

Airspeed limits	Vne (Never exceed)	254 KIAS	
	In severely turbulent air	110 - 130 KIAS	
	Full Aileron deflection	208 KIAS	
	Full Rudder deflection	150 KIAS	
	Landing gear extending	150 KIAS	
	With landing gear extended	150 KIAS	
	With landing lights extended	120 KIAS	
	Flaps 15° down	243 KIAS	
	Flaps 30° down	163 KIAS	
	Flaps full down 40° design limit	140 KIAS	
	De-icer boot operation	175 KIAS	
C.G. range	294.4" (20.5% MAC) to 304" (28% MAC).		
Datum	71.5" forward of nose jack pad.		
Leveling means	Leveled laterally by leveling lugs located in the nose wheel and longitudinally by a plum bob drop from the small hole located in the shelf of either wheel well.		
Maximum weight	32,000 lbs.		
Minimum crew	1 (pilot) - See Note 5	Day VFR	
	2 (pilot & Copilot)	IFR, Night VFR	
	2 (pilot & competent observer)	All water operations	
No. of seats	2 Pilot and Copilot	(+154.")	
	1 crew	(+187.")	
	1 crew	(+238.")	
	1 crew	(+252.")	
	1 crew	(+279.")	
	1 crew	(+306.")	
	3 crew	(+378.")	
	4 crew	(+418.")	
Fuel capacity	Right and left main tanks	340 gal. (each)	2040 lbs. (+297.3")
	Right float tank	209 gal.	1254 lbs. (+307.5")
	Left float tank	212 gal.	1272 lbs. (+307.5")
	Right and left drop tanks		
	MK8 MOD 0	295 gal. (each)	1770 lbs. (+295.0")
MK8 MOD 1	304 gal. (each)	1824 lbs. (+295.0")	
Oil capacity	Right and left tanks	25.6 gal. (each)	(262.0")
Control surface movements	Wing flaps		Down 40° ± 3°
	Aileron tab	Up 18° ± 1°	Down 12° ± 1°
	Aileron	Up 17° ± 1°	Down 17° ± 1°
	Elevator tab	Up 5° ± 1°	Down 12° ± 1°
	Elevator	Up 30° ± 1°	Down 20° ± 1°
	Rudder tab	Right 16° ± 1°	Left 26° ± 1°
	Rudder	Right 20° ± 1°	Left 15° ± 1°
Other operating limitations	U.S.A.F. Flight Manual No. T.O. IU-16(H)B-1 dated December 1, 1967		
Serial Nos. eligible	Serial No. 51-5292 only.		
Certification Basis	FAR 21.25		
	Application for Type Certificate dated August 9, 1976. Type Certificate No. A2GL issued June 20, 1978 for the special purpose of water photographic and salvage work.		

Production basis None

Equipment Basic required equipment as prescribed in the Basic Weight Check List Chart A pages 1-9 dated December 10, 1978 and Chart E Sheets 1 & 2 dated September 30, 1978.

NOTE 1. Current weight and balance report including list of equipment in certificated empty weight and loading instructions when necessary, must be in the aircraft at the time of original airworthiness certification and at all times thereafter.

NOTE 2. The following placards must be prominently displayed in full view of the pilot:

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	Flaps full down 40° design limit	140 KIAS
	De-icer boot operation	175 KIAS

This airplane must be operated in accordance with U.S.A.F. Flight Manual TO. IU-16(H)B-1 dated December 1, 1967. NOTE 3. Prior to civil airworthiness certification, the following must be accomplished:

- (a) The provisions of U.S.A.F. T.O.'s IU-16(H)-502, -524, and -530.
- (b) An inspection of the engine support structures to verify their structural integrity.
- (c) An inspection of the engine generator cables to verify their airworthiness.
- (d) An eddy current inspection of the jack pad holes in accordance with U.S.A.F. T.O. IU- 16(H)B-513. There must be no evidence of cracks or corrosion. This inspection must be performed subsequently every 200 flight hours.

NOTE 4. The wing lower main beam spar caps are limited to 10,000 hours total time in service.

NOTE 5. Single pilot operation must be authorized in accordance with the provisions of FAR 91.213.

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