

CANADIAN VICKERS, LTD.

MODELS: Canadian Vickers Stranraer, 3 PCFoB

T.C. NUMBER: 2-574 (Approved 10/15/45)

(Manufacturer: Canadian Vickers Ltd., Montreal, Canada)

Engines	2 Bristol Pegasus XXII
Fuel	91 minimum octane (CFR) aviation gasoline
Engine limits	Maximum, except take-off (Sea level) 35 in. Hg., 2250 rpm (790 hp) (4000 ft.) 35 in. Hg., 2250 rpm (825 hp) Take-off - 42 in. Hg., 2600 rpm (1010 hp)
Airspeed limits	Level flight or climb - 117 knots True Inc. Glide or dive - 141 knots True Ind. (+48) to (+66)
C.G. range	16 ft. 6 in. aft of hull nose
Datum	Leveling lugs on outside port side of hub (0" and 79")
Leveling means	
Maximum weight	19,900 lbs.
No. of seats	3 - 2(-75), 1(+52)
Baggage	See NOTE 2(h)
Fuel capacity	590 gallons (2 tanks 295 gallons each (+50.6), left and right upper center wing)
Oil capacity	57.6 gallons (2 tanks 28.8 gallons each (+20.2), leading edge of left and right upper center wing)
Control surface movements	Elevator trim tab - 14 degrees up and down Elevator - Up 24 degrees, Down 20.5 degrees Aileron - 19 degrees up and down Rudder + 28 degrees left and right Rudder trim tab - 11 degrees left and right Rudder balance tab - 13.5 degrees left and right
Serial Nos. eligible	All in accordance with the provisions of NOTE A.
Required equipment	Items 1, 101, 102, 103, 104, 105, 401
Certification basis	Canadian Certificate of Airworthiness for Export

**EQUIPMENT:** (Items included in required lists under specifications pertinent to individual models may not be removed unless replaced by approved equivalent items. The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly. Values in inches shown in parenthesis after each item represent horizontal arms to the C.G. of the item measured minus (-) ahead and plus (+) to the rear of the datum. A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.)

**Propellers and Propeller Accessories**

1. Propellers  
DeHavilland 5/37A hubs, P55253/3 blades  
Low pitch 24.5 degrees at 42" station  
High pitch 31 degrees at 42" station

**Engine and Engine Accessories - Fuel and Oil System**

- |  |       |
|--|-------|
| 101. Two starters (Eclipse E-160)                    | (+2)  |
| 102. Two fuel pumps (Bristol Dual Vane<br>FB66233/2) | (-7)  |
| 103. Two oil coolers (U.A.P. U-316Q-DS)              | (+41) |
| 104. Cylinder head temperature gauges                |       |

105. Carburetor air heat control valve

Landing Gear  
None

Electrical and Radio Equipment

301. Generator (G.E. Type A)		(+50)
302. Battery (Exide, Canadian 5J/1391)	50 lbs.	(+60)
303. Radio transmitter (Northern elective AT-1)		(-120)
304. Radio receiver (Canadian Marconi AR-2)		(-120)

Interior Equipment

401. Approved operating manual (See NOTE 1)		
402. Dual controls	14 lbs.	(-94.5)

Miscellaneous (not listed above)

600. Miscellaneous items as noted under this item in approved weight and balance report

NOTE A. The Canadian Certificate of Airworthiness for Export must be submitted for each individual aircraft for which application for certification is made and each aircraft shall be inspected by a C.A.A. inspector.

NOTE 1. The following placard must be installed on the instrument panel in full view of the pilot: "This Airplane Shall be Operated in Accordance with Part I of the C.A.A. Approved Operating Manual for Canadian Vickers Stranraer Flying Boat."

NOTE 2. Prior to certification the following must be accomplished:

- (a) The elevator trim tab control must be marked to indicate direction of rotation.
- (b) The instruments must be marked for approved limits.
- (c) Fuel and oil filler caps must be marked as to contents and capacity in U.S. gallons.
- (d) Firewalls of one of the following types must be provided:
  - (1) A single sheet of terne-plate not less than 0.028 in. thick.
  - (2) A single sheet of stainless steel not less than 0.015 in. thick.
  - (3) Two sheets of aluminum or aluminum alloy not less than 0.02 in. thick fastened together and having between them an asbestos paper or asbestos fabric sheet at least 1/8 in. thick.
- (e) A metal identification plate must be permanently affixed in a visible location in the pilot's compartment. This plate must contain the manufacturer's name, the date of manufacture, the manufacturer's serial number and the model designation.
- (f) A suitable identification plate should be permanently attached to the engine in a location which will be readily accessible when the engine is installed. This plate should contain the manufacturer's name, engine name and model, serial number, crankshaft speed (METO and take-off) and power.
- (g) Propellers should be identified with permanent data containing the following: manufacturer's name, propeller name and model, and serial number. These data may be printed or painted in a prominent location of a non-critical surface of the hub and blade.
- (h) All cargo and baggage compartments must be placarded for the maximum permissible floor loadings. Floor beams and flooring provided for such compartments should be capable of withstanding a limit load factor of 4.33 without undue permanent deformation and must have sufficient strength to withstand an ultimate load factor of 6.5. Adequate cargo tie-downs must be provided.
- (i) Fuel dump valves should be made inoperative.
- (j) Individual landing light switches must be provided if certificated for night operation.