-52	2	2- 8-56
(e) SM-14595	AAL	CB16/6895	1-20-53	16	1-29-57
(f) SM-14773	LAI	CB16/6895	5- 1-53	2	2-25-55
(g) SM-19520	BNF	CB16/6895	2-16-56	3	1- 7-58
(h) SM-19544	UAL	CB16/6895	1-31-56	4	7-27-60
(I) SM-22711	SAS/KLM	CB16/6895	2-15-57	2	2- 8-60
(j) SM-22838	PAG/OMA	CB16/6895	10- 1-57	--	--

402. Emergency ladders (NOTE: Suitable evacuation slides may be installed in lieu of ladders)
- (a) (Doug. Dwg. 5352490) 20 lbs (+720.0)
 - (b) (Doug. Dwg. 5352490) 20 lbs (+599.8)
 - (c) (Doug. Dwg. 5354942) 21 lbs (+677.0)
 - (d) (Doug. Dwg. 5352490) 20 lbs (+686.6)
403. Automatic pilot
- (1) Servo stall forces measured at the pilot's controls:
 - Elevator 35 lbs. ± 4 lbs.
 - Aileron 30 lbs. + 5 or - 10 lbs.
 - Rudder 95 lbs. ± 25 lbs.
 - (2) When using autopilot in cruise configurations, minimum terrain clearance is 500 ft. When using autopilot during approach, minimum altitude is 200 ft., pilot's seat belt fastened and hand on control wheel. (Minimum altitude for each case does not override any higher minimum operational altitudes).
 - (a) Pioneer PB-10 (Servos 3 No. 15601-1-A) 146 lbs (+308.6)
 - (b) Sperry A-12 (3 Servo Units No. 661634, 664577-161, 665929-161, 656542-161, 661634-161 or 658526-161) and (1 Servo Unit 664237, 658522-11 or 664237-11) 211 lbs (+197.6)
416. Windshield wipers
- (a) 2 Kearfoot (Doug. Dwg. 5332419) Model 2196-1 and 2069-2 8 lbs (+ 80.6)
429. Instrument list (Ref. P. 54, Douglas Report SM-11070)

De-Icing Equipment

- 501.
- (a) 2 wing heaters model 63A66 (Doug. Dwg. 5333625) 128 lbs (+417.6)
 - (b) 2 wing acc. cases (Doug. Dwg.5334084) 48 lbs (+394.4)
 - (c) 2 ground blowers (Doug. Dwg. 5334084) 13 lbs (+408.4)
 - (d) Empennage heater model 63A66 (Doug. Dwg. 5333443-500 or -502) 76 lbs (+985.5)
 - (e) Empennage acc. case (Doug. Dwg. 7359000) 22 lbs (+975.0)
 - (f) Empennage ground blower (Doug. Dwg. 5333443-500) 15 lbs (+1,016.5)
- 502.
- (a) Carburetor and propeller anti-icing system complete including 16 gal. alcohol (less slinger ring on propeller) 152 lbs (+503.9)
 - (b) Carburetor anti-icing system complete, including 16 gal. alcohol 137 gal (+534.1)
- 503.
- (a) Propeller electrical anti-icing equipment, Curtiss less equipment on propeller (Doug. Dwg. 5338222, 5338223 and 5338384) 37 lbs (+346.2)
 - (b) Propeller electrical anti-icing equipment, Ham. Std., less equipment on propeller (Doug. Dwg. 5338196, 5338222, 5338223 and 3343576). 89 lbs (+315.4)
- 504.
- (a) Propeller electrical anti-icing equipment Curtiss blades 744-4C2 18 lbs (+272.0)
 - (b) Propeller electrical anti-icing equipment Curtiss blades 836-14C2 18 lbs (+272.0)
 - (c) Propeller electrical anti-icing equipment Ham. Std. blades 6825 24 lbs (+272.0)
 - (d) Propeller alcohol anti-icing equipment Ham. Std. blades 6825 12 lbs (+272.0)
 - (e) Propeller electrical anti-icing equipment Ham. Std. blades 6841, 6851, 6873 or 6895 24 lbs (+272.0)
 - (f) Propeller electrical anti-icing equipment Ham. Std. blades 2H17-48R 24 lbs (+272.0)
 - (g) Propeller electrical anti-icing equipment Curtiss blades 744-6C2 or 744-10C2 18 lbs (+272.0)

- NOTE 1.
- (a) Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions, 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). Manufacturer's Master Equipment List contains list of approved equipment in addition to equipment listed in this specification.
 - (b) "System Fuel and Oil," (See Item 103), which must be included in the empty weight, 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. The propeller feathering oil in aircraft incorporating Hamilton Standard propellers is not considered usable oil and is included in the "System Oil." The nacelle oil tank capacities shown in this specification include only the usable oil for which the tanks are to be placarded. All hydraulic system fluid must also be included in the empty weight of the airplane. The weight of ADI fluid (20 gal. at 7.5 lbs/gal.) when item 111 is installed may, if desired, be accounted for as usable weight the same as fuel and oil.

- (c) For the interior arrangement of a particular airplane, see approved Douglas Report SM-12056 "Loading Chart and Actual Weight and Balance." This report shows the location of the passenger and crew member seats, location and capacity of all cargo and baggage compartments, buffets and storage spaces, and location and capacity of lounges and lavatories for each of the different sleeper and dayplane arrangements covered by the above mentioned report. Lounges, lavatories, and baggage or cargo compartments must be placarded for the capacities specified in the approved report. The airplane must always be loaded within the C.G. limits specified in this specification, accounting for crew and passenger movement and use of fuel and oil. Retraction of the landing gear changes the balancing moment by -193,800 in. pounds and moves the C.G. forward. Passenger seats and safety belt installations other than originally provided by the manufacturer must be of an approved type or shown to meet the strength requirements of CAR 4.

The following sleeper aircraft are satisfactory for only one person in each upper and in each lower berth: Serial Nos. 42854 thru 42878, 42903, 42881, 43059, 43060, 43062 thru 43064 and 43105 thru 43118. The lower berths may be modified for double occupancy as outlined in Douglas Service Bulletins DC-6 No. 120 and DC-6 No. 188. When the modification has been accomplished, each lower berth should be placarded: "This berth may be occupied by two persons." All other sleeper aircraft not listed above, which incorporate lower berths eligible for double occupancy will be placarded accordingly prior to delivery by the manufacturer.

- (d) All fuel weight must be distributed equally on both sides of the airplane. All main tanks must be filled equally first, then alternates, then auxiliaries (ten wing tank airplane). Fuel must be used in the reverse order from fuel loading except for take-off, climb and landing at which time the main tanks must be used.

Satisfactory alternate fuel loading and fuel usage procedures have been approved and placed in the FAA Approved Airplane Operating Manual. These alternate procedures may be used in lieu of the above.

- (e) When dump valves are installed (See NOTE 3), the amount of usable fuel remaining in the fuel tanks after dumping is as follows:

(1) Eight Wing Tank Airplane	
Outer wing (#1 and #4 main)	113 gal. ea.
Inboard inner wing (#2 and #3 main)	108 gal. ea.
Outboard alternate (#1 and #4 alt.)	53 gal. ea.
Inboard alternate (#2 and #3 alt.)	91 gal. ea.
(2) Ten Wing Tank Airplane	
Outer wing (#1 and #4 main)	113 gal. ea.
Inboard inner wing (#2 and #3 main)	108 gal. ea.
Outboard inner wing (#1 and #4 alt.)	53 gal. ea.
Outboard inner wing (#1 and #4 alt.)	00 gal. ea. (Serial 43294 and up)
Inboard wing fuel cells (#2 and #3 alt.)	133 gal. ea.
Auxiliary fuel cells (L.H. and R.H. aux.)	21 gal. ea.
(3) 4722 Gallon Capacity Ten Wing Tank Airplane	
Outer wing (#1 and #4 main)	113 gal. ea.
Inboard inner wing (#2 and #3 main)	108 gal. ea.
Outboard inner wing (#1 and #4 alt.)	53 gal. ea.
Outboard inner wing (#1 and #4 alt.)	00 gal. ea. (Serial 43294 and up)
Inboard wing fuel cells (#2 and #3 alt.)	133 gal. ea.
Auxiliary fuel cells (L.H. and R.H. aux.)	171 gal. ea.
(4) 4932 Gallon Capacity Ten Wing Tank Airplane	
Outer wing (#1 and #4 main)	116 gal. ea.
Inboard inner wing (#2 and #3 main)	108 gal. ea.
Outboard inner wing (#1 and #4 alt.)	00 gal. ea. (Serial 43294 and up)
Inboard wing fuel cells (#2 and #3 alt.)	39 gal. ea.
Auxiliary fuel cells (L.H. and R.H. aux.)	21 gal. ea.

The undumpable fuel and oil must be included in the landing weight. In some cases, the amount of undumpable fuel and oil is greater than the difference between the maximum zero fuel and oil weight and the maximum landing weight. When such is the case, the zero fuel and oil weight used in loading the airplane must be reduced by an amount sufficient to insure that the maximum landing weight will not be exceeded after fuel is dumped.

- (f) When the oil transfer tank is installed in the wing fillet (on aircraft with a fuel capacity of 4722 gals. and up), the weight of oil carried in this tank, plus the system oil (Item 103(j)) must be considered as fuselage load and is to be included in the airplane zero fuel weight.

- NOTE 2. The following placards shall be placed on the instrument panel in full view of the pilot:
- (a) "This airplane shall be operated in compliance with the operating limitations specified in FAA Approved Airplane Operating Manual."
- NOTE 3 Fuel Dumping. Fuel dump valves (Item 102) must be installed for operation of the airplane at weights in excess of the maximum landing weight as indicated in the Structural Limits Table of NOTE 6. Limitations to be observed during the dumping of fuel are contained in the FAA Approved Airplane Flight Manual. The undumpable fuel for the various fuel tank capacities is covered in NOTE 1 (e) above.
- NOTE 4 (a) When Curtiss C632S-B/836-14C2-18 propellers are used with R2800-34, -34M1, -83A or -83AM engines, the engine limits for take-off are as follows:
- | HP | RPM | MP | ALT |
|------|------|------|-------|
| 2100 | 2750 | 54.0 | - - - |
- (b) When the above engine propeller combination is used the following placards shall be placed on instrument panel in full view of the pilot:
 "Avoid continuous operation between 1625 and 1775, 1825 to 2000, 2375 to 2550 and above 2750 rpm."
 The tachometers shall be marked with red arcs over the above restricted speed ranges and with a red line at 2750 rpm.
- (c) When Curtiss C632-B/836-14C2-18 propellers are used with CA15 engines the following placard shall be placed on the instrument panel in full view of the pilot:
 "Avoid continuous operation between 2350 and 2550 rpm."
 The tachometers shall be marked with a red arc over the above restricted speed range.
- (d) When Curtiss C632S type propellers with 744 blades are used on any of the approved engines, the following placard shall be placed on the instrument panel in full view of the pilot:
 "Avoid continuous operation in flight below 1400 engine rpm. On the ground, avoid continuous operation between 1200 and 1550 rpm."
- (e) When Curtiss C642S-B/836-14C2-18 propellers are used on R2800-34, -34M1, -83A or -83AM4, the following placard shall be placed on the instrument panel in full view of the pilot:
 "Avoid continuous operation in flight between 1550 and 1800 rpm, and 2150 and 2350 rpm and on the ground between 1550 and 1800 rpm."
- NOTE 5 A. Ham Std. 43D60/6825 propellers must be made nonreversible by setting the low pitch stop rings at the minimum forward thrust pitch limit in addition to disconnecting the reversible controls. The following airplanes, equipped with Ham. Std. 43D60/6825 or 43D60/6841 propellers were delivered with the reversible feature inoperative: 42866 thru 42878; 43000 thru 43024; 43055 thru 43058; 43062 thru 43064 and 43103 thru 43110. The 43D60/6841 propellers on those aircraft listed above may be made reversible by complying with the interim measures outlined in Douglas Service Bulletin DC-6 #124, or by installing one each of the following Ham. Std. internal contactor parts per propeller: No. 72513, "Spider Shim Plate"; No. 72507, "Reversing Signal Ring"; and No. 72539, "Connector."
- The propeller de-icer installation must also be reworked in accordance with Ham. Std. Dwg. Nos 72592 or 73367, "De-icer and Reversing Slip Ring Assembly." All other airplanes equipped with Ham. Std. 43D60/6841 propellers or 43d60/6851 propellers which are suitable replacements for the 43D60/6841 propellers on CA series engines only, will incorporate the latest propeller reversing features prior to delivery by the manufacturer.
- B. On aircraft equipped with 43D60 propellers and R2800-83AM4 or CA series engines:
- (1) The following placard must be installed in full view of the pilot:
 "Avoid continuous operation above 2450 engine rpm for gross weight above 80,000 lbs. except for take-off and emergencies."
- (2) In order to prevent hub barrel failures due to fatigue, the original series 43D60 hubs (having dash numbers below 43) with Models 6841 and 6851 blades only used on ten wing tank type aircraft not equipped with water injection engines shall be retired from service after a maximum of 500 take-offs made with zero degree flaps at gross weights of 90,000 lbs. or more. However, if individual operators cannot demonstrate to the FAA that they can maintain accurate count of individual take-offs made with zero flap setting at weights in excess of 90,000 lbs. the hub barrels shall be retired after accumulating a total of 3,000 hours in such operation.

- C. On aircraft equipped with 43D60/6851-0 or 43D60/6873-0 propellers or a combination of these propellers and any of the approved engines except R2800-83AM4 or the CA series:
 - (1) The following placards must be installed in full view of the pilot:
 - (a) "Maximum continuous engine operating speed for cruising, not more than 2200 rpm."
 - (b) "Operation between 2200 rpm and 2450 rpm restricted."
 - (c) "For gross weights above 80,000 lbs, use 2450 rpm for normal climb."
 - (d) "Avoid continuous operation above 2450 rpm for gross weights above 80,000 lbs except for take-off and emergencies."
- D. When water-alcohol injection is not used for take-off on aircraft equipped with the P & W Double Wasp CB16 engines, Item 101(h), the propeller governors must be reset prior to take-off in order to limit the take-off engine rpm to 2700.

NOTE 6 The following table lists the maximum zero fuel and oil, landing and take-off weights of the various 8 and 10 wing fuel tank aircraft as they are limited by structural strength. As indicated in the table by serial numbers, it is possible to increase the zero fuel and oil weight, the landing weight and/or the take-off weight of certain of the aircraft, provided the conditions as outlined in the pertinent footnotes are complied with. Although an aircraft may be eligible, from a structural standpoint, for certain take-off weights, the take-off weight may be limited from a performance standpoint due to the propeller and engine combination that is installed, the flap setting used and whether water-alcohol injection is used to increase the take-off power. Therefore, the table of take-off weights under maximum weights should also be adhered to in determining the maximum permissible take-off weight of various aircraft.

MAXIMUM STRUCTURAL LIMITS (14)					
AIRPLANE SERIAL NUMBERS		ZERO FUEL & OIL WEIGHT	LANDING WEIGHT	TAKEOFF WEIGHT	
8 TANK	10 TANK			8 TANK	10 TANK
42854, 42855 42858- 42865 42879, 42880	42866-42870 42872-42874 42876-42878 43000 43002-43017 43062	68,000 #	73,000#	84,000#	93,200#
42854, 42855 42859-42865 42879, 42880	42866-42870 42872-42874 42876-42878 43000 43002-43017 43062	68,000# <i>(4) or (10)</i> 70,000# <i>(8)(10)(11)</i> 72,000# 74,000# <i>(15)</i>	73,000# 75,000# <i>(3)</i> <i>(8)(10)(11)</i> 78,000# 80,000# <i>(15)</i>	87,900# <i>(1)</i> 89,900# <i>(1)(2)(3)(10)</i> 93,200# <i>(1)(2)(3)(10)</i> 93,200# <i>(1)(2)(3)(15)</i> 93,200#	93,200# 95,200# <i>(6)</i> 93,200# 95,200# <i>(7)</i> 95,200#
42858		68,000# <i>(1)(2)(4)</i> 70,000# or <i>(2)(10)</i> <i>(8)(10)(11)</i> 72,000# 74,000# <i>(15)</i>	73,000# <i>(1)(2)(3)</i> 75,000# <i>(2)(8)(10)</i> 78,000# <i>(11)</i> 80,000 <i>(15)</i>	87,900# <i>(1)(2)</i> 89,900# <i>(1)(2)(3)(10)</i> 93,200# <i>(1)(2)(3)(10)</i> 93,200# <i>(1)(2)(3)(15)</i> 93,200#	
42856, 42857 42882 42884, 42885 42887-42894 42896 43035-43038 43056		68,000# <i>(4) or (10)</i> 70,000# <i>(8)(10)(11)</i> 72,000# 74,000# <i>(15)</i>	73,000# 75,000# <i>(3)</i> <i>(8)(10)(11)</i> 78,000# 80,000# <i>(15)</i>	87,900# 89,900# <i>(3)(4)</i> 93,200# <i>(3)(10)</i> 93,200# <i>(3)(10)</i> 93,200# <i>(3)(15)</i>	
	42883, 42886	74,000# <i>(15)</i>	80,000# <i>(15)</i>		95,200#
42897-42899 43039-43054 43058	42903 43018-43030 43032,43033	70,000# <i>(5)</i>	75,000#	89,900# 93,200# <i>(10)</i>	93,200# 95,200# <i>(7)</i>

43137-43140 43142	43059,43061 43064 43103-43111 43115-43118 43120-43124 43126-43135	72,000# (5)(8)	78,000# (5)(8)	89,900#	93,200#
				93,200# (10)	95,200# (7)
		74,000# (15)	80,000# (15)	93,200#	95,200#
	42900,43141	72,000# (5)	78,000# (9)		95,200#
		74,000# (15)	80,000# (15)		95,200#
	43143 43145-43147	74,000# (13)	78,000 (9)		95,200#
			80,000# (16)		97,200# (16)
43219	43148-43152 43212-43214 43216-43218 43293-43295	74,000# (13)	80,000# (9)(12)	95,200#	97,200# (12)

FOOTNOTES:

1. Douglas S.B. #2, "Brake Pressure Source Revision," or Douglas Dwgs. 5240482-AH, 5240483-AP and 2332573 must be complied with.
2. Must be reworked in accordance with Douglas Dwg. 5346646.
3. Rivets must be added to the fuselage floor panel in the area between the front and rear spars in accordance with Douglas Dwg. 1356414 and BL-56 brake lining must be installed per Douglas S.B. #1.
4. Airplane must be placarded for the airspeeds shown in column 3 of the airspeed limits table.
5. Airplane must be placarded for the airspeeds shown in column 4 of the airspeed limits table.
6. Aircraft must be reworked in accordance with Douglas Dwgs. 5353444 (S.B. #440) and 5365594 and Item 207(b) installed.
7. Aircraft must be reworked in accordance with Douglas Dwgs. 5365594 and Item 207(b) installed.
8. Aircraft must be reworked in accordance with Douglas Dwgs. 5361711-A, 5338591-S and 5242578-S, and Items 205(c), (e), (f), (h), (I) or (j) must be installed. (S.B. DC-6 #418, Revised 3/13/50, covers this same subject.)
9. As delivered. Equipment Item 205(c), (e), (f), (h) or (j) required.
10. Aircraft must be reworked in accordance with Douglas S.B. DC-6 #440 and placarded for the airspeeds shown in column 4 of the Airspeed limits table.
11. Rivets must be installed in accordance with Douglas Dwg. 1356414.
12. Items 201(b) and 207(c), (d), (e) or (f) required.
13. Airplane must be placarded for the airspeeds shown in column 4 of airspeed limits table. Installation of fifth hinge and nacelle fillets required for higher Mach. number limitations as required by NOTE 3 of airspeed limits table was incorporated by manufacturer prior to delivery.
14. See Douglas S.B. DC-6 #455, "Interchanging of DC-6 Empennage Components and Restrictions Concerning such Interchange."
15. Aircraft must be reworked in accordance with Douglas Service Bulletin No. 569 revised 10/11/55, which also includes the rework outlined in Douglas Service Bulletins No. 100 revised 1/25/50, No. 418 revised 8/17/50, No. 440 revised 8/17/55 and No. 441 revised 10/20/52. Items 207(b) and 205(c), (e), (f), (h), (I) or (j) must be installed and placard for airspeeds shown in column 4 of the airspeed limits table.
16. Aircraft must be reworked in accordance with Douglas Dwg. 5537697 and/or 5537697-501. Flap Hinge rework per Douglas Dwg. 5597264 must also be accomplished if Flap, P/N 5248119 is installed but not if Flap, P/N 5363998 is installed.

NOTE 7 Ferry permits may be issued to all Model DC-6 airplanes, except those equipped with Ham. Std. 43D60/6825-0 propellers, on which one engine is inoperative, with its propeller removed or feathered under the following conditions:

- (a) Operation of aircraft shall be in accordance with pertinent limitations contained in the applicable portion of the FAA Approved Airplane Flight Manual, pertinent appendixes, and existing instructions.
- (b) Maximum take-off weight 76,000 lbs. (Except when limited by runway lengths specified in Manual.)
- (c) C.G. Range: Fwd. C.G. 14% MAC (Sta. 418.1)
Aft C.G. 28% MAC (Sta. 441.0)

NOTE 8 In accordance with the agreement between the Department of Defense and the Civil Aeronautics Board, all air carrier operators utilizing aircraft which have been modified under the Civil Reserve Air Fleet Program, Part I, Phase II, may deduct the added weight of the military modification up to a maximum of 50 lbs for each aircraft so modified.

NOTE 9 The Model DC-6/YC112A aircraft, serial No. 36326, is a military surplus airplane which has been determined to meet the structural requirements of CAR 4b including Amendment 4b-1 effective November 1, 1946, for

the weights, speeds and the limitations shown in Conner Air Lines, Inc. "Airplane Operating Manual" approved by the FAA August 20, 1956, and as revised December 30, 1958 and April 16, 1959. All fuel, oil, hydraulic, electrical and powerplant installations made in accordance with Conner Air Lines, Inc., Reports 56-1 dated August 14, 1956, Supplement No. 1 to Report 56-1 and List of Equipment contained in Conner Air Lines, Inc., Report 56-3 dated September 16, 1956, have been demonstrated to comply with CAR 4b.

The airplane, when modified in accordance with the above documents and operated in accordance with the limitations contained in the FAA approved "Airplane Operating Manual" listed above, is eligible for an airworthiness certificate as Model DC-6/YC112A.

The owner will be responsible for complying with all airworthiness directives issued against the Model DC-6 aircraft except for those which he can demonstrate to the Federal Aviation Administration are not applicable to the DC-6/YC112A, S/N 36326.

.....END.....