

Leveling means	Leveling lugs in tail cone area.			
Maximum weight	76,200 lb. (Takeoff and landing)			
Minimum crew	Two - pilot and co-pilot (+228.5)			
No. seats	43 (South Pacific Airlines Report No. 14) Strength of compartment floors governs other interior arrangements.			
Maximum baggage	7060 lb. total			
	Forward hold	3520 lb.	(+128.0)	
	Bullion hold	1440 lb.	(+163.4)	
	Lower rear	1200 lb.	(+809.2)	
	Upper rear	900 lb.	(+858.4)	
Fuel capacity	3168 gal. 12 tanks (6 per wing)			
	Tank Nos. 1 & 2	418 gal. each	(+406.8)	
	Tank Nos. 2 & 3	635 gal. each	(+398.3)	
	Aux. A Tank Nos. 1 & 4	89 gal. each	(+422.0)	
	Aux. B Tank Nos. 1 & 4	116 gal. each	(+419.0)	
	Aux. C Tank Nos. 1 & 4	157 gal. each	(+411.2)	
	Aux. Tank Nos. 2 & 3	169 gal. each	(+462.4)	
	<i>(See NOTE 6 for draining instructions)</i>			
Oil capacity	144 gal. (36 gal./nacelle (+392.8))			
Max. operating altitude	None established			
Control surface movements	Rudder	Right	14°	Left 14°
	Wing flaps			25°
	Elevator	Up	17.8°	Down 18.1°
	Elevator trim tab	Up	13.5°	Down 13.3°
	Elevator anti-balance	Up	9°	Down 9°
	Aileron RH	Up	17.5°	Down 17.6°
	Aileron LH	Up	17.8°	Down 17.6°
	Aileron trim tab RH	Up	8.8°	Down 8.5°
	Aileron trim tab LH	Up	9°	Down 9.5°
	Aileron servo tab	Up	0°	Down 0°
Serial Nos. eligible	S1295 and all Short Brothers and Harland Limited Solent Mark III Aircraft.			
Certification basis	British Civil Airworthiness Requirements in effect on June 11, 1946 plus following CAR 4b requirements in effect on November 12, 1947: 4b.12 Performance, 4b.13 Flight Characteristics 4b.25 Water Loads, 4b.4400 Cooling tests (Hot day) 4b.450 Induction System de-icing 4b-1 Fire Protection (November 1, 1946) 4b-6 Operating Limitations and Information Type Certificate No. 4A23 issued October 29, 1958 Date of Application for Type Certificate July 16, 1953.			
Production basis	None. Prior to original certification of each aircraft an FAA representative must perform a detailed inspection for workmanship, materials, and conformity with the approved technical data, and a check of the flight characteristics.			
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required: (a) FAA Approved Airplane Flight Manual (b) Inspection mirror for fire extinguisher system.			

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, 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).

The certificated empty weight and corresponding center of gravity locations must include system oil of 39.8 lb. (+378) and unusable fuel of 161 lb. (+415) with standard wing fuel tanks.

*NOTE 2. The following placard must be displayed in front of and in clear view of the pilot:
"THIS AIRPLANE MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS
OF THE AIRPLANE FLIGHT MANUAL FAA APPROVED SEPTEMBER 25, 1958."*

NOTE 3. Replacement of the wing spars and joining parts will be required at the expiration of the hours of total airplane operation as listed below and at the same hour intervals thereafter:

<i>Wing Spar Joint</i>	<u><i>Hours</i></u>
<i>Outboard front</i>	<i>19,000</i>
<i>Outboard rear</i>	<i>16,000</i>
<i>Inboard front</i>	<i>13,000</i>
<i>Inboard rear</i>	<i>13,000</i>

NOTE 4. The Bristol Hercules 637V engines must be modified to incorporate stiffer bevel pinion nuts per Bristol Drawing FB156796.

NOTE 5. Propeller blades must have the letter "R" stamped on the shank to indicate that the shanks have been cold rolled. Blades not having this identification are not eligible for use.

NOTE 6. To assure that all accumulated water in the fuel tanks in each wing will be collected in the fuel sumps, each wing must be in an elevated position (opposite wing float in the water) when the fuel sump for that wing is to be drained and all fuel tank valves must be in the "on" position during this draining.

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