

C.G. Range Aft of datum, landing gear extended, MAC (Sta.):
19.4% (354.58) to 36% (375.53) @ 46,000 lbs
19.4% (354.58) to 36% (375.53) @ 60,000 lbs

Empty Wt. C.G. Range None

Datum The reference datum is located at fuselage station 0.

MAC The leading edge of the MAC is located at fuselage station 330.1
The length of the MAC is 126.2 inches.

Leveling Means Level the aircraft by dropping a plumb bob from the leveling hook through the leveling grid in the nose wheel well.

Maximum Weight Takeoff, dry 60,000 lbs
Landing 60,000 lbs
Zero fuel, oil, and ADI 55,000 lbs

Crew and Number of Seats Pilot and Co-pilot
2 at 158", occupancy limited to persons essential to perform the special purpose operation.

Fuel Capacity

Total Fuel Per Tank

	No. Tanks	U.S. Gal	U.S. Gal	Lbs	ARM
Wing (main)	2	715	1430	8580	+376.5"
Center Section	2	790	1580	9480	+382.5"

Oil Capacity

Total Oil Per Tank

	No. Tanks	U.S. Gal	U.S. Gal	Lbs.	ARM
Nacelle Tank (expansion space)	2	80 20	160 -	1136 -	+382.7"

Water Injection Tank Capacity

Total ADI Per Tank

	No. Tanks	U.S. Gal	U.S. Gal	Lbs.	ARM
Nacelle Tank	2	25	50	375	+316.0"

Fluid - AMS - 3006 Type I which specifies 48-52% methyl alcohol by volume and 48 - 52% water by volume.

(Optional equipment)

Control Surface Movements

Aileron	Up	22° ± -1°	Down	15°30' ± 1°
Aileron Tab	Up	15°45' ± -2°	Down	16°20' ± -2°
Elevator	Up	27°37' ± -1°30'	Down	27° ± -1°30'
Elevator Trim Panel	Up	7° + 1/4° -0°	Down	3° + 1/4° -0°
Spoiler	Up	55° -60°		
Rudder Trim Tab	Left	10°	Right	10°30'
Rudder	Left	21°	Right	21°

Aileron Spring Tab: Adjust spring tab in accordance with NAVWEPS 01-76EEB-2-3 figure 3-16

Serial Nos. Eligible

U.S. Navy Bureau Number 147948

Certification Basis	<p>FAR 21.25 (a) (2) and (b)</p> <p>Type Certificate issued September 6, 1991, for the special purpose of wildlife conservation.</p> <p>Application for Type Certificate: April 5, 1991.</p> <p>A finding of No Significant Impact (FONSI) for the modified Lockheed (Navy) Model SP-2H (P2V-7) aircraft has been accomplished and approved on May 10, 1991. A finding under the applicable provisions of the Noise Control Act of 1972 has been accomplished and approved on May 10, 1991, for the modified Lockheed SP-2H (P2V-7) aircraft (Restricted Category- Military Surplus).</p>
Production Basis	<p>None - Prior to original airworthiness certification of each aircraft, FAA personnel must perform an airworthiness inspection determining condition for safe operation and determine the applicant has conducted a satisfactory flight test.</p>
Equipment	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. Equipment necessary for the particular special purpose operation must be installed. In addition, an FAA approved Airplane Flight Manual Supplement is required. (See NOTES 2 and 4).</p>
NOTE 1	<p>Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary must be provided for in each aircraft at the time of original airworthiness certification.</p>
NOTE 2	<p>The aircraft shall be operated in accordance with NATOPS Flight Manual Navy Model SP-2H Aircraft NAVAIR 01-75EEB-1 (procedures and limitations) and Flight Handbook Navy Model P2V-7 Aircraft AN-01-75-EEA-1 (performance) except wherein superseded by Central Air Service, Inc. FAA Approved Airplane Flight Manual Supplement dated August 15, 1991, original issue or later approved revision.</p>
NOTE 3	<p>Prior to civil certification, compliance with the following Department of the Navy Service Bulletins Aircraft and Aircraft Service Changes must be accomplished:</p> <p>SP-2H (P2V-7) Airframe and Interim Airframe Bulletins - - Nos. 1, 4, 5, 6, 8, 9, 10, 12, 13, 14, 17, 18, 19, 20 Rev. B, 21 and Amend. 1, 22, 23, 24, 25, 26 and Amend. 1, 27 Rev. A, 31 and Amend. 1, 63, 65, 67, 69 and Amend. 1, 72, 74, 75, 78, 81, 82, 83 Amend. 1, 86, 88, 90, 91, 92, 93, 94, 95 and Amend. 1, 98, 100, 101, 102, 103, 104, 105, 107, 108, 110, 114 Rev. A, 115, 116 and Amend. 1, 117, 118, 119.</p> <p>P2V-7 Aircraft Service Changes - - 605, 676, 681, 688, 694, 697, 699, 709, 714, 721, 722, 724, 733, 735, 737, 751, 752, 753A, 758A, 765A, 768, 770, 781, 783, 787A, 793, 795, 798, 802, 803A, 806A, 807, 812, 815, 816, 817, 819, 822, 826, 831B, 839C, 843, 845A, 848A, 851, 856, 861A, 862, 864, 878, 894 Amend. 1, 896 Amend. 1, 898, 900, 903, 912, 923, 924 Amend. 1, 928, 929, 931 Amend. 1, 934, 935, 937, 940, 941, 948, 952, 953 Amend. 1, 955A, 979, 980, 981, 987, 991.</p> <p>Wright R3350-32WA Engine Bulletins - - 469 Rev. A Amend. 2, 474 Rev. A, 490 Rev. A, 494 Rev. B, 516, 517, 518, 519 Amend. 1, 520 Amend. 1, 562 Rev. A, 564 Rev. B Amend. 2, 566 Rev. B, 625 Rev. A Amend. 1, 635 Rev. C, 646 Rev. A, 656 Rev. A, 663, 681, 682 Rev. A, 687, 693, 694 Amend. 1, 698, 707, 708, 709, 711 Amend. 1, 713 Rev. A, 714 Rev. B, 716 Amend. 1, 720, 721 Rev. B Amend. 1, 722, 726 Amend. 1, 727, 731, 732, 735, 736, 737, 742 Amend. 2, 750, 751 Rev. A, 752.</p>
NOTE 4	<p>Modification to these aircraft to remove jet engines and permanently disable engine cockpit controls and wing fuel valves in accordance with Central Air Service, Inc. letter dated May 17, 1991, will be necessary prior to civil airworthiness certification to the special purpose of wildlife conservation.</p>
NOTE 5	<p>Restricted Aircraft Airworthiness Certificates issued are effective under FAR 21.181 (a) (1) as long as maintenance and preventive maintenance are performed in accordance with FAR 43 and FAR 91, Subpart E.</p>

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