

Oil Capacity	20 gals. in each inboard nacelle	150 lbs. ea.	(+327.0)
	20 gals. in each outboard nacelle	150 lbs. ea.	(+357.0)
	50 gals. in fuselage tank	375 lbs.	(+223.3)
	See NOTE 7 regarding fuel load when fuselage oil tank is removed.		
Serial Nos. Eligible	3050 to 3053 including, 3060 to 3063 including, 3075 and 3111 to 3125 inclusive.		
Required Equipment	1(a), 100(a), 102(d), 200, 201, 202, 203, 204, 205, 400, 401.		
Optional Equipment	1(b), 100(b), (c), (d), (e), (f), or (g), 101, 102(b), (c), (f), or (h), 402, 500.		

II. Model C-54A-DC, Approved June 6, 1946. See NOTE 4 regarding modifications required for conversion of military models and NOTE 10 regarding additional speed and load factor limits.

(Same as C54-DC except for large fuselage door, heavier fuselage plating and stringers, heavier cargo floors and floor beams, increased strength of center wing and cargo and troop carrying provision.)

Engine	See Item 100.		
Fuel	See Item 100.		
Engine Limits	See Item 100.		
Airspeed Limits	See Table "B", NOTE 9.		
C.G. Range	16% MAC (381.4) to 32% MAC (407.6). Range based on "landing gear extended" and applies for take-off, flight and landing. See NOTE 8 regarding extension of rear limit for enroute operation.		
Maximum Weights	See Table "A", NOTE 9. For 3-engine ferrying, see NOTE 13.		
Minimum Crew	2 - Pilot and co-pilot at +108.0		
Passengers	Variable, see approved loading schedule. See NOTE 6 regarding emergency exit requirements.		
Maximum Baggage		<u>Cu. Ft.</u>	<u>Weight</u> <u>Arm</u>
	Forward Belly	130	2100 lbs. (+228.2)
	Aft Belly	151	2520 lbs. (+590.5)
	Crew Room		1500 lbs. (+228.2)
	Cabin Floor Loadings (Do not exceed either value shown)		
	Sta. 129-260 1/2	100#/ft ² or 50#/in. lengthwise of cabin.	
	Sta. 260 1/2-680	200#/ft ² or 80#/in. lengthwise of cabin.	
	<u>Sta. 680-858</u>	<u>100#/ft² or 30#/in. lengthwise of cabin.</u>	
Fuel Capacity (without Stoner-Mudje Sealing)	2 inboard inner wing tanks	508 gal. ea.	3048 lbs. ea. (+400.9)
	2 outboard inner wing tanks	431 gal. ea.	2586 lbs. ea. (+404.1)
	2 outer wing tanks	499 gal. ea.	2994 lbs. ea. (+228.2)
	Fuselage Fuel Tanks	464 gal. ea.	2784 lbs. ea. (+301.0)
	(When Stoner-Mudje Sealing is incorporated, see pertinent report referred to in NOTE 4.)		
Oil Capacity	20 gals. in each inboard nacelle	150 lbs. ea.	(+327.0)
	20 gals. in each outboard nacelle	150 lbs. ea.	(+357.0)
	50 gals. in fuselage tank	375 lbs.	(+223.3)
	See NOTE 7 regarding fuel load when fuselage oil tank is removed.		

Serial Nos. Eligible	3054 to 3059 inclusive, 3064 to 3074 inclusive, 3076 to 3110 inclusive, 7445 to 7469 inclusive, 7471 to 7489 inclusive, 10270 to 10424 inclusive.
Required Equipment	1(a), 100(a), 102(e), 200, 201, 202, 203, 204, 205, 400,401.
Optional Equipment	1(b), 100(b), (c), (d), (e), (f), or (g), 101, 102(b), (c), (d), (f) or (h), 402, 500.

III. Model C54B-DC, Approved June 6, 1946. See NOTE 4 regarding modifications required for conversion of military models, and NOTE 10 regarding additional speed and load factor limits.

(Same as the Model C54A-DC, except that outer wing panels incorporate integral fuel tanks and only two fuselage fuel tanks were originally installed.)

Engines	See Item 100																																
Fuel	See Item 100																																
Engine Limits	See Item 100																																
Airspeed Limits	See Table "B", NOTE 9																																
C.G. Range	16% MAC (381.4) to 32% MAC (407.6). Range based on "landing gear extended" and applies for take-off, flight and landing. See NOTE 8 regarding extension of rear limit for enroute operation.																																
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Serial Nos. Eligible	18324 to 18398 inclusive, 27227 to 27251 inclusive, 10425 to 10544 inclusive																																
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IV. Model C54D-DC, Approved June 6, 1946. See NOTE 4 regarding modifications required for conversion of military models and NOTE 10 regarding additional speed and load factor limits. (Essentially same as C54B-DC except R-2000-7 and R-2000-11 engines installed in C54D-DC while R-2000-7 engines originally installed in C54B-DC.)

Engines	See Item 100																																
Fuel	See Item 100																																
Engine Limits	See Item 100																																
Airspeed Limits	See Table "B", NOTE 9																																
C.G. Range	16% MAC (381.4) to 32% MAC (407.6). Range based on "landing gear extended" and applies for take-off, flight and landing. See NOTE 8 regarding extension of rear limit for enroute operation.																																
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V. Model C54E-DC, Approved June 6, 1946. See NOTE 4 regarding modifications required for conversion of military models and NOTE 10 regarding additional speed and load factor limits.

(Same as C54B-DC except for engine installation, omission of remaining fuselage tanks, fuel cells installed in center wing between inboard nacelle and side of fuselage, installation of soundproofing, cabin upholstering, buffet, lounge in rear of cabin and removable passenger seats.)

Engines	See Item 100.																																								
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VI. Model C54G-DC, Approved June 6, 1946. See NOTE 4 Regarding modifications required for conversion of military models, and NOTE 10 regarding additional speed and load factor limits.

(Same as C54E-DC, except troop carrying provisions installed instead of passenger interior.)

Engines	See Item 100.																
Fuel	See Item 100.																
Engine Limits	See Item 100.																
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C.G. Range	16% MAC (381.4) to 32% MAC (407.6). Range based on "landing gear extended" and applies for take-off, flight and landing. See NOTE 8 regarding extension of rear limit for enroute operation.																
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2 outer wing tanks	499 gal. ea.	2994 lbs. ea.	(+404.5)														
2 inner fuel cells	362 gal. ea.	2172 lbs. ea.	(+397.5)														
Oil Capacity	<table border="0"> <tr> <td>20 gals. in each inboard nacelle</td> <td>150 lbs. ea.</td> <td>(+327.0)</td> </tr> <tr> <td>20 gals. in each outboard nacelle</td> <td>150 lbs. ea.</td> <td>(+357.0)</td> </tr> <tr> <td>50 gals. in fuselage tank</td> <td>375 lbs.</td> <td>(+223.3)</td> </tr> </table> <p>See NOTE 7 regarding fuel load when fuselage oil tank is removed.</p>	20 gals. in each inboard nacelle	150 lbs. ea.	(+327.0)	20 gals. in each outboard nacelle	150 lbs. ea.	(+357.0)	50 gals. in fuselage tank	375 lbs.	(+223.3)							
20 gals. in each inboard nacelle	150 lbs. ea.	(+327.0)															
20 gals. in each outboard nacelle	150 lbs. ea.	(+357.0)															
50 gals. in fuselage tank	375 lbs.	(+223.3)															
Serial Nos. Eligible	35929 to 36090																
Required Equipment	1(a), 100(b), 102(a), 200, 201, 202, 203, 204, 205, 400, 401																
Optional Equipment	1(b), 100(a), (c), (d), (e), (f) or (g), 101, 102(g) or (h), 402, 500																

VII. Model DC-4, Approved June 6, 1946. See NOTE 10 regarding additional speed and load factor limits.

Engine	See Item 100
Fuel	See Item 100
Engine Limits	See Item 100
Airspeed Limits	See Table "B", NOTE 9
C.G. Range	16% MAC (381.4) to 32% MAC (407.6). Range based on "landing gear extended" and applies to take-off, flight and landing. See NOTE 8 regarding extension of rear limit for enroute operation.
Maximum Weights	See Table "A", NOTE 9. For 3-engine ferrying, see NOTE 13.
Minimum Crew	2 - Pilot and Co-pilot at +108.0
Passengers	Variable, see approved loading schedule.
Maximum Baggage	

	Cu. Ft.	Weight	Arm
Forward Belly	130	2100 lbs.	(+228.2)
Aft Belly	151	2520 lbs.	(+590.5)
Left Hand Forward			
(Sta. 171-260) Dwg. 5326973		2210 lbs.	(+212.5) or
(Sta. 164.5-620) Dwg. 5326376, 5326376-500, 5326791 and 5326646		2320	(+212.5) or
(Sta. 218.5-260) Dwg. 5326646		1110 lbs.	(+239.3) or
(Sta. 193.5-260) Dwg. 5327107		1760 lbs.	(+227.3) or
(Sta. 129.0-214.5) Dwg. 5326809		1700 lbs.	(+171.5)
Right Hand Forward			
(Sta. 184.0-260) Dwg. 5326791, 5327107, 5326810, 5326811, 5338233, 5338179 (Oil Tank Installed)		1300 lbs.	(+222.0) or
(Sta. 171.5-260) Dwg. 5326646 (Oil Tank Installed)		1470 lbs.	(+219.2) or
(Sta. 171.0-260) Dwg. 5326376, 5326809 (Oil Tank Installed)		1610 lbs.	(+215.5)
With Oil Tank Removed, Dwg. 5326376-500, 5326973		2270 lbs.	(+215.5)
Aft Center Closet			
(Sta. 828.0-858.0) Dwg. 5326750		200 lbs.	(+843.0)
Aft Left Closet			
(Sta. 732.0-806.0) Dwg. 5326171		200 lbs.	(+763.0) or
(With tiedowns, capacity may be increased to 600 lbs.)			
(Sta. 742.5-806.5) Dwg. 5326965		200 lbs.	(+774.5) or
(Sta. 768.5) Dwg. 5326538		200 lbs.	(+787.5) or
(Sta. 781.5-809.5) Dwg. 5327444		200 lbs.	(+770.5) or
(Sta. 788.0-812.0) Dwg. 533681, 5240767		200 lbs.	(+800.0)
Aft Right Closet			
(Sta. 750.0-806.0) Dwg. 5327319		200 lbs.	(+778.0)
Cabin Floor Loadings (Do not exceed either value shown)			
Sta. 129-260 1/2	100#/ft ² or 50#/in. lengthwise of cabin.		
Sta. 260 1/2-680	200#/ft ² or 80#/in. lengthwise of cabin.		
Sta. 680-858	100#/ft ² or 30#/in. lengthwise of cabin.		

Fuel Capacity (Without Stoner-Mudge Sealing)	2 inboard inner wing tanks	508 gal. ea.	3048 lbs. ea.	(+400.9)
	2 outboard inner wing tanks	431 gal. ea.	2586 lbs. ea.	(+404.1)
	2 outer wing tanks	499 gal. ea.	2994 lbs. ea.	(+404.5)
	2 inner wing fuel cells	362 gal. ea.	2172 lbs. ea.	(+397.5)
	(When Stoner-Mudge Sealing is incorporated, the actual capacity of each tank must be determined, and airplane placarded accordingly.)			
Oil Capacity	20 gals. in each inboard nacelle		150 lbs. ea.	(+327.0)
	20 gals. in each outboard nacelle		150 lbs. ea.	(+357.0)
	50 gals. in fuselage area		375 lbs.	(+223.3)
	See NOTE 7 regarding fuel load when fuselage oil tank is removed.			
Serial Nos. Eligible	42904 and up			
Required Equipment	1(a), 100(d), 102(a), 200, 201, 202, 203, 204, 205, 400, 401.			
Optional Equipment	1(b), 100(a), (b), (c), (e), (f), or (g), 101, 102(g), or (h), 402, 500			

Specifications Pertinent to All Models

Datum	3 inches aft of nose			
MAC	163.6 in. L.E. of MAC is (+355.2)			
Leveling Means	Leveling brackets are located in the nose wheel well and aft of the aft belly cargo compartment. The rear leveling bracket may be reached through the access door in the aft bulkhead cargo compartment.			
Control Surface	Rudder	± 20°		
	Elevators	25° up, 15° down		
	Ailerons	15° up, 11 1/2° down		
	Flaps	45° down		
	All trim tabs	± 15°		
Certification Basis	Type Certificate No. 762 (Combination CAR 4a dated November 1, 1943, and 4b dated November 9, 1945) Compliance with the ditching provisions of 4b.292 (4b.261) has been demonstrated.			
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: Canada - landplane only eligible			

Equipment

Propellers and Propeller Accessories (Except Deicing Equipment)

1. 4 propellers
 - (a) Ham. Std., hubs 23E50, blades 6507-0 1852 lb. (+262.2)
 (To be used on P & W engines only)
 For interchangeable blade models, see Propeller Spec. No. 603 (NOTE 6)
 Diameter Max 13'3/8", min. allowable for repairs 12'9"
 No further reduction permitted
 Min. low pitch setting at 42 in. sta. 21°
 Placard required for all P & WA Twin Wasp and R-2000 series engines (See NOTE 2b)

Propellers and Propeller Accessories (Except Deicing Equipment) (cont'd)

1. (b) Ham. Std., hubs 23E50, blades 6519-12 1792 lb. (+262.7)
 (To be used on Wright 736C9HD1 engines only) (See NOTE 2e)
 For interchangeable blade models, see Propeller Spec. No. 603 (NOTE 6)
 Diameter Max. 12' 1/4", min. allowable for repairs 11' 9 -3/8"
 No further reduction permitted
 Min. low pitch setting at 42 in. sta. 21°
2. 4 propeller governors
- (a) Ham. Std. 4G8 26 lb (+277.0)
 (b) Woodward WH44 or WH45 (Equivalent to Ham. Std. 4G8-P30M) 26 lb. (+277.0)
 (c) Ham. Std. 5G8 (To be used on Wright 736C9HD1 engines only) 38 lb. (+273.0)

Engines and Engine Accessories - Fuel and Oil Systems

100. 4 engines
- (a) P&W 2SD-G or R-2000-7 -2:1 propeller reduction gearing 6232 lb. (+275.3)
 Fuel 100 min. grade aviation gasoline and (+305.1)
 Limits

	<u>HP</u>	<u>RPM</u>	<u>MP</u> <u>In. Hg</u>	<u>ALT</u>
Low impeller gear ratio 7.15:1				
Take-off (2 minutes)	1350	2700	50.0	----
Maximum continuous	1100	2550	42.0	S.L.
Maximum continuous	1100	2550	41.0	7400'
High impeller gear ratio 8.47:1				
Maximum continuous	1000	2550	42.0	10000'
Maximum continuous	1000	2550	41.5	12400'

(Straight line manifold pressure variation with altitudes shown).
 Placard required See NOTE 2b

- (b) P&W 2SD1G or R-2000 -9-2:1 propeller reduction gearing 6288 lb. (+275.3)
 Fuel 100 min grade aviation gasoline and (+305.1)
 Limits

	<u>HP</u>	<u>RPM</u>	<u>MP</u> <u>In. Hg</u>	<u>ALT</u>
Low impeller gear ratio 7.15:1				
Takeoff (2 minutes)	1450	2700	50.0	----
Maximum continuous	1100	2550	38.5	S.L.
Maximum continuous	1100	2550	36.5	8300'
High impeller gear ratio 9.52:1				
Maximum continuous	1000	2550	39.0	10000'
Maximum continuous	1000	2550	37.5	17700'

(Straight line manifold pressure variation with altitudes shown)
 Placard required See NOTE 2b

- (c) P&W R-2000-11 - 2:1 propeller reduction gearing 6232 lb. (+275.3)
 Fuel 100 min grade aviation gasoline and (+305.1)
 Limits

	<u>HP</u>	<u>RPM</u>	<u>MP</u> <u>In. Hg</u>	<u>ALT</u>
Low impeller gear ratio 7.15:1				
Takeoff (2 minutes)	1350	2700	46.0	----
Maximum continuous	1100	2550	38.5	S.L.
Maximum continuous	1100	2550	36.5	8300'
High impeller gear ratio 9.52:1				
Maximum continuous	1000	2550	39.0	10000'
Maximum continuous	1000	2550	37.5	17700'

(Straight line manifold pressure variation with altitudes shown)
 Placard required See NOTE 2b

- (d) P&W 2SD13G or R-2000-11M2 - 2:1 propeller reduction gearing 6288 lb. (+275.3)
 Fuel 100 min grade aviation gasoline and (+305.1)
 Limits

	HP	RPM	MP In. Hg	ALT
Low impeller gear ratio 7.15:1				
Takeoff (2 minutes)	1450	2700	50.0	- - -
Maximum continuous	1200	2550	42.0	S.L.
Maximum continuous	1200	2550	40.5	5200'
High impeller gear ratio 9.52:1				
Maximum continuous	1100	2550	44.0	7000'
Maximum continuous	1100	2550	43.0	15000'

(Straight line manifold pressure variation with altitudes shown)

Placard required See NOTE 2b

Elevator Control Column Balance Weights required per NOTE 8.

- (e) Wright 736C9HD1 - 16:9 propeller reduction gearing 5440 lb. (+268.2)
 Fuel 100 min grade aviation gasoline and (+290.8)
 Limits

	HP	RPM	MP In. Hg	ALT
Low impeller gear ratio 7.21:1				
Takeoff (2 minutes)	1425	2700	51.5	S.L.
Maximum continuous	1275	2500	46.5	S.L.
Maximum continuous	1275	2500	45.5	3500'
High impeller gear ratio 8.69:1				
Maximum continuous	1125	2500	44.5	7800'
Maximum continuous	1125	2500	44.5	10600'

(Straight line manifold pressure variation with altitudes shown)

Placard required See NOTE 2b

See NOTE 2(c) regarding removal of cruise restriction

Elevator Control Column Balance Weights required per NOTE 8.

See NOTE 11 regarding installation requirements.

- (f) P&W D-5 or R-2000-7M2 - 2:1 propeller reduction gearing 6300 lb. (+275.3)
 Fuel 100 min grade aviation gasoline and (+305.1)
 Limits

	HP	RPM	MP In. Hg	ALT
Low impeller gear ratio 7.15:1				
Takeoff (2 minutes)	1450	2700	50.0	S.L.
Maximum continuous	1200	2550	42.5	S.L.
Maximum continuous	1200	2550	41.5	7000'

(Straight line manifold pressure variation with altitudes shown.)

Placard required See NOTE 2b

Elevator Column Balance Weights required per NOTE 8

- (g) P & W D-3 -2:1 propeller reduction gearing 6340 lb. (+275.3)
 Fuel 100 min grade aviation gasoline and (+305.1)
 Limits

	HP	RPM	MP in Hg	ALT
Low impeller gear ratio 7.15:1				
Takeoff (2 minutes)	1450	2700	50.0	S.L.
Maximum continuous	1200	2550	42.0	S.L.
Maximum continuous	1200	2550	40.5	5200'

(Straight line manifold pressure variation with altitudes shown)

Placard required See NOTE 2b

Elevator Column Balance Weights required per NOTE 8

- | | | |
|--------------|---|-----------------------|
| 101. | (a) Dump valve installation (Douglas Dwgs. 5326098, 5327000, 5327001
5327006, 5327009, 5327014, 5327025, 5327027, 5327101) | 171 lb (+406.1) |
| | (b) Dump valve installation (Douglas Dwg. 5326874) | 88 lb (+394.8) |
| | (c) Standpipe installation (Douglas Dwgs 5327101F, 5327006E) | 2 lb (+411.0) |
| | (d) Sandpipe installation (Douglas Dwgs. 5327006E, 5327101F) Delta | 1 lb (+411.0) |
| | (e) Dump valve installation (Douglas Dwgs. 5327000, 5327001, 5327006, and 5327027) | 116 lb (+394.5) |
| 102. | System fuel and oil. See NOTE 1b for definition. | |
| | (a) 8 wing tanks (C54F-DC, C54G-DC, DC-4) | 340 lb. (+360.7) |
| | (b) 6 wing tanks (C54-DC, C54A-DC, C54B-DC, C54D-DC) | 296 lb. (+354.7) |
| | (c) 6 wing and 2 fuselage tanks (C54B-DC, C54D-DC) | 328 lb. (+349.4) |
| | (d) 4 wing tanks and nacelle oil (C54-DC, C54A-DC) | 221 lb. (+344.9) |
| | (e) 4 wing and 4 fuselage tanks (C54-DC, C54A-DC) | 323 lb. (+344.2) |
| | (f) 4 wing and 3 fuselage tanks (C54-DC, C54A-DC) | 307 lb. (+344.6) |
| | (g) 6 wing tanks (C54E-DC, C54G-DC, DC-4) | 324 lb. (+358.7) |
| | (h) Item 102(a), (b), (c), (e), (f) or (g) when installed less fuselage oil tank may be reduced | -38 lb, (+333.1) |
| 119. | Nacelle, cowling, controls, lines, etc., forward of firewall in changing to Wright 736C9HD1 installation | -411 lbs. |
| 120. | Rework anti-drag ring seal ring in accordance with Douglas Dwg. #2357103 (winterization item)
Engine winterization equipment may be installed on the P & W 2SD-G (R-2000-7), P & W 2SD1-G (R-2000-9), R-2000-11 and 2SD13G engines only. When Item 120 is installed, the following placard must be suitably placed on the instrument panel in full view of the pilot:
"Engine winterization baffles installed must be changed when seasonal temperatures exceed 80°F. | Neglect weight change |
| Landing Gear | | |
| 200. | (a) 4 Main Wheel 14-ply rating tires, 15.50-20, Type III. (Inflation pressure 90 psi) | 476 lbs. (+427.8) |
| | (b) 4 Main Wheel 12-ply rating tires, 15.50-20, Type III. (Inflation pressure 90 psi) | (+427.8) |
| 201. | 4 Main Wheel tubes, 15.50-20, regular | 70 lbs. (+427.8) |
| 202. | Nose wheel tire, 44", Type I | |
| | (a) 10 ply rating tire (10 ply rayon) (Inflation pressure 60 psi) | 102 lbs. (+100.5) |
| | (b) 12 ply rating tire (Inflation pressure 60 psi) | 93 lbs. (+100.5) |
| 203. | Nose wheel tube, 44", regular | 15 lbs. (+100.5) |
| 204. | 4 Main Wheel - brake assemblies, 17.00-20, Type III | |
| | (a) Goodyear Model 20DHBM
Wheel Assembly #530402-M
Brake Assembly #511064-M | 852 lbs. (+427.8) |
| | (b) Goodrich Model 1751M
Wheel Assembly #H-3-582-M-1
Brake Assembly #H-2-488-1
(This installation requires replacement of the brake boosters in accordance with Goodrich Dwg. H-99-1073 or equivalent, and is eligible for a maximum takeoff weight of 63,000 lbs.) | 664 lbs. (+427.8) |
| | (c) Goodyear Model L20HBMF
Wheel Assembly #9540049
Brake Assembly #9540039
(Accomplish this installation in accordance with Goodyear Instruction "Wheel and Brake Changeover on DC-4 Aircraft to the Goodyear Single Disc 1700-20 PD297." Goodyear Service Letter DC4-11 has been approved regarding reworked discs in this brake.) | 658 lbs. (+427.8) |

205. Nose Wheel, 44" Type I
Goodyear Model 44SC, Assembly #530339-M 62 lbs. (+100.5)

Electrical and Radio Equipment

(See approved weight and balance report for each aircraft.)

Interior Equipment

400. Approved Airplane Flight Manual (Airplane Operating Manual is the equivalent).
(The manual may be carried as part of or bound with, the operator's "Approved Operations Manual", but must remain in the airplane and must retain its identity as an individual manual).
401. Emergency ladder, (Required for passenger operation only)
Suitable evacuation chute installations are an acceptable substitute for the emergency ladder installations.
402. Automatic Pilot:
- (1) Servo stall forces measured at the pilots controls:
Elevator 55 to 60 lbs.
Aileron 55 to 60 lbs.
Rudder 100 to 135 lbs.
 - (2) When using auto pilot in cruise configurations, minimum terrain clearance is 500 feet.
When using autopilot during approach, minimum altitude is 200 feet, pilots seat belt fastened and hand on control wheel. (Minimum altitude for each case does not override any higher minimum operational altitudes.)
 - (a) Jack & Heintz Type A3A 116 lbs. (+132.6)
(Servo Unit Model Nos. (2) C11-D1-B; (1) C15-D1-B)
 - (b) Sperry Type A3 120 lbs. (+126.2)
(Servo Unit Model Nos. (2) C11-D1-B; (1) C15-D1-B)
 - (c) Sperry A-12 245.5 lbs. (+428.2)
(Servos, 3 P/N 661634 and 1 P/N 661202)
(Douglas Dwg. No. 4350746, UAL Dwg. Nos. 15F-309. 15F-311 and 9F-413)
423. Windshield Wipers
- (a) 2 Marquette Metal Products Model 50V28 6.6 lbs. (+90.0)
 - (b) 2 Marquette Metal Products Model 50V39 6.9 lbs. (+90.0)

De-icing Equipment

500. Wing and Tail Surface de-icer boots
(Other combinations of long and short chord boots, listed below, may be used providing they are suitably installed with respect to plumbing and attachment details).
- (a) Long Chord 217 lbs. (+539.6)
Wing (Goodrich Model 5-294-1 thru -4)
Stabilizer (Goodrich Model 5-294-5)
Fin (Goodrich Model 2-294-6)
 - (b) Combination Long and Short Chord 207 lbs. (+523.7)
Wing (Goodrich Model 11-661-7 and -8; 12-661-9; 5-294-4)
Stabilizer (Goodrich Model 5-294-5)
Fin (Goodrich Model 2-294-6)
 - (c) Short Chord 211 lbs. (+523.5)
Wing (Goodrich 11-661-7 and -8; 12-661-9 and -10)
Stabilizer (Goodrich 12-661-11)
Fin (Goodrich 11-661-12)
 - (d) Pitot Mast (8-294)
503. Propeller De-Icer Fluid Feed Strips (Goodrich 37572) and feed rings 8 lbs. (+262.0)
(Goodrich 36889). Strips must not extend beyond prop. 50 inch station.
No reduction in performance or ceilings.

Miscellaneous (not listed above)

(See approved weight and balance report for each aircraft.)

612. Control column balance weights (4) 78 lbs. (+98.0)
See NOTE 8 regarding extension of rear C.G. limit when this item is installed.

- NOTE 1.
- (a) Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of 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," 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 is not considered usable oil, and is included in the "System Fuel and Oil." The nacelle oil tank capacities shown in this specification include only the usable oil for which the tanks are to be placarded.
 - (c) For passenger and extra crew member seat locations, see approved weight and balance report for the particular model airplane. Lounges and lavatories should be placarded for the capacities specified in the approved loading schedule.
 - (d) The airplane must always be loaded within the C.G. limits specified, accounting for crew and passenger movement and use of fuel and oil. Retraction of the landing gear changes the airplane balancing moment by -193,400 inch lbs. and moves the C.G. forward.

- NOTE 2
- The following placards shall be placed on the instrument panel in full view of the pilot:
- (a) "This airplane shall be operated in accordance with the FAA Approved Airplane Flight Manual." (FAA Approved Operating Manual equivalent.) (All Models)
 - (b) With item 100(a), (b), (c), (d), (f) or (g) engines: "Continuous operation of engines between 2310-2510 rpm prohibited."
With item 1(a) propellers and 100(a), (b), (c), (d), (f), or (g) engines:
"Avoid continuous operation between 1550 and 1750 rpm and between 2310 and 2510 rpm. During ground running, avoid operation between 1550 and 1800 rpm when the blades are off the low pitch stops."
 - (c) With item 100(e) engines:
"Continuous operation of engines between 2050-2200 is prohibited.
Maximum cruise rpm 2050."
When wing spars have been reinforced in accordance with Chicago & Southern Dwg. B4-1452, the "Maximum cruise rpm 2050" may be deleted from the placard.
 - (d) On all models with outer wing tanks installed except model C54-DC:
"Do not land with more than 395 gallons of fuel in each outboard main tank and outboard auxiliary tank combined and with not more than & total of 790 gallons of fuel in the main tanks and outboard auxiliary tank in either wing."
 - (e) On model C54-DC with outer wing tanks installed:
"Do not land with more than 358 gallons of fuel in each outboard main tank and outboard auxiliary tank combined and with not more than a total of 715 gallons of fuel in the main tanks and auxiliary tank in either wing."

- NOTE 3
- (a) Fuel Dumping. Fuel dump valves (Item 101) must be installed for operation of the airplane at weights in excess of maximum landing weight as indicated in Table "A" of NOTE 9. Limitations to be observed during the dumping of fuel and which should be contained in the CAA Approved Airplane Flight Manual are covered in Subparagraphs (b), (c), and (d) below.
 - (b) Fuel shall not be dumped except when flaps and landing gear are retracted. After fuel has been dumped, flight shall not be continued at a speed greater than 193 mph . True indicated on the Model C54-DC and 209 mph True Indicated on all other models.

NOTE 3 (cont'd) (c) On all Model C54B-DC, C54D-DC, C54E-DC, C54G-DC, DC-4, and C54-DC or C54A-DC aircraft with outer wing tanks installed, that have only two dump chutes which are connected to the outboard main and outboard auxiliary tanks (one dump chute each side of the centerline), it is not possible to dump sufficient fuel to reduce the gross weight for landing when the aircraft is loaded to its maximum permissible "zero fuel weight" and only the minimum amount of fuel required by the Speed and Load Factor Limitations Chart is loaded in Accordance with NOTE 10. Therefore, the maximum "zero fuel weight of the aircraft must be reduced sufficiently to insure that there will be enough fuel in the outboard main and outboard auxiliary tanks for dumping down to the approved landing weight, accounting for the amount of fuel remaining in the tanks after dumping.

(d) When dump valves are installed (Item 101), the amount of fuel remaining in the fuel tanks after dumping is as follows:

Outboard Main	70 gallons each
Inboard Main	70 gallons each
Outboard Auxiliary	53 gallons each
Inboard Auxiliary (if installed)	91 gallons each

NOTE 4 Prior to certification as a civil aircraft, the requirements for certification as outlined in the following listed reports for the particular model must be complied with:

C54-DC	Douglas Report No. SM11139
C54A-DC	Douglas Report No. SM11157
C54B-DC	Douglas Report No. SM11158
C54D-DC	Douglas Report No. SM11159
C54E-DC	Douglas Report No. SM11147
C54G-DC	Douglas Report No. SM11160

Because the requirements for original certification are different for each model, the original model designation should be retained regardless of whether the engine is the same as originally installed or whether a different engine is installed. (See "Optional Equipment" items for each model for alternate engine installations.)

NOTE 5 Passenger seats and safety belt installations other than originally provided by the manufacturer must be of an approved type or shown to meet the strength requirement of CAR 4.

NOTE 6 Because two emergency exits are not available when three or four fuselage tanks are installed, only 22 passengers, including crew members, may be carried in the passenger compartment. When tanks are removed, or when the two forward tanks are installed and the forward cabin bulkhead is moved forward to clear the emergency exits, the capacity of the cabin may be increased to that corresponding to the number of seats installed.

NOTE 7 When fuselage oil tanks are removed, the airplane must be placarded to avoid carrying more than 2400 gallons of fuel when the nacelle oil tanks are filled to their total usable capacity of 80 gallons, thereby insuring a fuel oil ratio of not over 30 to 1. The auxiliary fuel tanks should be placarded for the quantity of gasoline not to exceed the difference between 2400 gallons and the total capacity of the main fuel tanks. On aircraft which have only the four center wing integral tanks and with not more than one fuselage fuel tank installed, the fuselage oil tank may be removed and the above placard will not be necessary.

NOTE 8 When Elevator Control Column Balance Weights (Item 612) are installed in accordance with the Douglas or Drawings listed below, the rear C.G. may be extended to (407.6) with gear retracted for enroute operation:

All C54-DC Series	Dwg. 5327119
DC -4	Dwg. 5102774-503

On aircraft having engines of more than 1100 maximum continuous horsepower installed the Control Column Balance Weights (Item 612) must be installed.

NOTE 9 Table "A" below lists the maximum landing and take-off weights for the various airplane and engine installations covered by this specification. When dump valves are required for the higher take-off weights indicated in Table "A", standpipes must also be installed in the dump valve system in accordance with Douglas Dwg. Nos. 5327006, Change "E", and 5327101, Change "F". (See Item 101(c)).

NOTE 9 Table "B" lists the airspeed limits at which the different models may be operated for the various maximum weights and fuel and nacelle oil load conditions. For airspeed limits at other weight and fuel and nacelle oil combinations, see the "Speed and Load Factor Limitations" chart in the approved Flight Manual for the particular model airplane in question.

TABLE "A" (See NOTE 9 for description of table)

MAXIMUM WEIGHTS						
Engine Installation	Conditions	C54-DC		C54A-DC		C54B-DC; C54D-DC; C54E-DC; C54G-DC; DC-4
		Without Outer Wing Tanks	Outer Wing Tanks Installed (1)	Without Outer Wing Tanks	Outer Wing Tanks Installed (1)	
P&W 2 SD-G or R-2000-7	Landing	61,100 62,000 (4)	59,200 (8)	61,100 63,000 (4) 63,500 (4) (6)	61,000 (5) 63,500 (4)(5)	61,000 (5) 63,500(4)(5)
	Takeoff	62,000 (3)	68,000 (2)	63,000 (3) 65,000 (3) (4) (6)	64,150 (3) 66,670 (3)(4) 70,700 (2) 71,800 (2)(7)	64,150 (3) 66,670 (3)(4) 70,700 (2) 71,800 (2)(7)
P&W 2SD1G or R-2000-9	Landing	62,000	59,200 (8)	63,000 63,500 (6)	63,500 (5)	63,500 (5)
	Take-off	62,000	68,000 (2)	63,000 65,000 (3)(6)	66,670 (3) 71,800(2)	66,670 (3) 71,800 (2)
P&W R-2000-11	Landing	61,100 62,000 (4)	59,200 (8)	61,100 63,000 (4) 63,500 (4)(6)	61,100 (5) 63,500 (4)(5)	61,100 (5) 63,500 (4)(5)
	Take-off	62,000 (3)	68,000 (2)	63,000 (3) 65,000 (3) (4) (6)	64,150 (3) 66,670 (3)(4) 70,700 (2) 71,800 (2)(7)	64,150 (3) 66,670 (3)(4) 70,700 (2) 71,800 (2)(7)
P&W 2SD13G, D-3 or D-5	Landing	62,000	59,200 (8)	63,000 63,500 (6)	63,500 (5) 64,170 (5)(9)	63,500 (5) 64,170 (5)(9)
	Take-off	62,000	68,000 (2)	63,000 65,000 (3)(6)	66,670 (3) 73,000 (2) 73,800 (2)(9)	66,670 (3) 73,000 (2) 73,800 (2)(9)
Wright 736C9HD1	Landing	61,600		61,600	61,600 (5) 63,500 (4)(5)	61,600 (5) 63,500 (4)(5)
	Take-off	62,000 (3)		63,000 (3)	64,680 (3) 66,670 (3)(4) 70,000 (2)	64,680 (3) 66,670 (3)(4) 70,000 (2)

- (1) These weights permitted only when outer wing panels incorporating integral fuel tanks are installed and the fuel system revised to be equivalent to that installed in the Model C54B-DC. Any deviations from the C54B-DC system must be brought to the attention of the Aircraft Engineering Division, Civil Aeronautics Administration, for approval.
- (2) Dump valves required. See NOTE 3B, 3C, and 3E for details.
- (3) Dump valves not required.
- (4) These weights are permitted when a 35 degree landing flap setting is used and the aircraft is operated in accordance with Appendix I of the approved Flight Manual which covers the performance relative to this flap setting.
- (5) See NOTE 2(d) for required placard with outer wing tanks installed.
- (6) These weights permitted only when aircraft reworked in accordance with Douglas Dwgs. 5395880 and 5395881 and operated in accordance with "Approved Flight Manual" revisions.
- (7) Applicable with 5 degree take-off flap when pertinent revisions dated 5-15-51 are contained in CAA Approved Flight Manual, or also applicable for sea level operations when airplane is in the configuration specified in Seaboard & Western Airlines' Report No. 2x1 and the Approved Airplane Flight Manual includes the revision material appended to that report (CAA Approved 7-25-50).
- (8) See NOTE 2(e) for required placard with outer wing tanks installed.
- (9) Operation at the increased landing and take-off weights permissible when the Approved Flight Manual has been revised in accordance with Seaboard and Western Airlines Report No. 2x-2.

TABLE "B" See NOTE 9 for description and NOTE 10 for additional limitations.

MODEL	C-54-DC See Fig. 1, Curve No. 1, of approved Flight Manual for "Speed and Load Factor Limitations." Page 5 Revised November 9, 1956.		
Fuel Wt. Cond.	Zero Fuel & Nacelle Oil	9,600 lbs Fuel & Nacelle Oil	
Airspeed Limits	52,400 lbs. Max. Wt.	62,000 lbs Max. Wt.	
V _O (Max. Cruising)	193 mph (168 knots) True Ind	221 mph (192 knots) True Ind	
V _P (Maneuvering)	175 mph (152 knots) True Ind	157 mph (137 knots) True Ind	
V _{NE} (Never Exceed)	231 mph (201 knots) True Ind	265 mph (231 knots) True Ind	
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	
40° and up	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind	
Model	C-54A-DC (Without Outer Wing Tanks). See Fig. 1, Curve No. 2, of Approved Flight Manual for "Speed & Load Factor Limitations".		
Fuel Wt. Cond.	Zero Fuel & Nacelle Oil	Zero Fuel & Nacelle Oil	6,900 lbs. Fuel & Nacelle Oil
Airspeed Limits	51,200 lbs. Max. Wt.	58,000 lbs. Max. Wt.	63,000 lbs. Max Wt.
V _O (Max. Cruising)	250 mph (218 knots) True Ind	209 mph (182 knots) True Ind	224 mph (195 knots) True Ind
V _P (Maneuvering)	175 mph (152 knots) True Ind	170 mph (148 knots) True Ind	176 mph (153 knots) True Ind
V _{NE} (Never Exceed)	300 mph (261 knots) True Ind	250 mph (218 knots) True Ind	269 mph (234 knots) True Ind
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind
40° and up	154 mph (134 knots) True Ind.	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind
Model	C-54A-DC (Without Outer Wing Tanks). (When modified in accordance with Douglas Dwgs. 5395880 and 5395881). See Fig. 1, Curve No. 9, of Approved Flight Manual for "Speed and Load Factor Limitations".		
Fuel Wt. Cond.	Zero Fuel & Nacelle Oil	Zero Fuel & Nacelle Oil	9,000 lbs. Fuel & Nacelle Oil
Airspeed Limits	51,200 lbs. Max. Wt.	58,000 lbs. Max. Wt.	65,000 lbs. Max. Wt.
V _O (Max. Cruising)	250 mph (218 knots) True Ind.	209 mph (182 knots) True Ind.	232 mph (202 knots) True Ind
V _P (Maneuvering)	175 mph (152 knots) True Ind.	170 mph (148 knots) True Ind	179 mph (156 knots) True Ind
V _{NE} (Never Exceed)	300 mph (261 knots) True Ind.	250 mph (218 knots) True Ind	278 mph (242 knots) True Ind
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind
40° and up	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind
Model	C54B-DC, C54D-DC and C54A-DC (With Outer Wing Tanks). See Fig. 1, Curve No. 3, of Approved Flight Manual for "Speed and Load Factor Limitations".		
Fuel Wt. Cond.	Zero Fuel and Nacelle Oil	Zero Fuel and Nacelle Oil	15,000 lbs. Fuel & Nacelle Oil
Airspeed Limits	51,200 lbs Max Wt	58,000 lbs. Max. Wt.	73,000 lbs. Max Wt.
V _O (Max. Cruising)	250 mph (218 knots) True Ind.	209 mph (182 knots) True Ind	250 mph (218 knots) True Ind
V _P (Maneuvering)	175 mph (152 knots) True Ind	170 mph (148 knots) True Ind	188 mph (164 knots) True Ind
V _{NE} (Never Exceed)	300 mph (261 knots) True Ind	250 mph (218 knots) True Ind	300 mph (261 knots) True Ind
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind
40° and up	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind
Model	C54B-DC, C54D-DC, C54E-DC and C54A-DC (With Outer Wing Tanks) (When modified in accordance with Douglas Service Bulletin DC-4 No. 44). See Fig. 1, Curve No. 4, of Approved Flight Manual for "Speed and Load Factor Limitations".		
Fuel Wt. Cond.	Zero Fuel & Nacelle Oil	Zero Fuel & Nacelle Oil	14,000 lbs. Fuel & Nacelle Oil
Airspeed Limits	51,200 lbs. Max. Wt.	59,000 lbs. Max. Wt.	73,000 lbs. Max. Wt.
V _O (Max. Cruising)	250 mph (218 knots) True Ind	212 mph (181 knots) True Ind	250 mph (218 knots) True Ind
V _P (Maneuvering)	175 mph (152 knots) True Ind	170 mph (148 knots) True Ind	188 mph (164 knots) True Ind
V _{NE} (Never Exceed)	300 mph (261 knots) True Ind	254 mph (221 knots) True Ind	300 mph (261 knots) True Ind
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind
40° and up	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind
Model	C54G-DC and DC-4 (1). See Fig. 1, Curve No. 5, of Approved Flight Manual for "Speed and Load Factor Limitations".		
Fuel Wt. Cond.	Zero Fuel & Nacelle Oil	Zero Fuel & Nacelle Oil	12,300 lbs. Fuel & Nacelle Oil
Airspeed Limits	55,500 lbs. Max. Wt.	60,700 lbs. Max. Wt.	73,000 lbs. Max. Wt.
V _O (Max. Cruising)	250 mph (218 knots) True Ind	217 mph (189 knots) True Ind	250 mph (218 knots) True Ind
V _P (Maneuvering)	178 mph (155 knots) True Ind	174 mph (151 knots) True Ind	191 mph (166 knots) True Ind
V _{NE} (Never Exceed)	300 mph (261 knots) True Ind	260 mph (226 knots) True Ind	300 mph (261 knots) True Ind
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind
40° and up	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind

Table "B" See NOTE 9 for description and NOTE 10 for addition limitations

Applies to the models as indicated which incorporate a Fuel Dump Chute installation having only two dump chutes and when P & W 2SD13G or D-5 engines are installed.

Model	C54B-DC, C54D-DC, C54E-DC and C54A-DC (With Outer Wing Tanks). See Fig. 1, Curve No. 6, of Approved Flight Manual for "Speed and Load Factor Limitations", pages 5 through 6b dated October 6, 1948.		
Fuel , Oil Wt Cond Airspeed Limits	Zero Fuel & Nacelle Oil 51,200 lbs. Max. Wt.	Zero Fuel & Nacelle Oil 57,000 Max. Wt.	16,000 lbs. Fuel & Nacelle Oil 73,000 lbs. Max. Wt.
V _O (Max. Cruising)	250 mph (218 knots) True Ind	214 mph (186 knots) True Ind	250 mph (218 knots) True Ind
V _P (Maneuvering)	175 mph (152 knots) True Ind	170 mph (148 knots) True Ind	188 mph (164 knots) True Ind
V _{NE} (Never Exceed)	300 mph (261 knots) True Ind	257 mph (224 knots) True Ind	300 mph (261 knots) True Ind
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind
40° and up	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind
Model	C54B-DC, C54D-DC, C54E-DC and C54A-DC (With Outer Wing Tanks) (When modified in accordance with Douglas Service Bulletin DC-4 No. 44.) See Fig. 1, Curve No. 7 of Approved Flight Manual for "Speed and Load Factor Limitations," pages 5 through 6b dated April 6, 1951.		
Fuel, Oil Wt Cond. Airspeed Limits	Zero Fuel & Nacelle Oil 51,200 lbs. Max. Wt.	Zero Fuel & Nacelle Oil 59,000 lbs. Max. Wt.	14,000 lbs. Fuel & Nacelle Oil 73,000 lbs. Max. Wt.
V _O (Max. Cruising)	250 mph (218 knots) True Ind	213 mph (185 knots) True Ind	250 mph (218 knots) True Ind
V _P (Maneuvering)	175 mph (152 knots) True Ind	170 mph (148 knots) True Ind	188 mph (164 knots) True Ind
V _{NE} (Never Exceed)	300 mph (261 knots) True Ind	256 mph (223 knots) True Ind	300 mph (261 knots) True Ind
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind
40° and up	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind
Model	C54B-DC, C54D-DC, C54E-DC and C54A-DC (With Outer Wing Tanks) (When modified in accordance with Part B of Douglas Service Bulletin DC-4 No. 44) . See Fig. 1, Curve No. 8 of Approved Flight Manual for "Speed and Load Factor Limitations", pages 5 through 6b, dated October 6, 1948.		
Fuel, Oil Wt Cond Airspeed Limits	Zero Fuel & Nacelle Oil 51,200 lbs. Max. Wt.	Zero Fuel & Nacelle Oil 58,000 lbs. Max. Wt.	15,000 lbs. Fuel & Nacelle Oil 73,000 lbs. Max. Wt.
V _C (Max. Cruising)	250 mph (218 knots) True Ind	209 mph (182 knots) True Ind	250 mph (218 knots) True Ind
V _P (Maneuvering)	175 mph (152 knots) True Ind	170 mph (148 knots) True Ind	188 mph (164 knots) True Ind
V _{NE} (Never Exceed)	300 mph (261 knots) True Ind	250 mph (218 knots) True Ind	300 mph (261 knots) True Ind
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind
40° and up	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind
Model	*C54-DC (With Outer Wing Tanks and 2 Fuel Dump Chute System). See Fig. 1, Curve X, of CAA Approved Airplane Flight Manual revision dated November 28, 1951.		
Fuel, Oil Wt Cond Airspeed Limits	Zero Fuel & Nacelle Oil 53,400 lbs. Max. Wt.	7,500 lbs. Fuel & Nacelle Oil 59,200 lbs. Max. Wt.	17,300 lbs. Fuel & Nacelle Oil 68,000 lbs. Max. Wt.
V _C (Max. Cruising)	195 mph (168 knots) True Ind	212 mph (184 knots) True Ind	241 mph (210 knots) True Ind
V _P (Maneuvering)	175 mph (152 knots) True Ind	175 mph (152 knots) True Ind	180 mph (156 knots) True Ind
V _{NE} (Never Exceed)	231 mph (201 knots) True Ind	254 mph (220 knots) True Ind	289 mph (251 knots) True Ind
V _F (Flaps Down) 20°	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind	202 mph (176 knots) True Ind
30°	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind	158 mph (137 knots) True Ind
40° and up	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind	154 mph (134 knots) True Ind

*The landing gear on the Model DC-4 may be extended at a maximum speed of 180 mph True Ind. On all other models, the maximum speed at which the gear may be extended is 144 mph True Ind. unless the nose wheel doors have been modified in accordance with Douglas Service Bulletin No. C-54-288. After modification, the maximum speed at which the landing gear may be extended can be increased to 180 mph True Ind.

- (1) All models C54G-DC and DC-4 aircraft originally incorporated outer wing panels, P/N 5241819-500, -501, -502, -503, -506 or -507. Replacement outer wing panels produced by the manufacturer, that are equivalent to those originally installed on C54G-DC and DC-4 aircraft are assigned a 1400 series dash number of the basic assembly #5241819. If other outer wing panels of another dash number or of another part number are installed, the maximum zero fuel and nacelle oil-gross weight must be reduced from 60,700 to 59,000 lbs.

NOTE 10 All DC-4 and C54-DC Series aircraft must be operated in accordance with the approved "Speed and Load Factor Limitations Chart", shown in the pertinent approved Flight Manual referred to in Table "B" for the various models. The "Speed and Load Factor Limitations Chart" indicates the maximum take-off weight and corresponding speed at which the aircraft may be operated in flight depending upon the amount of fuel and oil in the wing prior to take-off. The weight of the aircraft as loaded less fuel and nacelle oil shall not exceed the "Zero Fuel and Nacelle Oil Gross Weights" shown on the pertinent "Speed and Load Factor Limitations Chart." Fuel must be loaded equally in the main tanks and consumed equally. If the aircraft has 6 or 8 wing tanks, the main tanks must be filled first before fuel is loaded in the auxiliary tanks. In the case of the eight wing tank aircraft the outboard auxiliary tanks must be filled after filling the main tanks, before any fuel is loaded in the inboard auxiliary tanks. Take-off and landing must be made on the main tanks. If fuel has been loaded in the auxiliary tanks, it must be consumed after take-off prior to using the fuel in the main tanks.

In the eight wing tank airplane, it is also possible to load fuel as follows:

- (a) Load fuel in the inboard and outboard auxiliary fuel tanks equally or load the inboard tanks first, after the main tanks have been filled, instead of loading fuel in the outboard auxiliary tanks as specified above.
- (b) Fuel may be loaded in the inboard auxiliary tanks before the main tanks and outboard auxiliary tanks; in this condition, the remaining fuel must be loaded in the main tanks first and then the outboard auxiliary tanks. If either of these alternate procedures is used, the weight of all fuel loaded in the inboard auxiliary tanks must be considered as fuselage weight, and only that fuel loaded in the outboard auxiliary and the main tanks may be considered as fuel weight in the wing for operation of the airplane in accordance with the "Speed and Load Factor Limitations Chart." Fuel must be used from the outboard auxiliary tanks before the fuel is consumed from the main tanks except for take-off and landing, in which case fuel must be used from the main tanks.

On aircraft incorporating two fuel dump chutes, one on eight wing and attached to the outboard main and auxiliary fuel tanks, it is impossible to dump sufficient fuel to reduce the weight down to the maximum landing weight when fuel is loaded in accordance with the procedures outlined above. Therefore, on aircraft incorporating two fuel dump chutes and P&W 2SD13G or D-5 engines, the fuel loading procedures and "Speed and Load Factor Limitations" referred to in Table "B" above should be followed. On all other aircraft incorporating two fuel dump chutes and other engine installations, it will be necessary to reduce the maximum zero fuel and nacelle oil-gross weight to such a point that it will be possible to reduce the weight by dumping to the maximum approved for landing when fuel is loaded in accordance with paragraph 1 and 2 above.

NOTE 11 The installation of Wright 736C9HD1 engine power engine involves all components forward of the firewall and is covered by Rohr Aircraft Dwg. No. 1-622-001, "installation Power Plant." To complete the installation of the Wright 736C9HD1 engine, the aircraft must also be modified in accordance with the following Chicago and Southern Dwg.s.:

- 54-02-E-3024, "Control Pedestal Rework"
- 54-02-E-4014, "Panel Assembly - Pilots Switch"
- 54-02-E-4015, "Name Plates - Pilots Switch Panel"
- 54-02-E-4017, "Pilots Overhead Instrument Panel Assembly"
- 54-02-E-4042, "Switch Panel Inst. & Assembly Prop. Synchronizer Pilots' Pedestal"
- 54-02-E-4050, "Elec. Provisions Inst. - Nacelle Firewall."
- 54-02-E-5019, "Synchronizer Inst. - Propellers"

NOTE 12 Deleted - October 15, 1951.

- NOTE 13 (a) Ferry permits may be issued to all model C54 Series and DC-4 aircraft on which one engine is inoperative with its propeller removed or feathered under the following conditions:
- (1) Operation of aircraft shall be in accordance with pertinent limitations contained in the applicable portion of the CAA Approved Airplane Flight Manual, pertinent CAA approved appendices submitted by Delta Airlines, and existing instructions.
 - (2) Maximum take-off weight 51,000 lbs. (except when limited by runway lengths specified in manual).
 - (3) C.G. range: 16% MAC (381.4) to 32% MAC (407.6)

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- NOTE 13 (b) Ferry permits may also be issued to Model C54 series and DC-4 aircraft equipped with P & W 2SD13G or R-2000-9 engines on which one engine is inoperative with its propeller removed or feathered under the following conditions:
- (1) Operation of aircraft shall be in accordance with pertinent limitations contained in the applicable portions of the CAA Approved Airplane Flight Manual, pertinent CAA approved appendix submitted by American Airlines or KLM, and existing instructions.
 - (2) Maximum take-off weight 55,700 lbs. (except when limited by runway lengths specified in manual).
 - (3) C.G. Range: 16% MAC (381.4) to 24.8% MAC (395.8)

NOTE 14 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 pounds for each aircraft so modified.

.....END.....