

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

6A4 Revision 31 BOEING DC-6B Navy R6D-1Z September 27, 2010
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AIRCRAFT SPECIFICATION NO. 6A4

Type Certificate Holder The Boeing Company
 4000 Lakewood Boulevard
 Long Beach, California 90808

Type Certificate Ownership Record McDonnell Douglas Corporation, Long Beach, California merged with the Boeing Company effective January 1, 2010. Transferred Type Certificate to The Boeing Company on September 27, 2010

 Douglas Aircraft Company, Inc., Santa Monica, California merged with McDonnell Douglas Corporation effective August 25, 1967

I - Model DC-6B, Approved April 11, 1951

Engines (Item 101) 4 P&W Double Wasps CB-16 or CB-3, CB-17 or CB-4 (.45:1 propeller reduction gearing);
 4 P&W Double Wasps CA-15 or R-2800-83AM3, -52W, -83AM5 or -83AM7 (20:9 propeller reduction gearing)

Fuel Aviation gasoline: (CA-15, CB-16 or CB-3, R-2800-52W, -83AM3 or -83AM5) Grade 100/130
 (CB-17 or CB-4, R-2800-52W or -83AM7) Grade 108/135

Engine limits

(Straight line manifold pressure variation with altitudes shown.)

	MP			
	HP	RPM	IN.HG.	ALT.
P&W Double Wasp CB-16 or CB-3*, R-2800-52W or -83AM5				
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'
** <i>(See NOTE 3 for propeller governor re-setting prior to "dry" take-off).</i>				
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 104 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'
*NOTE: High impeller gear ratio engine limits not applicable to CB-3 engines.				
P&W Double Wasps CA-17 or CB-4*, R-2800-52W or -83AM7				
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)				
<i>(See Item 104 for water-alcohol injection installation and Engine Specification E-264 for ADI fluid composition)</i>					
	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	50.0	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'

*Note: High impeller gear ratio engine limits not applicable to CB-4 engines.

P&W Double Wasp CA-15

Low impeller gear ratio 7.29:1

	Take-off (two minutes) (dry)	2100	2800	53.5	S.L.
	Take-off (two minutes) (dry)	2100	2800	52.5	3400'
	(critical altitude)				
	Take-off (two minutes) (wet)	2400	2800	56.5	S.L.
	Take-off (two minutes) (wet)	2400	2800	56.0	1000'
	(critical altitude)				
	Maximum continuous	1900	2600	47.5	S.L.
	Maximum continuous	1900	2600	46.5	4900'
	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'

P&W R-2800-83AM3

Low impeller gear ratio 7.29:1

	Take-off (two minutes) (dry)	2100	2800	54.0	S.L.
	Take-off (two minutes) (dry)	2100	2800	52.5	3400'
	Take-off (two minutes) (wet)	2400	2800	56.5	S.L.
	Take-off (two minutes) (wet)	2400	2800	56.0	1000'
	Maximum continuous	1800	2600	45.0	S.L.
	Maximum continuous	1800	2600	44.0	6500'
	Maximum continuous	1700	2500	44.0	S.L.
	Maximum continuous	1700	2500	42.0	6500'

High impeller gear ratio 9.45:1

	Maximum continuous	1600	2600	46.5	10000'
	Maximum continuous	1600	2600	45.0	16200'
	Maximum continuous	1500	2500	43.0	10000'
	Maximum continuous	1500	2500	42.00	16000'

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

Max. zero fuel, Oil and

A.D.I. Fluid Gross Weight

80000#

83200*

Vno (Normal Operating)	300 mph (261 knots)	289 mph (251 knots)
	S.L. to 15000' (I)	S.L. to 17000' (I)
	Mach No. = .52	Mach No. = .52
Vne (Never Exceed)	360 mph (313 knots)	346 mph (301 knots)
	S.L. to 10,000' (I)	S.L. to 12,000' (I)
	Mach No. = .585	Mach No. = .585
Va (Maneuvering)	204 mph (177 knots)	213 mph (185 knots)
Vfe (Flaps Down 0° to 30°)	200 mph (174 knots)	200 mph (174 knots)
Vfe (Flaps Down 30° to 50°)	175 mph (152 knots)	175 mph (152 knots)

I - Model DC-6B (cont'd)

Vlo (Landing Gear Operation)	200 mph (174 knots)	200 mph (174 knots)
Vle (landing Gear Extension)	200 mph (174 knots)	200 mph (174 knots)

(1) Above altitudes shown, reduce speed 6 mph (5 knots) per 1000 feet)

C. G. range

Applies to 80,000 lbs. zero fuel, oil, and ADI fluid gross weight aircraft.

Landing gear retraction moment - 210,000 in.lbs. (Moves the C.G. forward.)

Gross Weight	Landing Gear Extended (1)				Landing Gear Retracted (2)			
	Forward (3)		Aft		Forward (3)		Aft	
	% MAC	Sta.	% MAC	Sta.	% MAC	Sta.	% MAC	Sta.
Up to & including 80,000 lbs.	---	---	---	---	9.0	409.9	33.0	449.2
85,000 lbs.	11.0	413.2	33.0	449.2	---	---	---	---
100,000 lbs.	13.0	416.4	33.0	449.2	11.7	414.4	33.0	449.2

Applies to 83,200 lbs. zero fuel, oil, and ADI fluid gross weight aircraft.

Landing gear retraction moment - 220,000 in.lbs. (Moves the C.G. forward.)

Up to & including 84,900 lbs.	---	---	---	---	9.0	409.9	33.0	449.2
87,500 lbs.	11.0	413.2	33.0	449.2	---	---	---	---
103,800 lbs.	14.2	418.4	33.0	449.2	---	---	---	---
107,000 lbs.	16.0	421.4	33.0	449.2	13.6	417.4	33.0	449.2

(1) Applies for Take-off and Landing

(2) Applies for Enroute Operation

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

Maximum weights

Landing: 85,000 lbs., 88,200 lbs. (See NOTE 6 for details).

Zero fuel, oil, and A.D.I. fluid gross weight: 80,000 or 83,200 lbs.

(See NOTE 6 and Airspeed limits for details). (All weight in the airplane above these values must be in fuel, oil, and A.D.I. fluid in the wing.)

Take-off: See Table below and NOTE 6. Dump valves are required in accordance with NOTE 1(e).

For 3-engine ferrying see NOTE 4.

TAKE-OFF WEIGHT

Engine Installation	Zero, fuel, oil and ADI Fluid gross weight	Propeller Installation Hamilton Standard 43E60/6895A
CB-3, CB-16, R-2800-52W or -83AM5	80,000 lbs.	100,000 lbs. (1) 92,200 lbs. (2)
	83,200 lbs.	103,800 lbs. (1) (3) 100,000 lbs. (1) 92,200 lbs. (2)
CA-15	83,200 lbs.	102,800 lbs. (1) (2)
CB-4, CB-17, R-2800-52W or -83AM7	83,200 lbs.	107,000 lbs. (1)&(3) or (3)&(4) 103,000 lbs. (1)
		95,500 lbs. (2)

(1) With anti-detonant injection (see engine specification for A.D.I. Fluid composition) and 20° take-off flap setting.

(2) With dry power and 20° take-off flap setting.

(3) With automatic feathering propellers.

(4) With anti-detonant injection and 10° take-off flap setting.

Minimum crew

For all revenue flights (passenger and/or cargo)

3. (Pilot and copilot (+48.0) and flight engineer (+69.0))

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

2. (Pilot and copilot (+48.0))

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

Maximum passengers

Variable - see NOTE 1(g) for approved interior arrangements.)

I - Model DC-6B (cont'd)

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 #787, dated October 15, 1958. Also see NOTE 1(g).

Fuel capacity See NOTE 1(b), (c), and (d) for data on "System" fuel and "Unusable" fuel; NOTE 1(d) for required distribution of fuel load; NOTE 1(e) for "Undumpable" fuel.)

	<u>Total</u>	<u>Usable</u>
<u>Eight Wing Tank Airplane - 3992 Gallon System:</u>		
2 outer wing tanks (#1 and #4 main)	695 gal. ea.	695 gal. ea. (+460.0)
2 inboard inner wing tanks (#2 and #3 main)	508 gal. ea.	502 gal. ea. (+441.0)
2 outboard inner wing tanks (#1 and #4 alt.)	431 gal. ea.	428 gal. ea. (+444.0)
2 inner wing fuel cells (#2 and #3 alt.)	362 gal. ea.	362 gal. ea. (+438.0)
<u>Eight Wing Tank Airplane - 4322 Gallon System:</u>		
2 outer wing tanks (#1 and #4 main)	695 gal. ea.	695 gal. ea. (+460.0)
2 inboard inner wing tanks (#2 and #3 main)	508 gal. ea.	502 gal. ea. (+441.0)
2 outboard inner wing tanks (#1 and #4 alt.)	431 gal. ea.	428 gal. ea. (+444.0)
2 inner wing fuel cells (#2 and #3 alt.)	527 gal. ea.	524 gal. ea. (+449.0)
<u>Eight Wing Tank Airplane - 4512 Gallon System:</u>		
2 outer wing tanks (#1 and #4 main)	695 gal. ea.	695 gal. ea. (+460.0)
2 inboard inner wing tanks (#2 and #3 main)	508 gal. ea.	502 gal. ea. (+441.0)
2 outboard inner wing tanks (#1 and #4 alt.)	526 gal. ea.	523 gal. ea. (+449.0)
2 inner wing fuel cells (#2 and #3 alt.)	527 gal. ea.	524 gal. ea. (+449.0)
<u>Eight Wing Tank Airplane - 4734 Gallon System:</u>		
2 outer wing tanks (#1 and #4 main)	360 gal. ea.	360 gal. ea. (+448.0)
2 inboard inner wing tanks (#2 and #3 main)	719 gal. ea.	700 gal. ea. (+451.0)
or 2 inboard inner wing tanks (#2 and #3 main) (Serial No. 43819 and up)	719 gal. ea.	713 gal. ea. (+451.0)
2 outboard inner wing tanks (#1 and #4 alt.)	526 gal. ea.	523 gal. ea. (+449.0)
2 inner wing fuel cells (#2 and #3 alt.)	762 gal. ea.	762 gal. ea. (+468.0)
<u>Eight Wing Tank Airplane - 4934 Gallon System:</u>		
2 outer wing tanks (#1 and #4 main)	695 gal. ea.	695 gal. ea. (+460.0)
2 inboard inner wing tanks (#2 and #3 main)	719 gal. ea.	713 gal. ea. (+451.0)
2 outboard inner wing tanks (#1 and #4 alt.)	526 gal. ea.	523 gal. ea. (+449.0)
2 inner wing fuel cells (#2 and #3 alt.)	527 gal. ea.	524 gal. ea. (+449.0)
<u>Eight Wing Tank Airplane - 5042 Gallon System:</u>		
2 outer wing tanks (#1 and #4 main)	695 gal. ea.	695 gal. ea. (+470.0)
2 inboard inner wing tanks (#2 and #3 main)	719 gal. ea.	713 gal. ea. (+451.0)
2 outboard inner wing tanks (#1 and #4 alt.)	580 gal. ea.	576 gal. ea. (+452.0)
2 inner wing fuel cells (#2 and #3 alt.)	527 gal. ea.	524 gal. ea. (+449.0)
<u>Eight Wing Tank Airplane - 5404 Gallon System:</u>		
2 outer wing tanks (#1 and #4 main)	695 gal. ea.	695 gal. ea. (+460.0)
2 inboard inner wing tanks (#2 and #3 main)	719 gal. ea.	700 gal. ea. (+451.0)
or 2 inboard inner wing tanks (#2 and #3 main) (Serial No. 43819 and up)	719 gal. ea.	713 gal. ea. (+451.0)
2 outboard inner wing tanks (#1 and #4 alt.)	526 gal. ea.	523 gal. ea. (+449.0)
2 inner wing fuel cells (#2 and #3 alt.)	762 gal. ea.	762 gal. ea. (+468.0)
<u>Eight Wing Tank Airplane - 5512 Gallon System:</u>		
2 outer wing tanks (#1 and #4 main)	695 gal. ea.	695 gal. ea. (+460.0)
2 inboard inner wing tanks (#2 and #3 main)	719 gal. ea.	700 gal. ea. (+451.0)
or 2 inboard inner wing tanks (#2 and #3 main) (Serial No. 43819 and up)	719 gal. ea.	713 gal. ea. (+451.0)
2 outboard inner wing tanks (#1 and #4 alt.)	580 gal. ea.	576 gal. ea. (+452.0)
2 inner wing fuel cells (#2 and #3 alt.)	762 gal. ea.	762 gal. ea. (+468.0)

I - Model DC-6B (cont'd)

Ten Wing Tank Airplane - 4248 Gallon or 4262 Gallon System:

2 outer wing tanks (#1 and #4 main)	360 gal. ea.	360 gal. ea. (+448.0)
2 inboard inner wing tanks (#2 and #3 main)	508 gal. ea.	502 gal. ea. (+441.0)
2 outboard inner wing tanks (#1 and #4 alt)	519 gal. ea.	516 gal. ea. (+449.0)
	or	
2 inner wing fuel cells (#2 and #3 alt.)	526 gal. ea.	523 gal. ea. (+449.0)
2 auxiliary fuel cells (L.H. and R.H.)	527 gal. ea.	524 gal. ea. (+449.0)
	210 gal. ea.	210 gal. ea. (+471.0)

Ten Wing Tank Airplane - 4722 Gallon or 4736 Gallon System:

2 outer wing tanks (#1 and #4 main)	360 gal. ea.	360 gal. ea. (+448.0)
2 inboard inner wing tanks (#2 and #3 main)	508 gal. ea.	502 gal. ea. (+441.0)
2 outboard inner wing tanks (#1 and #4 alt)	519 gal. ea.	516 gal. ea. (+449.0)
	or	
2 inner wing fuel cells (#2 and #3 alt.)	526 gal. ea.	523 gal. ea. (+449.0)
2 auxiliary fuel cells (L.H. and R.H.)	527 gal. ea.	524 gal. ea. (+449.0)
	447 gal. ea.	444 gal. ea. (+500.0)

Ten Wing Tank Airplane - 4918 Gallon or 4932 Gallon System:

2 outer wing tanks (#1 and #4 main)	695 gal. ea.	695 gal. ea. (+460.0)
2 inboard inner wing tanks (#2 and #3 main)	508 gal. ea.	502 gal. ea. (+441.0)
2 outboard inner wing tanks (#1 and #4 alt)	519 gal. ea.	516 gal. ea. (+449.0)
	or	
2 inner wing fuel cells (#2 and #3 alt.)	526 gal. ea.	523 gal. ea. (+449.0)
2 auxiliary fuel cells (L.H. and R.H.)	527 gal. ea.	527 gal. ea. (+449.0)
	210 gal. ea.	210 gal. ea. (+471.0)

Ten Wing Tank Airplane - 5392 Gallon or 5406 Gallon System:

2 outer wing tanks (#1 and #4 main)	695 gal. ea.	695 gal. ea. (+460.0)
2 inboard inner wing tanks (#2 and #3 main)	508 gal. ea.	502 gal. ea. (+441.0)
2 outboard inner wing tanks (#1 and #4 alt)	519 gal. ea.	516 gal. ea. (+449.0)
	or	
2 inner wing fuel cells (#2 and #3 alt.)	526 gal. ea.	523 gal. ea. (+449.0)
2 auxiliary fuel cells (L.H. and R.H.)	527 gal. ea.	524 gal. ea. (+449.0)
	447 gal. ea.	444 gal. ea. (+500.0)

Oil capacity See NOTE 1(b) and (f) regarding "System" oil and wing fillet oil tank installation.)
 35 gal. in each nacelle (Douglas Dwg. #5342754) (+349.0) & (+379.0)
 26 gal. in wing fillet (Required on all aircraft having a fuel system capacity greater than 4322 gallons except when a specific authorization for a fuel:oil ratio greater than 30:1 is approved by the Administrator.) (+565.0)

Serial Nos. eligible 43257 and up (See Item 401 and NOTE 6 for complete list.)

Required equipment In addition to the pertinent required basic equipment specified in CAR 4b, the following items of equipment must be installed:
 1(a), 2(a) or (b), 4(a), 101(a), (b), (c), (d), (e), (f), (g), (h) or (j); 103(a) and (c) or 103(b), (c) and (d), or 103 (c), (d) and (e), or 103(c), (d) and (f), or 103(c), (d) and (g), or 103(c), (d) and (h), or 103(c), (d) and (j), or 103(c) and (k), or 103(c) and (l), or 103(c), (d) and (m) or 103(c), (d) and (n) or 103(c), (d) and (o); 105(a) or (b); 108(a), (b), (c) or (d); 201(a), (b), (c), (d), (e), (f), (g), (h), (i), (j), (k) or (l); 202(a) or (b) and 203 or 202(c); 204(a) or (b) or (c); 205(a) and 206, or 205(b); 207(a), (b), (c), (d), (e), (f), (g), (h), (i), (j) or (k); 208(a), (b), (c), (d), (e), (f), (g), (h), (i), (j), (k), (l) or (m); 301(a), (b), (c) or (d); 302(a), (b), (c) or (d); 401; 402(a), (b), (c), (d), (e), (f) or (g); 404(a) or (b); 405(a); 608(a), (b).

II - Model Navy R6D-1Z (DC-6B) Approved April 25, 1952

(The Navy Model R6D-1Z is basically the same as DC-6B airplane except having a special staff executive interior arrangement. See NOTE 7 for differences between Navy Model R6D-1Z and DC-6B.)

Engines 4 P&W Double Wasps R-2800-52W or CB-17 (.45:1 propeller reduction gearing)
(Item 101(b) or (c).

Fuel Aviation gasoline: Grade 108/135

	HP	RPM	MP IN.HG.	ALT.
P&W Double Wasp R-2800-52W or CB-17				
Low impeller gear ratio 7.29:1				
Take-off (two minutes) (dry)	2200	2800	60.0	S.L.
Take-off (two minutes) (dry) (critical altitude)	2200	2800	59.0	5200'
Take-off (two minutes) (wet)	2500	2800	62.0	S.L.
Take-off (two minutes) (wet) (critical altitude)	2500	2800	61.5	3700'
<i>(See Item 104 for water-alcohol injection installation and Engine Specification E-264 for ADI fluid composition)</i>				
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	50.0	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

Vno (Normal Operating) 289 mph (251 knots) True Ind.
S.L. to 17000' (1) (Mach No. = .52)

Vne (Never Exceed) 346 mph (301 knots)
S.L. to 12,000'(1) Mach No. = .585

Va (Maneuvering) 211 mph (183 knots) True Ind.

Vfe (Flaps Down 0° to 30°) 200 mph (174 kts) True Ind.

Vfe (Flaps Down 30° to 50°) 175 mph (152 knots) True Ind.

Vlo (Landing Gear Operation) 200 mph (174 knots) True Ind.

Vle (landing Gear Extension) 200 mph (174 knots) True Ind.

(1) Above altitudes shown, reduce speed 6 mph (5 knots) per 1000 feet)

C. G. range Landing gear retraction moment - 220,000 in. lbs. (moves the C.G. forward.)

Gross Weight	Landing Gear Extended (1)				Landing Gear Retracted (2)			
	Forward (3)		Aft		Forward (3)		Aft	
	% MAC	Sta.	% MAC	Sta.	% MAC	Sta.	% MAC	Sta.
Up to & including 83,200 lbs.	---	---	---	---	9.0	409.9	33.0	449.2
Up to & including 85,600 lbs.	11.0	413.2	33.0	449.2	---	---	---	---
Up to & including 102,200 lbs.	14.1	418.2	33.0	449.2	---	---	---	---
Up to & including 103,000 lbs.	14.6	419.0	33.0	449.2	13.0	416.4	33.0	449.2

(1) Applies for Take-off and Landing

(2) Applies for Enroute Operation

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

II - Model Navy R6D-1Z (DC-6B) (cont'd)

Maximum weights	Zero fuel, oil, and ADI fluid gross weight	83,200 lbs. (1)
	Landing	88,200 lbs.
	Takeoff	103,000 lbs. (2)(4)(5)
	Takeoff	102,200 lbs. (3)(4)(5)
	(1) All weight in the airplane above this value must consist of fuel, oil, and ADI fluid in the wing.	
	(2) With anti-detonant injection (see Engine Specification for ADI fluid composition) and 20° takeoff for flap setting.	
	(3) With dry power and 20° takeoff flap setting.	
	(4) Dump valves are required, in accordance with Note 1(e).	
	(5) For 3-engine ferrying, see Note 4.	

Minimum crew For all revenue flights (passenger and/or cargo)
 3. (Pilot and copilot (+48.0) and flight engineer (+69.0))
 For all other flights (including test, ferry and training flights)
 2. (Pilot and copilot (+48.0))
 Additions to the above minimums may be specified by the FAA Flight Standards Division for long range flights and/or other special conditions.

Maximum passengers 33

Maximum cargo	<u>Compartment</u>	<u>Station</u>	<u>Capacity</u>	<u>Arm</u>
	Fwd upper convertible	143-160	500 lbs. ea. side	(+149.5)
	Fwd upper convertible	160-217	*1500 lbs. ea. side	(+183.5)
	Aft belly	600-843	5490 lbs.	(+715.0)
	Fwd belly	90-280	4330 lbs.	(+185.0)
	Coat room & baggage	434-480	1050 lbs.	(+457.0)
		R.H.		
	Stowage	434-480	690 lbs.	(+457.0)
		L.H.		
	<i>*When transverse gate is installed.</i>			

Fuel capacity (See Note 1(b), (c), and (d) for data on "System" fuel and "Unusable" fuel; and Note 1(d) for required distribution of fuel load; Note 1(e) for "Undumpable" fuel.)
 Ten Wing Tank Airplane - 5406 Gallon System:
 2 outer wing tanks (#1 and #4 main) 695 gal. ea. 695 gal. ea. (+460.0)
 2 inboard inner wing tanks (#2 and #3 main) 508 gal. ea. 502 gal. ea. (+441.0)
 2 outboard inner wing tanks (#1 and #4 alt.) 526 gal. ea. 523 gal. ea. (+449.0)
 2 inner wing fuel cells (#2 and #3 alt.) 527 gal. ea. 524 gal. ea. (+449.0)
 2 auxiliary fuel cells (L.H. and R.H.) 447 gal. ea. 444 gal. ea. (+500.0)

Oil capacity See Note 1(b) and (f) regarding "System" oil and wing fillet oil tank installation.)
 Hamilton Standard propeller installation:
 35 gal. in each nacelle (+349.0) & (+379.0)
 (Douglas Dwg. #5342754)
 26 gal. in wing fillet (+565.0)
 (Required on 5406 gallon ten wing tank airplanes)

Control surface movements (Same as arrangement "B" under Specifications pertinent to all models)

Serial nos. eligible 43517

Required equipment In addition to the pertinent required basic equipment specified in CAR 4b, the following items of equipment must be installed: 1(a), 2(a) or (b), 4(a), 101(c); 103(c), (d) and (e); 105(a) or (b); 108(a), (b) or (c); 201(c), (d), (e), (f), (g), or (h); 202(a); 203; 204(a) or (b); 205(a); 206; 207(c), (d), (e), (f), (g) or (h); 208(a), (b), (c) or (d); 301(a), (b), (c) or (d); 302(a); 402(f); 404(a) or (b); 405(a); 608(a) or (b).

Specifications Pertinent to All Models

Datum 63 in. aft of nose (Station 0)
MAC 163.6 in. L.E. of MAC (+395.2)
Leveling means Bracket at Sta. 387.4 (below floor) and Sta. 4 to 22 (nose wheel well).

Control surface movements (May be either arrangement "A" or arrangement "B")

Arrangement "A"

Aileron (Drooped 1° w/r to wing T.E., wheel neutral.
(19° up, 17° down from neutral drooped position.)

Aileron tab (Faired w/r to aileron T.E., controls neutral
(± 21 1/2° ± 1/2° from neutral position.)

Rudder* ± 15 1/2 ± 1/2° from neutral faired position.

Rudder tab ± 20° ± 1/2° from neutral faired position.

Elevator (T.E. faired with tail cone, control column neutral.)
(Down 15° ± 1/2° from neutral, control column full
(forward 22° 41' from vertical.
(Up 22° ± 1/2° from neutral when elevator trim tab
(setting is 5° nose down to 4° nose up.
(Up 25° ± 1/2° from neutral when elevator trim tab
(setting is 7° nose up to 15° nose up.
(Up 2 1/2° ± 1/2° control neutral - springs each
(will produce 3 1/2# preload at T.E.

Elevator spring tab (Down 19° ± 1/2° from faired position, control
(full aft.
(Up 9° ± 1/2° from faired position, control full forward.

Elevator trim tab** (Down 15° ± 1/2° from neutral faired position.
(Up 5° ± 1/2° from neutral faired position.

Arrangement "B"

Aileron (Drooped 1° w/r to wing T.E., wheel neutral.
(19° up, 17° down from neutral drooped position.)

Aileron tab (Faired w/r to aileron T.E., controls neutral
(± 21 1/2° ± 1/2° from neutral position.)

Rudder* ± 20° ± 1/2° from neutral faired position.

Rudder tab ± 20° ± 1/2° from neutral faired position.

Elevator (T.E. faired with tail cone, control column neutral.
(Down 15° ± 1/2° from neutral, control column full
(forward 24° 30' from vertical.
(Up 22° ± 1/2° from neutral when elevator trim tab
(is 6° nose down to 4° nose up.
(Up 25° ± 1/2° from neutral when elevator trim tab
(is 4° nose up to 9° nose up.
(Up 25° ± 1/2° from neutral when elevator trim tab
(is 4° nose up to 9° nose. up.

Elevator spring tab (Up 2 1/2° ± 1/2° controls neutral - springs each
(will produce 3 1/2# preload at T.E.
(Down 22 1/2° ± 1/2° from faired position, control full aft.
(Up 7 1/2° ± 1/2° from faired position, control
(full forward.

Elevator trim (When indicator zeroed T.E. down 2° from faired
tab** (position.
(Down 11° ± 1/2° from neutral faired position.
(Up 4° ± 1/2° from neutral faired position.

*Airplanes having 15 1/2° rudder travel may change to ± 20° travel Arrangement "B" (See Douglas Service Letter A-214-191/ERH II-G-7, DC6-SC #959. Douglas Dwg. 4394980, E.O. #5328376-AZ)

**To provide elevator trim tab limits 11° down and 4° up, accomplish rework per Douglas Service Bulletin DC-6 No. 497.

Certification basis Type Certificate No. 6A4 (Transport Category, CAR 4b, as amended October 1, 1949. The forward and aft lower belly cargo compartments are Class "D" Compartments. Smoke detectors, per Amendment 4b-2 effective August 25, 1955, or extinguishing provisions are not required. (See NOTE 5 for ICAO eligibility.) Compliance with ditching provisions of 4b.292 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: Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer except those items preceded by an asterisk (*). The asterisk denotes that approval has been obtained by someone other than the aircraft manufacturer. An item marked with an asterisk may not have been manufactured under a FAA monitored or approved quality control system, and therefore conformity must be determined if the item is not identified by a Form ACA-186, PMA or other evidence of FAA production approval.

Propellers and Propeller Accessories (Except De-Icing Equipment)

Note: When reversible pitch 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 43E60, blades 6895-8 2240 lbs. (+272.0)
Diameter: Max. 13'5-5/16", min. allowable for repairs 13' 1-9/16".
No further tolerance permitted.
Pitch settings at 42" sta.: Reverse -8°, Min. low +30°
Feathered +96° (approx.)
- (b) Deleted June 28, 1954
- (c) 4 Spinners, Ham. Std. 511748 with Douglas Cowling Interliners 181 lbs. (+276.0)
2. Propeller governors (See NOTE 3 for governor settings for CB-16 engines.)
- (a) 4 Ham. Std. 5U18-1 52 lbs. (+292.0)
- (b) 4 Ham. Std. 5U18-11, -24, -34, -61, -69, -108, -114 or -118. 54 lbs. (+293.0)
3. Propeller feathering pumps
- (a) 4 Pesco 1E-777-KL-1 (Douglas Dwg. #3342196) 64 lbs. (+367.0)

Engine and Engine Accessories - Fuel and Oil Systems

101. (a) 4 P&W Double Wasp CB-16 9600 lbs. (+294.0) & (+324.0)
- (b) 4 P&W Double Wasps CB-17 9600 lbs. (+294.0) & (+324.0)
- (c) 4 P&W R-2800-52W 9600 lbs. (+294.0) & (+324.0)
- (d) 4 P&W Double Wasp CA-15 9440 lbs. (+294.0) & (+324.0)
- (e) 4 P&W R-2800-83AM3 9468 lbs. (+294.0) & (+324.0)
- (f) 4 P&W R-2800-83AM7 9600 lbs. (+294.0) & (+324.0)
- (g) 4 P&W R-2800-83AM5 9600 lbs. (+294.0) & (+324.0)
- (h) 4 P&W Double Wasps CB-4 9468 lbs. (+294.0) & (+324.0)
- (j) 4 P&W Double Wasps CB-3 9468 lbs. (+294.0) & (+324.0)
102. Fuel dump valve system
- (a) Ten wing tank system (Douglas Dwg. #5393033-5501 & -501) 149 lbs. (+428.5)
- (b) Deleted June 15, 1953
- (c) Eight wing tank system (Douglas Dwg. #5393033-503) 139 lbs. (+427.5)

103. System fuel and oil
- (a) System fuel, 4248 or 4262 gal. capacity ten wing fuel tanks (64.65 gals.) 382 lbs. (+454.5)
 - (b) System fuel, 4722 or 4736 gal. capacity ten wing fuel tanks (68.5 gals.) 411 lbs. (+458.5)
 - (c) System oil, 35 gal. oil tank installation (55.0 gal.) 413 lbs. (+326.0)
Ham. Std. propeller installation
 - (d) System oil, wing fillet 26 gal. tank (50% oil - 50% gasoline, 3.1 gals., 6.77#/gal.) 21 lbs. (+472.0)
 - (e) System fuel, 5392 or 5406 gal. capacity ten wing fuel tanks (66.7 gal.) 400 lbs. (+460.0)
 - (f) System fuel, 5404 gal. capacity eight wing fuel tanks (56.2 gals.) 337 lbs. (+466.0)
 - (g) System fuel, 5512 gal. capacity eight wing fuel tanks (51.7 gals.) 310 lbs. (+467.0)
 - (h) System fuel, 4734 gal. capacity eight wing fuel tanks (58.0 gals.) 348 lbs. (+464.0)
 - (j) System fuel, 4512 gal. capacity eight wing fuel tanks (51.5 gals.) 309 lbs. (+450.5)
 - (k) System fuel, 3992 gal. capacity eight wing fuel tanks (34.0 gal.) 204 lbs. (+449.0)
 - (l) System fuel, 4322 gal. capacity eight wing fuel tanks (41.5 gals.) 249 lbs. (+459.0)
 - (m) System fuel, 5042 gal. capacity eight wing fuel tanks (49.0 gals.) 294 lbs. (+454.0)
 - (n) System fuel, 4934 gal. capacity eight wing fuel tanks (53.5 gals.) 321 lbs. (+453.0)
 - (o) System fuel, 4918 or 4932 gal. capacity eight wing fuel tanks (62.6 gal.) 371 lbs. (+456.0)
104. (a) Water-alcohol Injection (Douglas Dwgs. #7352910, #7371946, #5350629, and #5371664) with Water-alcohol Regulator, P&W No. 106400E 244 lbs. (+388.0)
- (b) Water-Alcohol Injection Fluid, 39 gal. 291 lbs. (+435.0)
105. (a) 4 Oil Coolers, AiResearch 86764 162 lbs. (+351.0)
- (b) 4 Oil Coolers, AiResearch 87295 162 lbs. (+351.0)
108. Starters
- (a) 4 Eclipse 36E00-4 113 lbs. (+350.5)
 - (b) 4 Jack & Heintz JH-6ER12, JH-6ESR12 or JH-6BESR-12 106 lbs. (+350.5)
 - (c) 4 AN4116R6 112 lbs. (+350.5)
 - (d) 4 Jack & Heintz JH-6CE 108 lbs. (+351.0)

Landing Gear

201. 4 Main wheel-brake assemblies, 17.00-20, Type III
- (a) Goodyear Model LF20HBM 768 lbs. (+474.0)
Wheel Assembly No. 9540484
Brake Assembly No 9540505 (Max. T.O. Wt. 100,000 lbs.,
Landing 85,000 lbs.)
 - (b) Goodyear Model LF20HBM 768 lbs. (+474.0)
Wheel Assembly No. 9540484
Brake Assembly No 9540504 (Skydrol) (Max. T.O. Wt. 100,000 lbs.,
Landing 85,000 lbs.)
 - (c) B.F. Goodrich Co., Model 1753M 737 lbs. (+474.0)
Wheel Assembly No. H-3-743
Brake Assembly No. H-2-603
 - (d) B.F. Goodrich Co., Model 1753M 737 lbs. (+474.0)
Wheel Assembly No. H-3-743
Brake Assembly No. H-2-602 (Skydrol)
 - (e) Goodyear Model LF20HBM 747 lbs. (+474.0)
Wheel Assembly No. 9540484
Brake Assembly No. 9560164
 - (f) Goodyear Model LF20HBM 747 lbs. (+474.0)
Wheel Assembly No. 9540484
Brake Assembly No 9560166 (Skydrol)
 - (g) B.F. Goodrich Co., Model 1753M 731 lbs. (+474.0)
Wheel Assembly No. H-3-743
Brake Assembly No. H-2-630
 - (h) B.F. Goodrich Co., Model 1753M 731 lbs. (+474.0)
Wheel Assembly No. H-3-743
Brake Assembly No. H-2-629 (Skydrol)

(i) B.F. Goodrich Co., Model 1753M Wheel Assembly No. H-3-743 Brake Assembly No. H-2-648	731 lbs. (+474.0)
(j) B.F. Goodrich Model 1753M 731 lbs. (+474.0) Wheel Assembly No. H-3-743 Brake Assembly No. H-2-647 (Skydrol)	
(k) Goodyear Model LF20HBM Wheel Assembly No. 9540906 Brake Assembly No. 9560164	808 lbs. (+474.0)
(l) Goodyear Model LF20HBM Wheel Assembly No. 9540906 Brake Assembly No 9560166 (Skydrol)	808 lbs. (+474.0)
202. 4 Main wheel tires (NOTE: Satisfactory tire inflation pressures are given in the Airplane Maintenance Manual.)	
(a) 20-ply rating, 15:50x20, Type III, Nylon	645 lbs. (+474.0)
(b) 16-ply rating, 15:50.x20, Type III, Nylon (Maximum take-off weight 100,000 lbs.)	540 lbs. (+474.0)
(c) 20-ply rating, 15:50x20, Type III Nylon (Tubeless)	676 lbs. (+474.0)
203. 4 Main wheel tubes, 15:50x20, Type III, Regular	86 lbs. (+474.0)
204. Nose wheel	
(a) Goodyear Wheel Assembly, No. 9540375, 44", Type I	72 lbs. (+39.0)
(b) Goodyear Wheel Assembly, No. 9540758, 44", Type I	72 lbs. (+39.0)
(c) Goodrich Wheel Assembly No. H-3-866, 16:00-16, Type III	54 lbs. (+39.0)
205. (a) Nose wheel tire, 12-ply rating, 44", Type I, Nylon (Inflation pressure 70 psi)	105 lbs. (+39.0)
(b) Nose wheel tire, 14-ply rating, 15:00-16, Type III, Nylon, Tubeless (Inflation pressure 70 psi)	99 lbs. (+39.0)
206. Nose wheel tube, 44", Regular	16 lbs. (+39.0)
207. Main gear shock strut assembly	
<u>Maximum Take-off Weight - 100,000 lbs.</u>	
(a) 2 Cleveland 8065H (Douglas Dwg. 5342446-502)	1061 lbs. (+475.0)
(b) 2 Cleveland 8065H (Douglas Dwg. 5342446-5502) (Skydrol)	1069 lbs. (+475.0)
<u>Maximum Take-off Weight - 107,000 lbs.</u>	
(c) 2 Cleveland 8065J (Douglas Dwg. 5342446-504)	1065 lbs. (+475.0)
(d) 2 Cleveland 8065JA (Douglas Dwg. 5342446-5504) (Skydrol)	1074 lbs. (+475.0)
(e) 2 Cleveland 8065K (Douglas Dwg. 5342446-506)	1023 lbs. (+475.0)
(f) 2 Cleveland 8065KA (Douglas Dwg. 5342446-5506) (Skydrol)	1032 lbs. (+475.0)
(g) 2 Cleveland 8065L (Douglas Dwg. 5342446-508)	1028 lbs. (+475.0)
(h) 2 Cleveland 8065LA (Douglas Dwg. 5342446-5508) (Skydrol)	1037 lbs. (+475.0)
(i) 2 Cleveland 8065N (Douglas Dwg. 5342446-512)	1033 lbs. (+475.0)
(j) 2 Cleveland 8065NA (Douglas Dwg. 5342446-5512) (Skydrol)	1037 lbs. (+475.0)
(k) 2 Cleveland 8065M (Douglas Dwg. 5342446-510)	1028 lbs. (+475.0)
208. Nose gear shock strut assembly	
(a) Cleveland 8488B (Douglas Dwg. 5250509)	301 lbs. (+50.0)
(b) Cleveland 8488BA (Douglas Dwg. 5240509-5000) (Skydrol)	303 lbs. (+50.0)
(c) Cleveland 8488C (Douglas Dwg. 5240509-500)	296 lbs. (+50.0)
(d) Cleveland 8488CA (Douglas Dwg. 5240509-5000) (Skydrol)	298 lbs. (+50.0)
(e) Cleveland 8488D (Douglas Dwg. 5240509-502)	295 lbs. (+50.0)
(f) Cleveland 8488DA (Douglas Dwg. 5240509-5502) (Skydrol)	290 lbs. (+50.0)
(g) Cleveland 8488E (Douglas Dwg. 5240509-504)	284 lbs. (+50.0)
(h) Cleveland 8488EA (Douglas Dwg. 5240509-5504) (Skydrol)	286 lbs. (+50.0)
(i) Cleveland 8488F (Douglas Dwg. 5240509-506)	292 lbs. (+50.0)
(j) Cleveland 8488H (Douglas Dwg. 5240509-510)	304 lbs. (+50.0)
(k) Cleveland 8488HA (Douglas Dwg. 5240509-5510) (Skydrol)	306 lbs. (+50.0)
(l) Cleveland 8488J (Douglas Dwg. 5240509-512)	304 lbs. (+50.0)
(m) Cleveland 8488JA (Douglas Dwg. 5240509-5512) (Skydrol)	304 lbs. (+50.0)

Electrical Equipment

301. Generators

- (a) 4 Eclipse 30E02-5-A or 30E02-5-C 250 lbs. (+355.0)
- (b) 4 General Electric 2CM75D1 244 lbs. (+355.0)
- (c) 4 General Electric 2CM75D1A 250 lbs. (+355.0)
- (d) 4 General Electric 2CM82D1 244 lbs. (+355.0)

302. Batteries

- (a) 2 Exide 6FH-13 160 lbs. (+81.0)
- (b) 2 Gould D-88 160 lbs. (+81.0)
- (c) 2 Globelite 160 lbs. (+81.0)
- (d) 2 Autolite 160 lbs. (+81.0)

Interior Equipment

401. FAA Approved Airplane Flight Manual (not required for Models R6D-1Z in military operation). (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). The following table identifies the Airplane Flight Manuals and the revisions thereof currently approved for each airplane.

	<u>Airplane Serial Number</u>	Douglas <u>Report No.</u>	<u>Latest Approved Revision Number</u>	<u>Date of Latest Approved Rev.</u>
(a)	43257-43259 43261, 43262 43276 43291, 43292 43298-43300 43539-43542 43561-43563 44080, 44081 44689	13965 (UAL, (CAL)	20	3/8/67
(b)	43263-43273 43543-43547 43564 43845-43847 44056-44060 44082-44083	13966 (AAL), (CAL)	19	3/10/67
(c)	43274-43275	14045 (Swissair)	9	2-25-55
(d)	43518-43535 43838, 44061 44102-44121 44424-44428	14319 (PAA)	28	3-10-67
(e)	43536, 43537 44255, 44256	14340 (PAG)	11	12-31-58
(f)	43550-43555	14361 (KLM)	18	4-18-67
(g)	43548, 43549	14381 (SAS)	5	12-1-52
(h)	Deleted Oct. 11, 1955			
(i)	43559, 43560 45059	14438 (ARAMCO)	7	10-16-57
(j)	43738-43743 43820, 43821	14494 (NAL)	7	4-2-57
(k)	43750 44087-44089	14522 (Swissair)	6	3-10-67
(l)	43744-43746 43748, 43749	14531 (SAS)	5	3-10-67
(m)	43822 43824-43826 44429-44431 44434, 45060 45063-45067 45173-45179 45321-45324 45534-45538	14536 (WAL)	12	3-10-67

	<u>Airplane Serial Number</u>	<u>Douglas Report No.</u>	<u>Latest Approved Revision Number</u>	<u>Date of Latest Approved Rev.</u>
(n)	43842	14591 (CPA)	---	---
(o)	43828-43832 44175, 44176 44695	14670 (SAB)	3	7-11-55
(p)	43833, 43834 44696, 44697	14748 (TAI)	5	3-14-63
(q)	43836, 43837 44698, 44699 45197-45199 45201, 45202 45319, 45320 45501, 45502	14796 (NWA)	19	3-10-67
(r)	43844, 44062 44891, 44892 45078, 45079 45326-45329 45497	14827 (CPA)	9	3-10-67
(s)	44251-44254 44888, 44913	14887 (ALI)	5	4-20-67
(t)	45417, 45419	18337 (LAI)	4	3-31-58
(u)	44432, 44433	14848 (JAL)	7	2-17-59
(v)	44687, 44688 45107-45109 45472, 45473	18615 (TAA)	6	11-16-62
(w)	44690-44692 45513-45516	18700 (LAN)	4	7-15-64
(x)	44693, 44694 45076, 45077	18735 (ANA)	3	10-16-57
(y)	43557, 43558 44871 45478, 45479	19239 (AAZ-UAT)	4	9-20-63
(z)	44893-44902 45131-45137 45491-45494	19501 (UAL)	6	3-8-67
(aa)	45216-45225	22681 (NEA)	2	3-8-67
(ab)	45496, 45523 45524, 45533	23137 (CPC, ETA)	---	---
(ac)	45505, 45506 45539, 45540 45543, 45544 45550, 45563 45564	23208 (MCA, OAL, CAT, JAT)	1	3-10-67

402. Emergency ladders (NOTE: Suitable evacuation slides may be installed in lieu of ladders)

(a)	(Douglas Dwg. #3352240)	20 lbs. (+686.0)
(b)	(Douglas Dwg. #3352240)	20 lbs. (+600.0)
(c)	(Douglas Dwg. #3352240)	20 lbs. (+172.0)
(d)	(Douglas Dwg. #3352240)	20 lbs. (+715.0)
(e)	(Douglas Dwg. #3352240)	20 lbs. (+720.0)
(f)	(Douglas Dwg. #3481141)	18 lbs. (+142.0)
(g)	(Douglas Dwg. #3352240)	20 lbs. (+947.0)

403. Automatic pilot: Weight and C.G. shown do not include radio rack items of following installations which are listed under Electrical Equipment of Douglas Master Equipment List.
- (a) Pioneer PB-10 (3 servos model 15601-1-A) 137 lbs. (+339.0)
- (1) Servo stall torques measured at the servo sectors are as follows and are satisfactory for Flight Path Control:
Elevator: 88 to 158 in.lbs. (11-20 lbs. @ pilot's control)
Aileron: 340 to 494 in.lbs. (14-20 lbs. @ pilot's control)
Rudder: 324 to 432 in.lbs. (57-76 lbs. @ pilot's control)
 - (2) Maximum speed for operation with autopilot is 330 mph TIAS. Minimum terrain clearance for autopilot cruise configurations is 1000 ft.: for approach is 200 ft., pilot's seat belt fastened and hand on control wheel (These clearances do not override any higher minimum operational altitudes).
- (b) Sperry A-12 (3 servos DACo. #2403860 or Sperry 678919-261 plus 664575; 1 servo 658522-11, 658648-11 plus 658774, or 658648-41 plus 658774) 150 lbs. (+287.0)
- (1) Servo stall forces measured at pilot's controls:
Elevator: Max. 26 lbs., min. 20 lbs.
Aileron: Max. 20 lbs., min. 12 lbs.
Rudder: Max. 68 lbs., min. 51 lbs.
(Stall forces shown are satisfactory for Automatic Approach)
 - (2) Maximum speed for operation with autopilot is 250 mph TIAS. Minimum terrain clearance for autopilot cruise configurations is 1000 ft.: approach is 200 ft., pilot's seat belt fastened and hand on control wheel (Minimum altitude for each case does not override any higher operational altitudes).
 - (3) When the automatic pilot installation is modified in accordance with DACo Service Letter DC-6 No. 160 dated 9-2-53 and Supp. No. 1 dated 4-21-54 and elevator trim servo 658648-41 is installed, the following elevator servo stall forces and airplane operating speeds for automatic pilot operation apply:
Max. 26 lbs., min. 13 lbs. Max. speed: 250 mph TIAS
Max. 22 lbs., min. 13 lbs. Max. speed: 330 mph TIAS
- (c) Sperry A-12 (3 servos DACo. #2405685 or Sperry 678919-161 plus 664575; 1 servo 658522-11, 658648-11 plus 658774 or 658648-11 plus 658774) 157 lbs. (+277.0)
- (1) Servo stall torques forces measured at pilot's controls:
Elevator: Max. 26 lbs., min. 20 lbs.
Aileron: Max. 20 lbs., min. 12 lbs.
Rudder: Max. 68 lbs., min. 51 lbs.
(Stall forces shown are satisfactory for Automatic Approach)
 - (2) Maximum speed for operation with autopilot is 250 mph TIAS. Minimum terrain clearance for autopilot cruise configurations is 1000 ft.: for approach is 200 ft., pilot's seat belt fastened and hand on control wheel (Minimum altitudes for each case does not override any higher operational altitudes).
 - (3) When the automatic pilot installation is modified in accordance with DACo Service Letter DC-6 No. 160 dated 9-2-53 and Supp. No. 1 dated 4-21-54 and elevator trim servo 658648-41 is installed, the following elevator servo stall forces and airplane operating speeds for automatic pilot operation apply:
Max. 26 lbs., min. 13 lbs. Max. speed: 250 mph TIAS
Max. 22 lbs., min. 13 lbs. Max. speed: 330 mph TIAS
- (d) Sperry A-12 (1 servo PAA No. 44.051.001-100 or 102; 2 servos PAA No. 44.051.001-101 or -103; 1 servo 658522-11 or 664237-11 or 658648-11 plus 658774 or 658648-41 plus 658774.) 157 lbs. (+277.0)
- (1) Servo stall forces measured at pilot's controls:
Elevator: Max. 22 lbs., min. 16 lbs.
Aileron: Max. 20 lbs., min. 12 lbs.
Rudder: Max. 68 lbs., min. 51 lbs.
(Stall forces shown are satisfactory for Automatic Approach)

- (2) Maximum speed for operation with autopilot is 250 mph TIAS. Minimum terrain clearance for autopilot cruise configurations is 1000 ft.: for approach is 200 ft., pilot's seat belt fastened and hand on control wheel (Minimum altitudes for each case does not override any higher minimum operational altitudes).
- (3) When the automatic pilot installation is modified in accordance with DACo Service Letter DC-6 No. 160 dated 9-2-53 and Supp. No. 1 dated 4-21-54 and elevator trim servo 658648-41 is installed, the following elevator servo stall forces and airplane operating speeds for automatic pilot operation apply:
 Max. 26 lbs., min. 12 lbs. Max. speed: 250 mph TIAS
 Max. 22 lbs., min. 13 lbs. Max. speed: 330 mph TIAS
- (e) Pioneer PB-10 (3 servos model 15601-1-A, 1 servo model 15620-2A) 148 lbs. (+326.0)
 - (1) Servo stall torques measured at the servo sectors are as follows, and are satisfactory for Flight Path Control:
 Elevator: 88 to 158 in.lbs. (11-20 lbs. @ pilot's control)
 Aileron: 340 to 494 in.lbs. (14-20 lbs. @ pilot's control)
 Rudder: 324 to 432 in.lbs. (57-76 lbs. @ pilot's control)
 - (2) Maximum speed for operation with autopilot is 330 mph TIAS. Minimum terrain clearance for autopilot cruise configurations is 1000 ft.: for approach is 200 ft., pilot's seat belt fastened and hand on control wheel (These clearances do not override any higher minimum operational altitudes).
- (f) Lear L-5 (3 servos model 118P, 1 servo model 2204A) installed in accordance with Lear Dwg. No. 95790. (Weight and arm shown are for complete installation) 170 lbs. (298.5)
 - (1) Servo stall torques at capstan slip clutch are as follows and are satisfactory for automatic approach.
 Elevator: 85 ± 5 in. lbs.
 Aileron: 75 ± 5 in. lbs.
 Rudder: 85 ± 5 in. lbs.
 - (2) Maximum speed for operation with autopilot is 300 mph TIAS. Minimum terrain clearance for autopilot cruise configurations is 1000 ft.: for approach is 200 ft., pilot's seat belt fastened and hand on control wheel (These clearances do not override any higher minimum operational altitudes).
 - (3) The Airplane Flight Manual must be revised to incorporating the limitations specified in (2) above.
- (g) Sperry A-12 (3 servos 679803-161 plus 664575; 1 servo 658648-11 plus 658774 or 658648-41; plus 658774) 140 lbs. (+282.0)
 - (1) Servo stall forces measured at pilot's controls:
 Elevator: Max. 26 lbs., min. 20 lbs.
 Aileron: Max. 20 lbs., min. 12 lbs.
 Rudder: Max. 68 lbs., min. 51 lbs.
 (Stall forces shown are satisfactory for automatic approach)
 - (2) Maximum speed for operation with autopilot is 250 mph TIAS. Minimum terrain clearance for autopilot cruise configurations is 1000 ft.: for approach is 200 ft., pilot's seat belt fastened and hand on control wheel. (Minimum altitudes for each case does not override operational altitudes).
 - (3) When the automatic pilot installation is modified in accordance with DACo Service Letter No. 160 dated 9-2-53 and Supp. No. 1 dated 4-21-54 and elevator trim servo 658648-41 is installed, the following elevator servo stall forces and airplane operating speeds for automatic pilot operation apply:
 Max. 26 lbs., min. 13 lbs. Max. speed: 250 mph TIAS
 Max. 22 lbs., min. 13 lbs. Max. speed: 330 mph TIAS

- (i) Pioneer PB-10 (3 servos 15611-1B, 1 servo 15620-2A) 148 lbs. (+326.0)
- (1) Servo stall torques measured at the servo sectors are as follows, and are satisfactory for Flight Path Control:
 Elevator: 88 to 158 in.lbs. (11-20 lbs. @ pilot's control)
 Aileron: 340 to 494 in.lbs. (14-20 lbs. @ pilot's control)
 Rudder: 324 to 432 in.lbs. (57-76 lbs. @ pilot's control)
- (2) Maximum speed for operation with autopilot is 330 mph TIAS. Minimum terrain clearance for autopilot cruise configurations is 1000 ft.: for approach is 200 ft., pilot's seat belt fastened and hand on control wheel (These clearances do not override any higher minimum operational altitudes).
- (j) Sperry A-12 (3 servos 679803-167 plus 664575; 1 servo 658648-41 plus 658774) 140 lbs. (+282.0)
- (1) Servo stall forces measured at pilot's controls are as follows, and are satisfactory for automatic approach:
 Elevator: Max. 26 lbs., min. 13 lbs.
 Aileron: Max. 20 lbs., min. 12 lbs.
 Rudder: Max. 68 lbs., min. 51 lbs.
- (2) Maximum speed for operation with autopilot is 250 mph TIAS; if maximum elevator servo stall force is limited to 22 lbs., the maximum speed is 330 mph TIAS. See FAA Approved Airplane Flight Manual for altitude loss during automatic pilot malfunction.
- (k) Pioneer PB-10 (3 servos 15611-1B) 137 lbs. (+339.0)
- (1) Servo stall torques measured at the servo sectors are as follows; and are satisfactory for Flight Control:
 Elevator: 88 to 158 in.lbs. (11-20 lbs. at pilot's control)
 Aileron: 340 to 494 in.lbs. (14-20 lbs. at pilot's control)
- (2) Maximum speed for operation with automatic pilot is 330 mph TIAS. Minimum terrain clearance for automatic pilot cruise configuration is 1000 ft.: for approach, 200 ft., pilot's seat belt fastened and hand on control wheel (These clearances do not override any higher minimum operational altitudes).
- (l) Pioneer PB-10 (3 servos 15613-1-B, 1 servo 15620-2A) 148 lbs. (+326.0)
- (1) Servo stall torques measured at the servo sectors are as follows and are satisfactory for Flight Path Control:
 Elevator: 88 to 158 in.lbs. (11-20 lbs. at pilot's control)
 Aileron: 340 to 494 in.lbs. (14-20 lbs. at pilot's control)
 Rudder: 324 to 432 in.lbs. (57-76 lbs. at pilot's control)
- (2) Maximum speed for operation with autopilot is 330 mph TIAS. Minimum terrain clearance for autopilot cruise configuration is 1000 ft.: for approach is 200 ft., pilot's seat belt fastened and hand on control wheel (These clearances do not override any higher minimum operational altitudes).
404. Windshield wipers
- (a) Kearfott or Alco (Douglas 5332419) 10 lbs. (+14.0)
- (b) Kearfott or Alco (Douglas Dwg. 5332419-5000) (Skydrol) 10 lbs. (+14.0)
405. Instruments - in accordance with the following drawings on file with the FAA Western Regional Office:
- (a) Douglas Dwg. 7399795

Deicing Equipment

501. (a) 2 Wing heaters, Surface Combination Corp. 138 lbs. (+417.0)
 B88A92 (Douglas Dwg. #5359829-10), E88A92 (Douglas Dwg. 5406945-5),
 H88A92 (Douglas Dwtg. 5406845-7), J88A92 (Douglas Dwg. 5406945-9),
 L88A92 (Douglas Dwg. #5406945-11), M88A92 (Douglas Dwg. #5406945-17),
 N88A92 (Douglas Dwg. #5406945-19)
- (b) 2 Wing accessory case (Douglas Dwg. #5359913) 44 lbs. (+397.0)
- (c) 2 Wing ground blowers, English & Lauer CM-025-4CC 12 lbs. (+408.5)
 (Douglas Dwg. #7333181)

(d)	Empennage heater, Surface Combustion Corp. B88A92 (Douglas Dwg. #5359829-10), E88A92 (Douglas Dwg. 5406945-5), H88A92 (Douglas Dwg. #5406945-7), J88A92 (Douglas Dwg. #5406945-9), L88A92 (Douglas Dwg. #5406945-11), M88A92 (Douglas Dwg. 5406945-17), N88A92 (Douglas Dwg. #5406945-19)	69 lbs. (+1003.0)
(e)	Empennage accessory case (Douglas Dwg. #5359913)	22 lbs. (+975.0)
(f)	Empennage ground blower, English & Lauer CM-050-5CC (Doug. Dwg. 7333180)	9 lbs. (+1016.5)
(g)	2 wing accessory case #26098	32 lbs. (+397.0)
(h)	Empennage accessory case #26098	16 lbs. (+975.0)
502. (a)	Carburetor and windshield anti-icing system, complete, less alcohol	65 lbs. (+413.0)
(b)	Anti-icing alcohol (16 gals.)	106 lbs. (+570.0)
(c)	Carburetor anti-icing system complete, less alcohol	59 lbs. (+413.0)
503. (a)	Propeller electrical anti-icing equipment, less equipment on Ham. Std. Propellers (Douglas Dwgs. #5344301, #5338222, #5338223, #5362737, #2372408)	123 lbs. (+318.0)
504. (a)	Propeller electrical anti-icing equipment on Ham. Std. 6895-8 blades	24 lbs. (+272.0)

Miscellaneous

605.	Hydraulic fluid in system and reservoir (14.5 gals.)	
(a)	Skydrol	130 lbs. (+340.5)
(b)	Mineral oil	105 lbs. (+340.5)

- 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" (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 (See Item 608) must also be included in the empty weight of the airplane.
- (c) The "unusable fuel" is that amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in CAR 4b,416 and may be obtained by taking the difference between the "total" and "usable" tank capacities shown under "Fuel Capacity." The "unusable fuel" must either be included in the airplane empty weight or be suitably accounted for in the airplane weight and balance report.
- (d) Structural Limitations on Fuel Loading and Usage. All fuel 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 airplanes). 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 usage procedures have been approved and placed in the Approved Airplane Flight Manual. These alternate procedures may be used in lieu of the above.
- (e) Fuel dumping. Fuel dump valves (Item 102) must be installed for operation of the airplane at weights in excess of maximum landing weight. Refer to FAA Approved Airplane Flight Manual for limitations and cautionary procedures to be observed during the dumping of fuel. When dump system (Item 102) is installed, the amount of usable fuel remaining in the fuel tanks after dumping is as follows:
- (1) Ten Wing Tank Airplane - 4248 Gal. and 4262 Gal. Systems

Outer wing (#1 and #4 main)	112 gal. ea.
Inboard inner wing (#2 and #3 main)	102 gal. ea.
Outboard inner wing (#1 and #4 alt.)	0 gal. ea.
Inboard wing fuel cells (#2 and #3 alt.)	36 gal. ea.
Auxiliary fuel cells (L.H. and R.H. aux.)	21 gal. ea.
 - (2) Ten Wing Tank Airplane - 4722 Gal. and 4736 Gal. Systems

Outer wing (#1 and #4 main)	112 gal. ea.
Inboard inner wing (#2 and #3 main)	102 gal. ea.
Outboard inner wing (#1 and #4 alt.)	0 gal. ea.
Inboard wing fuel cells (#2 and #3 alt.)	36 gal. ea.
Auxiliary fuel cells (L.H. and R.H. aux.)	168 gal. ea.

- | | |
|---|--------------|
| (3) Ten Wing Tank Airplane - 5392 Gal. or 5406 Gal. System | |
| Outer wing (#1 and #4 main) | 116 gal. ea. |
| Inboard inner wing (#2 and #3 main) | 102 gal. ea. |
| Outboard inner wing (#1 and #4 alt.) | 0 gal. ea. |
| Inboard wing fuel cells (#2 and #3 alt.) | 36 gal. ea. |
| Auxiliary fuel cells (L.H. & R.H. aux.) | 168 gal. ea. |
| (4) Eight Wing Tank Airplane - 5404 Gal. and 5512 Gal. Systems | |
| 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.) | 0 gal. ea. |
| Inboard wing fuel cells (#2 and #3 alt.) | 54 gal. ea. |
| (5) Eight Wing Tank Airplane - 4734 Gal. System | |
| Outer wing (#1 and #4 main) | 112 gal. ea. |
| Inboard inner wing (#2 and #3 main) | 108 gal. ea. |
| Outboard inner wing (#1 and #4 alt.) | 0 gal. ea. |
| Inboard wing fuel cells (#2 and #3 alt.) | 54 gal. ea. |
| (6) Eight Wing Tank Airplane - 4322 Gal., 4512 Gal., 4934 Gal., and 5042 Gal. Systems | |
| 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.) | 0 gal. ea. |
| Inboard wing fuel cells (#2 and #3 alt.) | 39 gal. ea. |
| (7) Eight Wing Tank Airplane - 3992 Gal. System | |
| Outer wing (#1 and #4 main) | 116 gal. ea. |
| Inboard wing (#2 and #3 main) | 108 gal. ea. |
| Outboard inner wing (#1 and #4 alt.) | 0 gal. ea. |
| Inboard wing fuel cells (#2 and #3 alt.) | 19 gal. ea. |
| (8) Ten Wing Tank Airplane - 4918 Gal. and 4932 Gal. Systems | |
| Outer wing (#1 and #4 main) | 116 gal. ea. |
| Inboard inner wing (#2 and #3 main) | 102 gal. ea. |
| Outboard inner wing (#1 and #4 alt.) | 0 gal. ea. |
| Inboard wing fuel cells (#2 and #3 alt.) | 36 gal. ea. |
| Auxiliary fuel cells (L.H. & R.H. Aux.) | 21 gal. ea. |

The total undumpable fuel, oil and ADI fluid must be included in the landing weight. In some cases the amount of undumpable fuel, oil and ADI fluid is greater than the difference between the maximum "Zero Fuel, Oil and ADI Fluid" gross weight and the maximum landing weight. When such is the case, the "Zero Fuel, Oil and ADI Fluid" gross 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, the weight of oil carried in that tank plus the system oil (Item 103(d)) must be included in the Zero Fuel, Oil and ADI Fluid gross weight.
- (g) For the interior arrangement of a particular airplane, see approved Douglas Report SM-13912, "Loading Chart and Actual Weight and Balance." That report shows the location of all passenger and crew member seats; location and capacity of all cargo and baggage compartments, buffets, storage spaces, and coat-rooms; and location and capacity of lounges and lavatories for each of the different sleeper and day-plane arrangements covered by the above mentioned report. Lounges, lavatories, and baggage or cargo compartments must be placarded for the capacities specified in the above report. The airplane must always be loaded within the C.G. limits shown in this specification, accounting for crew and passenger movement and use of fuel, oil, and ADI fluid.

NOTE 2. The following placard 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 the FAA Approved Airplane Flight Manual."

NOTE 3. When water-alcohol injection is not used for take-off on aircraft equipped with P&W Double Wasp CB-16 engines, Item 101(a) or P&W Wasp CB-3 engines, Item 101(i), the propeller governors must be reset prior to take-off in order to limit the dry take-off engine rpm to 2700.

- NOTE 4. Ferry permits may be issued to all Model DC-6B airplanes 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 appendices, and existing instructions.
 - (b) Maximum take-off weight 81,000 lbs. (Except when limited by runway length specified in Manual).
 - (c) C.G. range: Fwd. C.G. 11.0% MAC (Sta. 413.2)
Aft C.G. 28.0% MAC (Sta. 441.0)

- NOTE 5. This airplane has been found to comply with the standards for Category A of Annex 8 to the Convention on International Civil Aviation, entitled "Airworthiness of Aircraft" as amended to March 1951, with the following exceptions:
- (a) Chapter 7 Sub-Part 7.2.5.3 Paragraph 4, unless oil filler screens per Douglas Dwg. 5344416, change "BD" are incorporated.
 - (b) Chapter 9 Sub-Part 9.4.2.2 (d), unless fuel capacity placard adjacent to fuel selector controls per Douglas Dwg. 4406020 are incorporated.
 - (c) Chapter 9 Sub-Part 9.3 "Aeroplane Flight Manual," unless Airplane Flight Manual amended to include Section VI ICAO Requirements.
 - (d) Chapter 2 Sub-Part 2.4.4 "Stalling, Symmetrical Power," unless wing spoilers are installed.

NOTE 6: The following table lists the maximum zero fuel, oil and ADI fluid, landing and take-off weights of the various 8 and 10 wing fuel tank aircraft as they are limited by structural strength. 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 (1)					
MODEL DC-6B					
Airplane Serial Numbers		Zero Fuel, Oil and ADI Fluid	Landing Weight	Takeoff Weight	
8 Tank	10 Tank			8 Tank	10 Tank
43738-43741 43743 43820, 43821 43825, 44255 44256, 44434	43257-43259 43261-43276 43291, 43292 43298-43300 43536, 43537 43539-43547 43561-43564 43822, 43824 43845-43847 44057 44059, 44060 44080, 44083	80,000 ⁵	85,000	100,000	100,000
	43274-43276 43298-43300 43539-43542 43561-43563	80,000 ⁵	85,000		106,000 ^{2,3,4}
	43536, 43537	83,200 ^{5,6}	88,200 ^{2,6}		100,000
43825 44434	43822, 43824	83,200 ^{5,7}	88,200 ^{2,7}	100,000	100,000
43738-43743 43820, 43821		83,200 ^{5,8}	88,200 ^{2,8}	100,000	
43527, 43529 43531-43535 43548-43555 43557-43558 43560 43738-43741 43743-43746 43820, 43821 43825	43517, 43518 43520, 43521 43523, 43524 43526 43536, 43537 43822, 43824 43845-43847 44057, 44059 44060	83,200 ⁵	88,200 ^{2,7}	107,000 ^{2,3,4}	107,000 ^{2,3,4}

MODEL DC-6B (cont'd)					
Airplane Serial Numbers		Zero Fuel, Oil and ADI Fluid	Landing Weight	Takeoff Weight	
8 Tank	10 Tank			8 Tank	10 Tank
43828-43834 43836-43838 43842, 43844 44062 44087-44089 44103-44106 44109-44113 44115-44121 44105-44170 44175, 44176 44251-44256	44080-44083				
44417, 44419 44424-44425 44427 44432-44434 44690-44699 44871 44892-44902 45059, 45060 45063 45065-45067 45076, 45077 45079, 45109 45131-45137 45173-45176 45178 45197-45199 45201, 45202 45216, 45225 45319-45324 45327-45329 45478 45491-45494 45496, 45497 45501, 45502 45505, 45506 45514, 45516 45523, 45524 45533-45540 45543, 45544 45550 45563, 45564					

MODEL DC-6B CARGO (9), (10)					
Airplane Serial Numbers		Zero Fuel, Oil and ADI Fluid	Landing Weight	Takeoff Weight	
8 Tank	10 Tank			8 Tank	10 Tank
43528, 43530	43519, 43522	83,200 ⁵	88,200 ²	107,000 ^{2,3,4}	107,000 ^{2,3,4}
43826, 44061	43525, 44056				
44102, 44107	44689				
44108, 44114					
44428-44431					
44687, 44688					
44888					
44891, 44913					
45064, 45078					
45107, 45108					
45177, 45179					
45326					
45472, 45473					
45515					

- (1) See Douglas Service Bulletin #455, "Interchanging of DC-6 Empennage Components and Restrictions Covering Such Interchanges."
- (2) Item 201(c), (d), (e), (f), (g), (h), (i), (j), (k) or (l) required.
- (3) Item 202(a) or 202(c), and 207(c), (d), (e), (f), (g), (h), (i), (j) or (k) required.
- (4) 695 gal. capacity outer wing fuel tank required. Douglas Drawing #5717880 "Service Rework-Outer Wing Installation" describes the modifications required to replace the 360 Gallon outer wing with the 695 Gallon outer wing. Drawing #5717880-500 also describes the modifications required to replace the 695 Gallon outer wing with the 360 Gallon outer wing. Appropriate revisions to the FAA Approved Airplane Flight Manual including satisfactory fuel loading schedules, changes to weight limits, fuel system changes, performance limitations, etc. should be submitted to the FAA for approval.
- (5) Placard speeds in accordance with Airspeed Limits Table.
- (6) Fuel loading and usage procedure included on page 2 of FAA Approved Airplane Flight Manual, Douglas Report SM-14340, Rev. 8, dated September 10, 1956, must be followed. Fuel loading and usage procedures outlined in NOTE 1(d) of this specification does not apply to these aircraft at these weights.
- (7) Fuel loading and usage procedures included on page 2 of FAA Approved Airplane Flight Manual, Douglas Report SM-14536, Rev. 5 dated March 11, 1957, must be followed. Fuel loading and usage procedures outlined in NOTE 1(d) of this specification do not apply to these aircraft at these weights.
- (8) Fuel loading and usage procedures included on page 2 of FAA Approved Airplane Flight Manual, Douglas Report SM-14494, Rev. 6 dated March 11, 1957, must be followed. Fuel loading and usage procedures outlined in NOTE 1(d) of this specification do not apply to these aircraft at these weights.
- (9) DC-6B aircraft modified per approved Douglas Type Design Data for cargo operation.
- (10) When operating as a passenger carrying airplane, the fuselage loading, including the weight of passengers, baggage or cargo, seats, and all other interior equipment must not exceed the loading limit of the fuselage.

NOTE 7. The Navy model R6D-1Z is similar to the model DC-6B in that it is a passenger carrying airplane except having a different interior arrangement and other minor changes.

The Military exceptions are as follows:

- (a) A FAA Approved Airplane Flight Manual must be provided prior to certification as a civil aircraft (not required for military operation).
- (b) A FAA Approved Loading Chart and Actual Weight and Balance Report must be provided prior to certification as a Civil aircraft (not required for military operation).
- (c) Radio equipment installation according to Douglas Drawings #5398379, 5405401, 5403923, 2406948 and 2406958. The above radio equipment is not FAA approved and must be removed from the airplane and replaced with FAA approved equipment prior to certification as a civil aircraft.
- (d) The crew oxygen system installed according to Douglas Drawings #539730 and 5403390 does not meet the minimum oxygen supply requirements for crew protective oxygen. A satisfactory oxygen system must be provided prior to certification as a civil aircraft.

- (e) Aft passenger compartment in accordance with Douglas Drawing #5350451, unless restricted to 5 persons or provisions are made to keep door (Station 720) open during take-off and landing.
- (f) All military aircraft returned to civil operations must comply with all applicable Airworthiness Directives.

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. In accordance with Civil Aeronautics Board Special Regulation 411B, aircraft operated by "Air Carriers" for cargo operation only, are permitted to increase the zero fuel and landing weights by 5% of the maximum zero fuel weight. For DC-6B aircraft covered by this specification, the maximum zero fuel, oil and ADI fluid weight may be increased to 87,360 lbs. and the maximum landing weight may be increased to 92,360 lbs. In addition to the operator's normal inspection program, aircraft operated in accordance with SR-411B must be inspected in accordance with "Special Inspection Procedure for Cargo Operation," "Ref. Douglas Report LB-30673," as revised and approved by the FAA. Before returning the airplane to passenger service after being operated at the increased weights in cargo service, the aircraft must be inspected per the above Douglas report. Requests for changes in the inspection procedure must be forwarded to the manufacturer for his recommendations and submitted to the FAA for approval.

FAA approved Airplane Flight Manual revision, including performance information for operation at the increased weights should be obtained from the manufacturer.

.....END.....