

MODELS: Stinson SR-9F (Army UC-81E), 5 PCL-SM

I.C. NUMBER: ATC 640.

Engine	Pratt & Whitney Wasp Jr. SB or TB with 4-1/2 N and one 9 N damper (See Item 230)
Fuel	80 minimum octane (87 minimum octane for take-off for SB)
Placard limits	(a) SB Maximum, except take-off (Sea level) 34.5 in.Hg., 2200 rpm (400 hp) (Straight line manifold pressure variation with altitude to 5000 ft.) 33.5 in.Hg., 2200 rpm (400 hp)
Take-off (one minute)	36-1/2 in.Hg., 2300 rpm (450 hp) (b) TB Maximum, except take-off, 2200 rpm (420 hp) Take-off (one minute) 2300 rpm (440 hp) (See Item 104)
Propeller	Level flight or climb - 200 mph True Ind.
Placard speeds	Glide or dive - 248 mph True Ind. Flaps extended - 122 mph True Ind.
Fuel capacity	102 gallons (Three tanks, two 39 gallon tanks in wing (+34) and one 24 gallon tank in wing leading edge (+16))
Oil capacity	8 gallons (-34)
No. passengers	4 (front +15, rear +53.5)
Baggage	As substantiated by pertinent weight and balance report. Approved compartments and maximum loads as follows: (See Item 227) Passenger type: (a) Under rear seat 50 lbs. (+54) (b) Aft of rear seat 100 lbs. (+75.5)
Weights	Empty - Use actual (Seaplane approximately 478 lbs. increase over landplane) Standard - (Landplane) 4500 lbs.; (Seaplane) 5030 lbs.
C.G. limits	Landplane (+16.3) and (+26.7) Seaplane (+16.7) and (+27.1)

Specification basis Approved Type Certificate No. 640
 Serial numbers 5700 and up manufactured prior to 10/25/40 and all
 AAF numbers eligible. Approval expired as of
 10/25/40.

EQUIPMENT:

(Datum is wing leading edge outboard of curved portion) (* Means net
 increase) (See NOTE 3)

Class I:

(a) Landplane:

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|------|---|----------|-------|
| 101. | Engine ring cowl | 44 lbs. | |
| 102. | Cabin and carburetor heaters
(with double intensifier) | 12 lbs. | |
| 103. | Cabin ventilators | 2 lbs. | |
| 104. | Propeller - Hamilton Standard hub 2D30
with: | 163 lbs. | (-66) |
| | (a) (Landplane) blades 6095A-12 to
-16, 6167A-12 to 6167A-16 or
or 6101A-18 to -22. Diameter
8'6-1/8" maximum, 8'7/8" minimum. | | |
| | (b) (Seaplane) blades 6095A-0 to -2
or 6101A-6 to -8. Diameter 9'6"
maximum, 9'3-3/4" minimum. | | |
| 105. | Constant speed propeller control | 13 lbs. | (-33) |
| 106. | 7.50-10 wheels (Goodyear 10HBM) with
8.50-10 6-ply tires (Wheels must
be placarded for this heavy duty tire.) | | |
| 107. | 10.5 inch streamline tail wheel | | |
| 108. | Leather upholstery | | |
| 109. | Ski type fuselage and landing gear
(except items 213 and 214) (Shock
strut is spring and oil L-598.) | | |
| 110. | Oil cooler (6-inch U.A.P.) (Optional
for landplane - required for seaplane) | 13 lbs. | |

(b) Seaplane: (Items 101 thru 105, 108, 109, 110, PLUS

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|------|---------------------------------------|----------|--|
| 151. | Edo WB-5030 floats with water rudder | 700 lbs. | |
| 152. | Auxiliary seaplane fin under fuselage | 8 lbs. | |
| 153. | Seaplane steps and fairing | 5 lbs. | |

Class II:

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|------|---|----------------|--------------------|
| 200. | Miscellaneous items as noted in
approved weight and balance report. | | |
| 201. | Starter | | |
| | (a) Eclipse F-141 | 25 lbs. | (-38) |
| | (b) Coffman M | 25 lbs. | (-28) |
| 202. | Generator | | |
| | (a) 15 amp. (Eclipse) | 25 lbs. | (-37) |
| | (b) 25 amp. (Eclipse) | 30 lbs. | (-37) |
| 203. | Battery (one or two) | | |
| | (a) Exide 6TS-13-1 | 38 lbs. | (Aft of Station 4) |
| | (b) Exide 6TS-13-1 | 38 lbs. | (+112) |
| | (c) Exide 6TX-19-1 | 80 lbs. | (Aft of Station 4) |
| 204. | Puncture proof tubes | 6 lbs.* | (+4) |
| 205. | Fire extinguisher | | |
| | (a) Pyrene pressure | 11 lbs. | (+2) |
| | (b) Lux pressure | 20 lbs. | (+2) |
| 206. | Engine shielding (Breeze) | 13 lbs. | (-46) |
| 207. | Flares (three 1-1/2 minute) and
wiring (2 lbs.) | 16 lbs. | (+100) |
| 208. | Top hinged or releasable cabin doors | Neglect weight | |
| 209. | Landing lights (Grimes) and
wiring (1 lb.) | 8 lbs. | (+14) |
| 210. | Parachute chair | | |
| | (a) Front | 15 lbs. each | (+18) |
| | (b) Passenger | 20 lbs. each | (+57) |
| 211. | Miscellaneous extra instruments | | (-9) |
| 212. | Auxiliary tanks | | |
| | (a) One 24 gallon fuel tank in wing
L.E. | 22.5 lbs. | (+16) |
| | (b) One 50 gallon fuel tank under rear
seat (replaces 50 lb. baggage
compartment and third rear
passenger (structural). Capacity
may be reduced by relocating
filler neck. | | |
| | (c) One 19 gallon fuel tank under rear
seat (replaces 50 lbs. baggage
compartment) | | |

	(d) One 10 gallon oil tank		
213.	Ski type axle	5 lbs.*	(+4)
214.	Ski fittings	9 lbs.	
215.	Fuel analyzer - Cambridge	7 lbs.	(-14)
216.	Radio equipment		
	(a) Compass (RCA AVR-8 series)	61 lbs.	(+75)
	(b) Transmitter (RCA AVT-7 series)	38 lbs.	(+26) or (+70)
	(c) Receiver (RCA AVR-7 series)	37 lbs.	(+69)
	(d) 50 watt transmitter and receiver located on shelf (Drawing Z-2371) between stations 4 and 5	37 lbs.	
	(e) Lear LR-3 receiver and T-30 transmitter	38 lbs.	(+35)
	(f) Lear R-3 receiver and T-30 transmitter	26 lbs.	(+23)
	(g) Antenna T type 2 lbs., trailing type 3 lbs. (+219), V type 4 lbs., and hand-operated reel 8 lbs. (+113)		
217.	Vacuum pump and accessories	8 lbs.	(-31)
218.	Reinforced wing leading edge	15 lbs.	(+4)
219.	Camera hole in cabin floor	4 lbs.	
220.	Photographers stool		
221.	Corrosion proofing		
222.	Hinged engine cowl	50 lbs.	
223.	Reinforcement for lower lift strut yokes (one on each side of fuselage) per either of Stinson Drawings numbers Z-2276, Z-2315, Z-2328, Z-2336 or F-3440		
224.	Special polish on wings	10 lbs.*	(+36)
225.	Wheel streamlines	24 lbs.	
226.	Ballast (+225) maximum 40 lbs. Required amount as noted in actual weight and balance report should be marked on installation with notation "DO NOT REMOVE."		
227.	Multipurpose type (designated by pertinent model suffixed by letter "M"). This type may have auxiliary door aft of main door on either side, large door frame for main and auxiliary doors, removable back on copilot's chair, jump seat, stretcher door in back wall, ski type fuselage, ambulance litter installation, metal lined cabin, and cargo compartments as follows: (c) Special long cabin providing compartment aft of compartment (b), (+101) 200 lbs. maximum. (d) Space between stations 3 (+42) and 4 (+83), 690 lbs. maximum including weight of passengers, seats, etc., in this area. This replaces compartments (a) and (b).		
228.	Wing lift fitting alteration in accordance with Stinson Drawing Z-3515		
229.	Skis (use actual weight) Warner S-10-45-4		
230.	Engines (must have one 4-1/2 N and one 9 N damper)		Use actual weight increase
	(a) P&W Wasps Jr. SB-2 (limits same as SB)		
	(b) P&W Wasps Jr. SB-3 (limits same as SB)		
	(c) P&W Wasps Jr. T1B2 limits Maximum, except take-off (Sea level) 35 in.Hg., 2200 rpm (400 hp) (Straight line manifold pressure variation with altitude to 3800 ft.) 34 in.Hg., 2200 rpm (400 hp) Take-off (one minute) 37.5 in. Hg., 2300 rpm (450 hp)		
	(d) P&W Wasps Jr. T1B3 (limits same as T1B2, Item 230(c) above)		
	(e) Military R-985-AN-4 (limits same as SB)		
	(f) Military R-985-AN-6 or -AN-6B (limits same as SB)		
	(g) Military R-985-AN-12 or -AN-12B		

- (h) Military R-985-AN-14B (limits same as SB)
- (i) Military R-985-25 (limits same as T1B2, Item 230(c) above)
- (j) Military R-985-AN-1 or -AN-3 (limits same as T1B2, Item 230(c) above)
- (k) R-985-13, -17, -19, -23, -48, -50, -AN-2, or -AN-9 (limits same as SB)
- (l) R-985-27 (limits same as T1B2)

NOTE 1. Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook (10/25/40):

- (a) Canada
 - Landplane
 - Seaplane - Maximum standard weight 5030 lbs. (Stinson weight report shows Canadian McDonald Wb-5030 weigh 30 lbs. more than Edo Wb 5030 floats. This information for export purposes only.)
 - Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation when items 213 and 214 are installed.
- (b) All other countries.

NOTE 2. This model differs structurally from other models of SR-9 series.

NOTE 3. Weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be submitted for each aircraft with original inspector's report and each subsequent report covering changes in Class I or Class II equipment.