

- F-27M : 2 Rolls-Royce Dart 532-7N (turboprop).
Reduction gearing 0.093:1.
- F-27J, FH-227 : 2 Rolls-Royce Dart 532-7 (turboprop).
Reduction gearing 0.093:1.
- FH-227C, FH-227B: 2 Rolls-Royce Dart 532-7 or 532-7P (turboprop).
Reduction gearing 0.093:1.
- FH-227D, FH-227E: 2 Rolls-Royce Dart 532-7L (turboprop).
Reduction gearing 0.093:1.

Fuel (Fuel shall conform to the specifications as listed or to subsequent revisions thereof)

Aviation Kerosene Specifications.

United States A.S.T.M. D1655-72 (Jet A or A-1)
United States MIL-T-5624H, Grade JP-5
Canadian 3-GP-23g
3-GP-24f
British D. Eng. R.D. 2453 Issue 3
2494 Issue 7
2498 Issue 6
U.S.S.R. TS-1 (GOST 10227-62 AM1)
I.A.T.A. Nov. 1969, Kerosene Type Fuel

Aviation Wide-Cut Specifications.

United States A.S.T.M. D1655-72 (Jet B)
United States MIL-T-5624H, Grade JP-4
Canadian 3-GP-22g
British D. Eng. R.D. 2454 Issue 3
2486 Issue 8
I.A.T.A. Nov. 1969, Wide-Cut Fuel

Any mixture of the above type fuels may be used without readjustment of the engine fuel control unit and without loss in engine power of airplane performance.

Water/Methanol mixture: to Rolls-Royce Specification AEP-1-W/M (latest issue).

Oil (Engine and Gearbox)

Refer to limitations section of the applicable Airplane Flight Manual for list of approved engine and gearbox lube oils.

Engine limits

	Static Sea Level Ratings at ISA					
	Shaft Horsepower (shp)	Jet Thrust (lb.)	Engine Speed (rpm)	Max. Permissible Turb. Gas Temp. (°C)		
DART 511						
Wet takeoff (5 min.)	1570	310	14,500	595		
Dry takeoff	1535	310	14,500	580		
Max continuous	1535	310	14,500	580		
Starting (momentary)	—	—	—	640		
DART 511-7E						
Wet takeoff (5 min.)	1570	310	14,500	595		
Dry takeoff	1535	310	14,500	625		
Max continuous	1535	310	14,500	625		
Starting (momentary)	—	—	—	640		
DART 514-7						
Wet takeoff (5 min.)	1670	332	14,500	600		
Dry takeoff	1535	310	14,500	625		
Max continuous	1535	310	14,500	625		
Starting (momentary)	—	—	—	640		
DART 528						
Wet takeoff (5 min.)	1870	495	15,000	810		
Dry takeoff	1835	485	15,000	780		
Max continuous	1835	485	15,000	780		
Starting (momentary)	—	—	—	930		
DART 528-7E						
Wet takeoff (5 min.)	1870	495	15,000	860		
Dry takeoff	1835	485	15,000	850		
Max continuous	1835	485	15,000	850		
Starting (momentary)	—	—	—	930		
DART 529-7E						
Wet takeoff (5 min.)	1950	510	15,000	860		
Dry takeoff	1910	500	15,000	850		
Max continuous	1910	500	15,000	850		
Starting (momentary)	—	—	—	930		
DART 532-7						
Wet takeoff (5 min.)	1990	520	15,000	860	-7	-7P
Dry takeoff	1835	485	15,000	850	850	850
Max continuous	1835	485	15,000	850	850	850
Starting (momentary)	—	—	—	930	930	930
DART 532-7L						
Wet takeoff (5 min.)	2040	520	15,000	905		
Dry takeoff	1835	485	15,000	885		
Max continuous	1835	485	15,000	885		
Starting (momentary)	—	—	—	930		
DART 532-7N						
Wet takeoff (5 min.)	1990	520	15,000	905		
Dry takeoff	1835	485	15,000	885		
Max continuous	1835	485	15,000	885		
Starting (momentary)	—	—	—	930		

Oil Inlet Temperature		Dart 511, <u>511-7E, 514-7</u>	Dart 528, 532-7L, 532-7N, <u>528-7E, 529-7E, 532-7</u>
	Maximum	110° C	120° C
	Minimum for starting	-30° C	-30° C
	Minimum for opening power lever	-15° C	-15° C
Propeller and propeller limits	Dart 511, 511-7E, 514-7 (F-27, F-27B)	2 Roto Model (c) R 175/4-30-4/13E, with 4 R.A. 25899 blades each Diameter 12.0 ft. (nominal). Minimum allowable for repairs 11' 9.75". No further reduction permitted. Pitch settings at .7 radius Ground fine pitch 0° Flight fine pitch +28° 48' Feathered +83° R.P.M. Limit (Max. 20 sec.) 17,000 Avoid all continuous operation below 7,000 r.p.m.	
	Dart 528, 528-7E, 529-7E, 532-7 (F-27A, F-27F, F-27G, F-27J, FH-227)	2 Roto Model (c) R 193/4-30-4/50, with 4 R.A. 25907 blades each. Diameter 11.5 ft. (nominal). Minimum allowable for repairs 11' 4.35". Pitch settings at .7 radius Ground fine pitch 0° Flight fine pitch 20° Cruise pitch 32° Feathered 87° R.P.M. Limit (Max. 20 sec.) 16,500 Avoid all continuous operation below 7,000 r.p.m.	
	Dart 532-7, 532-7L, 532-7N, (FH-227B, FH-227C, FH-227D, FH-227E F-27M)	2 Roto Model (c) R 257/4-30-4/60, with 4 R.A. 25941 blades each. Diameter 12.5 ft. (nominal). Minimum allowable for repairs 12' 3.2". Pitch settings at 0.7 radius Ground fine pitch 0° Flight fine pitch 16° Cruise pitch 28° Feathered 83° R.P.M. Limit (Max. 20 sec.) 16,500 r.p.m. Avoid all continuous operation between 8,500 and 9,500 r.p.m.	
Airspeed limits (CAS)	Vne (Never exceed)	298 m.p.h. (259 kt.)	
	Vmo (Maximum Operating)	262 m.p.h. (227 kt.)	
	SL - 19,000 ft.	(226.5 kt.)	
	at 20,000 ft.		
	above 20,000 ft., Vmo decreases 4.5 kt./1000 ft.		
	Vmo (Maximum Operating) for FH-227B and FH-227D aircraft when modified in accordance with Fairchild Service Bulletin FH-227-53-2	287 m.p.h. (249 kt.)	
	SL-14800 ft.	0.493 MACH.	
	above 14,800 ft.		
	Va (Maneuvering and rough-air speed)	177 m.p.h. (154 kt.)	
	Va (Maneuvering and rough-air speed) for FH-227, FH-227B, FH-227C, FH-227D, and FH-227E	196 m.p.h. (170 kt.)	
	Vfe (Flaps down to 27°/18°)	161 m.p.h. (140 kt.)	
	Vfe (Flaps down 27°/18° to full down at 40°/26°)	145 m.p.h. (126 kt.)	
	Vlo (Landing gear operation)	196 m.p.h. (170 kt.)	
	Vle (Landing gear extended)	196 m.p.h. (170 kt.)	

Vmc (Minimum control) for F-27, F-27A and F-27B with 0° takeoff flaps at sea level standard conditions	96 m.p.h. (83 kt.)
Vmc (Minimum control) for F-27, F-27A and F-27B with 16.5° takeoff flaps at sea level standard conditions	90 m.p.h. (78 kt.)
Vmc (Minimum control) for F-27F, F-27J and F-27M with 0° takeoff flaps at sea level standard conditions	99 m.p.h. (86 kt.)
Vmc (Minimum control) for F-27F, F-27J and F-27M with 16.5° takeoff flaps at sea level standard conditions	93 m.p.h. (81 kt.)
Vmc (Minimum control) for FH-227, FH-227B, FH-227C, FH-227D, and FH-227E with 16.5° flaps at sea level standard conditions	98 m.p.h. (85 kt.)
Vmc (Minimum control) for FH-227, FH-227B, FH-227C, FH-227D, and FH-227E with 0° flaps at sea level standard conditions	104 m.p.h. (90 kt.)
Vmc (Minimum control) for FH-227D and FH-227E with 9° flaps at sea level standard conditions	101 m.p.h. (87.5 kt.)
Maximum speed for extending retractable type landing light and for operation with light extended	196 m.p.h. (170 kt.)
Vdb (Drag Brake)	262 m.p.h. (227 kt.)

C.G. range

For Models F-27, F-27A, F-27B, F-27FF, F-27G, F-27J and F-27M:

	Weight (lb.)	Fwd. % M.A.C.	Sta. (in.)	Aft % M.A.C.	Sta. (in.)
(For aircraft with pneumatic nose gear steering system)					
Takeoff & landing (gear down)	22,000	21.0	(361.29)	38.0	(378.52)
	25,400				
	to				
	30,200	20.0	(360.28)	38.0	(378.52)
	34,000	24.0	(364.33)	38.0	(378.52)
	34,500	24.4	(364.74)	38.0	(378.52)
	35,700	25.6	(365.95)	38.0	(378.52)
	36,000	25.8	(366.16)	38.0	(378.52)
	36,300	26.0	(366.36)	38.0	(378.52)
	36,500	26.2	(366.56)	38.0	(378.52)
	36,700	26.3	(366.66)	38.0	(378.52)
	37,500	27.0	(367.37)	38.0	(378.52)
	38,500	27.8	(368.18)	38.0	(378.52)
*39,400	28.4	(368.79)	38.0	(378.52)	
*42,000	30.0	(371.41)	38.0	(378.52)	
Enroute (gear up)	22,000	Same as Takeoff		40.7	(381.26)
	to	and Landing			
	30,200				
	31,300	20.0	(360.28)	40.7	(381.26)
	34,000	23.0	(363.32)	40.7	(381.26)
	37,500	25.8	(366.16)	40.7	(381.26)
	38,500	26.6	(366.97)	40.7	(381.26)
	39,400	27.3	(367.68)	40.7	(381.26)
42,000	29.4	(369.81)	40.7	(381.26)	

C.G. range	For Models F-27, F-27A, F-27B, F-27FF, F-27G, F-27J and F-27M: (cont'd)				
	Weight (lb.)	% M.A.C.	Fwd. Sta. (in.)	% M.A.C.	Aft Sta. (in.)
	(For aircraft with hydraulic or pneumatic spur gear steering system.)				
Takeoff & landing (gear down)	22,000	21.0	(361.29)	38.0	(378.52)
	25,400				
	to				
	31,300	20.0	(360.28)	38.0	(378.52)
	34,000	23.0	(363.32)	38.0	(378.52)
	34,500	23.5	(363.72)	38.0	(378.52)
	36,000	24.6	(364.94)	38.0	(378.52)
	36,300	24.8	(365.14)	38.0	(378.52)
	36,500	25.0	(365.35)	38.0	(378.52)
	36,700	25.2	(365.55)	38.0	(378.52)
	37,500	25.8	(366.16)	38.0	(378.52)
	38,500	26.6	(366.97)	38.0	(378.52)
	*39,400	27.3	(367.68)	38.0	(378.52)
	40,000	27.8	(368.19)	38.0	(378.52)
	*42,000	29.4	(369.81)	38.0	(378.52)
	<i>*Takeoff only.</i>				
Enroute (gear up)	22,000	21.0	(361.29)	40.7	(381.26)
	25,400				
	to				
	31,300	20.0	(360.28)	40.7	(381.26)
	34,000	23.0	(363.32)	40.7	(381.26)
	34,500	23.5	(363.72)	40.7	(381.26)
	36,000	24.6	(364.94)	40.7	(381.26)
	36,500	25.0	(365.35)	40.7	(381.26)
	37,500	25.8	(366.16)	40.7	(381.26)
	38,500	26.6	(366.97)	40.7	(381.26)
	39,400	27.3	(367.68)	40.7	(381.26)
42,000	29.4	(369.81)	40.7	(381.26)	
For Model FH-227:					
Takeoff & landing (gear down)	26,000	18.0	(358.25)	35.0	(375.48)
	39,000	18.0	(358.25)	35.0	(375.48)
	43,500	20.0	(360.28)	35.0	(375.48)
Enroute (gear up)	26,000	18.0	(358.25)	38.0	(378.52)
	43,500	18.0	(358.25)	38.0	(378.52)
For Models FH-227B and FH-227D:					
Takeoff & landing (gear down)	26,000	25.8	(366.18)	35.0	(375.48)
	33,400	18.0	(358.25)	35.0	(375.48)
	41,000	18.0	(358.25)	35.0	(375.48)
	45,500	20.0	(360.28)	35.0	(375.48)
Enroute (gear up)	26,000	25.8	(366.18)	38.0	(378.52)
	33,400	18.0	(358.25)	38.0	(378.52)
	41,000	18.0	(358.25)	38.0	(378.52)
	45,000	20.0	(360.28)	38.0	(378.52)
For Models FH-227C and FH-227E:					
Takeoff & landing (gear down)	26,000	25.8	(366.18)	35.0	(375.48)
	33,400	18.0	(358.25)	35.0	(375.48)
	41,000	18.0	(358.25)	35.0	(375.48)
	43,500	19.1	(359.38)	35.0	(375.48)

For Models FH-227C and FH-227E: (cont'd)

	Weight	Fwd.		Aft	
	(lb.)	% M.A.C.	Sta. (in.)	% M.A.C.	Sta. (in.)
Enroute (gear up)	26,000	25.8	(366.18)	38.0	(378.52)
	33,400	18.0	(358.25)	38.0	(378.52)
	41,000	18.0	(358.25)	38.0	(378.52)
	43,500	19.1	(359.38)	38.0	(378.52)

F-27, F-27A, F-27B, F-27F, F-27G, F-27J and F-27M:

Linear variation of forward C.G. limit between points shown.

Gear retraction moment change is +27,000 in.-lb.

FH-227:

Linear variation of forward C.G. limit between points shown.

Gear retraction moment change is +29,000 in.-lb.

FH-227B, FH-227C, FH-227D, and FH-227E:

Linear variation of forward C.G. limit between points shown.

Gear retraction moment change is +36,174 in.-lb.

Datum The datum location is variable. The airplane Weight and Balance report provides the datum location for that particular airplane.

M.A.C. 101.4 in. (L.E. of M.A.C. +340.0)

Leveling means The leveling means are variable. The Airplane Weight and Balance report provides means for that particular airplane.

Maximum weights For Models F-27, F-27A, F-27B, F-27F, F-27G, F-27J and F-27M:

Takeoff	36,225 lb.		
	36,500 lb.	when modified in accordance with Fairchild Service Bulletin 51-5.	
	37,500 lb.	when modified in accordance with Fairchild Service Bulletin 51-6.	
	38,500 lb.	when modified in accordance with Fairchild Service Bulletin 51-7.	
	39,400 lb.	when modified in accordance with Fairchild ECP-233.	
	40,500 lb.	when modified in accordance with Fairchild ECP-268 or Service Bulletin 51-13.	
	42,000 lb.	when modified in accordance with Fairchild ECP-247.	
	Landing	34,000 lb.	
		34,500 lb.	when Dowty 9027, Y.4 main landing gear drag link attachment bolt incorporated.
		36,000 lb.	when modified in accordance with Fairchild Service Bulletin 51-5.
36,700 lb.		when modified in accordance with Fairchild Service Bulletin 51-7.	
37,500 lb.		when modified in accordance with Fairchild ECP-233.	
38,500 lb.		when modified in accordance with Fairchild ECP-268 or Service Bulletin 51-13.	
40,000 lb.		when modified in accordance with Fairchild ECP-269 or Service Bulletin 51-15 or 51-16.	
Zero Fuel, oil and W/M fluid		34,000 lb.	
	36,300 lb.	when modified in accordance with Fairchild Service Bulletin 51-7.	

Maximum weights (cont'd)

For Models FH-227, FH-227B, FH-227C, FH-227D, and FH-227E:

Takeoff	43,500 lb.	
	45,500 lb.	(FH-227B and FH-227D when modified per Fairchild Service Bulletin FH-227-32-8).
Landing	43,000 lb.	
	45,000 lb.	(FH-227B and FH-227D when modified per Fairchild Service Bulletin FH-227-32-8).
Zero fuel, oil and W/M fluid	39,000 lb.	
	41,000 lb.	(FH-227B and FH-227D when modified per Fairchild Service Bulletin FH-227-32-8).

Minimum crew

2. (Pilot and copilot)

Maximum passengers

48). See Note 1 (d) regarding approved interior arrangements).

Maximum baggage

For Models F-27, F-27A, F-27B, F-27E, F-27G, F-27J and F-27M:

<u>Compartment</u>	<u>Station</u>	<u>Capacity (lb.)</u>	<u>Maximum Floor Loading (#/ft.²)</u>
Fwd. Left	187-230	1200	150
Fwd. Right	154-230	2055	150
Fwd. Left	187-263(1)	2145	150
Fwd. Right	154-263(1)	3000	150
Fwd. Left	187-208	570	150
Fwd. Right	154-208	1444	150
Fwd. Right	136-208	1890	150
Fwd. Right	136-230	2494	150
Fwd. Left	205-230	705	150
Aft	600-681	790(2)	100

(1) Floor reinforcement required in accordance with Fairchild floor assembly Dwg. No. 27-313131, and installed per Fairchild Dwg. 27-310319.

(2) Maximum capacity for aircraft with heater, air cycle and vapor cycle systems installed. Removal of vapor cycle system increases capacity to 850 lb.; removal of both the vapor cycle system and the heater increases limit to 1040 lb.

For Model FH-227, FH-227B, FH-227C, FH-227D, and FH-227E:Serial Nos. 501-512

<u>Compartment</u>	<u>Station</u>	<u>Capacity (lb.)</u>	<u>Maximum Floor Loading (#/ft.²)</u>
Fwd. Left (1)	187-230	1200	150
Fwd. Right (1)	154-230	2055	150
Aft	600-691	2200	100

Serial Nos. 513 and up

Fwd. Left (1)	187-230	1200	150
	230-265	665	105
Fwd. Left (2)	187-265	1560	105
Fwd. Right (1)	154-230	2055	150
	230-265	689	105
Fwd. Right (2)	154-265	2150	105
Aft	600-691	2200	100

(1) Sum of Fwd. Left and Right compartments must not exceed 2200 lb

(2) Sum of Fwd. Left and Right compartments must not exceed 3554 lb

Fuel capacity	<p>For Models F-27, F-27A, F-27B, F-27F, F-27G, F-27J and F-27M: 2 outboard tanks of 668 gal. usable fuel each or 2 outboard tanks (ECP 246/256) of 741.5 gal. usable fuel each. 2 inboard tanks (optional) of 182 gal. usable fuel each in accordance with Fairchild ECP-29, or 2 inboard tanks (optional) of 286 gal. usable fuel each in accordance with Fairchild ECP-234, or 2 inboard tanks (optional) of 428.5 gal. usable fuel each in accordance with Fairchild ECP-245/256. 2 collector tanks of 14 gal. usable fuel each. See NOTE 1(b) for system fuel.</p> <p>For Models FH-227, FH-227B, FH-227C, FH-227D, and FH-227E: 2 outboard tanks of 668 gal. usable fuel each. 2 collector tanks of 14 gal. usable fuel each. See NOTE 1(e) for system fuel.</p>																																							
Water-Methanol capacity	<p>For Models F-27, F-27A, F-27B, F-27F and F-27G: 80 gal. (total) in two nacelle tanks of 40 gal. each (467.0).</p> <p>For Models F-27J and F-27M: 120 gal. (total) in two center section tanks of 60 gal. each (378.0)</p> <p>For Models FH-227, FH-227B, FH-227C, FH-227D, and FH-227E: Optional for Models F-27, F-27A, F-27B, F-27F, F-27G, F-27J and F-27M 146 gal. (total) in two center section tanks of 73 gal. each (378.0).</p>																																							
Oil capacity	<p>8 gal. (total) in two engine tanks of 4 gal. each (267.5). See NOTE 1(c) for system oil.</p>																																							
Maximum approved operating altitude	25,000 ft.																																							
Other operating limitations	The aircraft must be operated in accordance with the FAA Approved Airplane Flight Manual.																																							
Control surface movements	<table border="0"> <tr> <td>Elevator</td> <td>Up 25°</td> <td>Down 22°</td> </tr> <tr> <td>Elevator Trim Tab (left)</td> <td>Up 12.5°</td> <td>Down 32.5°</td> </tr> <tr> <td colspan="3">"tab trails 3 1/2° down when cockpit indicator reads zero."</td> </tr> <tr> <td>Rudder</td> <td>Right 20°</td> <td>Left 20°</td> </tr> <tr> <td>Rudder (FH-227, FH-227B, FH-227C, FH-227D, and FH-227E)</td> <td>Right 17.5°</td> <td>Left 17.5°</td> </tr> <tr> <td>Rudder Balance Tab</td> <td>Right 6°</td> <td>Left 6°</td> </tr> <tr> <td>Rudder Trim Tab</td> <td>Right 14°</td> <td>Left 14°</td> </tr> <tr> <td>Rudder Trim Tab (FH-227, FH-227B, FH-227C, FH-227D, and FH-227E)</td> <td>Right 18°</td> <td>Left 18°</td> </tr> <tr> <td>Aileron (with spring tab neutral)</td> <td>Up 33°</td> <td>Down 22°</td> </tr> <tr> <td>Aileron Spring Tab (inner)</td> <td>Up 13°</td> <td>Down 13°</td> </tr> <tr> <td>Aileron Balance Tab (outer)</td> <td>Up 11°</td> <td>Down 16.5°</td> </tr> <tr> <td>Aileron Trim Tab (right outer)</td> <td>Up 15°</td> <td>Down 15°</td> </tr> <tr> <td>Flaps</td> <td></td> <td>Down 40°/26°</td> </tr> </table>	Elevator	Up 25°	Down 22°	Elevator Trim Tab (left)	Up 12.5°	Down 32.5°	"tab trails 3 1/2° down when cockpit indicator reads zero."			Rudder	Right 20°	Left 20°	Rudder (FH-227, FH-227B, FH-227C, FH-227D, and FH-227E)	Right 17.5°	Left 17.5°	Rudder Balance Tab	Right 6°	Left 6°	Rudder Trim Tab	Right 14°	Left 14°	Rudder Trim Tab (FH-227, FH-227B, FH-227C, FH-227D, and FH-227E)	Right 18°	Left 18°	Aileron (with spring tab neutral)	Up 33°	Down 22°	Aileron Spring Tab (inner)	Up 13°	Down 13°	Aileron Balance Tab (outer)	Up 11°	Down 16.5°	Aileron Trim Tab (right outer)	Up 15°	Down 15°	Flaps		Down 40°/26°
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Serial Nos. eligible	<p>For Models F-27, F-27A, F-27B, F-27F, F-27G, F-27J and F-27M: 1 through 500. For Models FH-227, FH-227C, and FH-227E: 501 and up. For Models FH-227B and FH-227D: 513 and up.</p>																																							

Certification basis

For Models F-27, F-27A, F-27B, F-27F, F-27G, F-27J and F-27M:

CAR 4 b dated December 31, 1953, including Amendment 4b-1, Amendment 4b-3 (Item 21 thru 33 plus Item 39), Amendment 4b-7 and Amendment 4b-8 (Item 17); Special Regulations SR-422 effective August 27, 1957; and F-27 Special Condition dated January 28, 1957, as amended.

Type Certificate No. 7A1 issued November 13, 1957; reissued to Fairchild July 16, 1958.

Date of Application for Type Certificate November 9, 1954.

Complies with the following optional requirements:

Ice Protection	CAR 4b.640
Ditching	CAR 4b.361

(F-27, F-27A, F-27F, F-27J, and F-27M eligible for ditching certification when modified in accordance with Fairchild Engineering Report No. R27-207 revised April 17, 1959, when incorporating 44 passenger interior arrangement per Dwg. 27-771164 and related drawings).

Airplane Flight Manual Supplements Required:

F-27 (with MK-511-7E engines), Supplement I dated September 22, 1959

F-27 (with MK-514-7 engines), Supplement 19 dated February 18, 1963

For Models FH-227, FH-227B, FH-227C, FH-227D, and FH-227E:

CAR 4b dated December 31, 1953, including Amendment 4b-1, Amendment 4b-3, (Items 21 thru 33 plus Item 39), Amendment 4b-7 and Amendment 4b-8 (Item 17); Special Regulation SR-422B and SR-450A and F-27 Special Conditions dated January 28, 1957, as amended.

Complies with the following optional requirements:

Ice Protection	CAR 4b.640
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Production basis

Production Certificate No. 1.

Equipment

The basic 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) Stall warning system, Fairchild Dwgs. 27-710050/1, 27-721010, 27-740064 (Safe flight speed control indicator P/N C-30205, included in above Dwgs., is not required equipment).
- (b) FAA Approved Airplane Flight Manual
 - (1) Model F-27 and F-27B, dated July 18, 1958 reissued April 10, 1959. Supplement "0" (dated August 5, 1959) required for 36,500 lb. takeoff weight and 36,000 lb. landing weight. Supplement "T" (dated April 1, 1960) required for 37,500 lb. takeoff weight with Dart 511 engine installation. Supplements "T" (dated April 1, 1960), "AC" (dated December 9, 1960) and "AF" (dated November 9, 1961), required for 37,500 lb. takeoff weight with Dart 511-7E engine installation. Supplements "AC" (dated December 9, 1960), "AD" (dated February 20, 1961) and "AF" (dated November 9, 1961), required for 38,500 lb. takeoff, 36,700 lb. landing, and 36,300 lb. zero fuel weights with Dart 511-7E engine installation. 38,500 lb. takeoff, 36,700 lb. landing, and 36,300 lb. zero fuel weights not applicable to aircraft with Dart 511 engine installation.

- (2) Model F-27 and F-27B with MK-514-7 engines, dated February 18, 1963. Supplement No. 13 (Rev. 1, dated June 1, 1964) required for 39,400 lb. takeoff and 37,500 lb. landing gross weights. Supplement No. 22 (dated June 1, 1964) required for 40,500 lb. takeoff and 38,500 lb. landing gross weights. Supplement No. 24 (dated August 3, 1965) required for 40,000 lb. landing gross weight.
- (3) Model F-27A dated December 31, 1958 reissued June 14, 1962. supplement No. 13 (dated June 14, 1962) required for 39,400 lb. takeoff and 37,500 lb. landing gross weights. supplement No. 15 (dated November 7, 1962) required for 42,000 lb. takeoff gross weight. Supplement No. 17 (dated June 1, 1964) required for 40,500 lb. takeoff gross weight. Supplement No. 18 (dated June 1, 1964) required for 38,500 lb. landing gross weight. Supplement No. 21 (dated August 3, 1965) required for 40,000 lb. landing gross weight.
- (4) Model F-27F/F-27G dated February 24, 1961, reissued August 11, 1964. Supplement No. 13 (dated August 11, 1964) required for 39,400 lb. takeoff, 37,500 lb. landing gross weight. Supplement No. 17 (dated August 11, 1964) required for 40,500 lb. takeoff gross weight. Supplement No. 18 (dated August 11, 1964) required for 38,500 lb. landing gross weight. Supplement No. 19 (dated August 11, 1964) required for 42,000 lb. takeoff gross weight. Supplement No. 16 (dated August 11, 1964) required for F-27G model only for convertible passenger - cargo version with large cargo door. Supplement No. 23 dated August 3, 1965 required for 40,000 lb. landing gross weight.
- (5) Model F-27J dated August 3, 1965.
- (6) Model FH-227 dated June 24, 1966.
- (7) Model FH-227B (Model FH-227 dated June 24, 1966 and Supplement No. 6 dated February 27, 1967) or FH-227B dated June 17, 1967.
- (8) Model FH-227C dated June 17, 1967.
- (9) Model FH-227D dated December 21, 1967.
- (10) Model FH-227E dated December 21, 1967.
- (11) Model F-27M dated June 12, 1969.

Service information

Service Bulletins and other service information when FAA approved will carry a statement to that effect.

NOTE 1.

- (a) 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).
- (b) System fuel, which must be included in the empty weight, is the amount of fuel required to fill both systems, including the cross-feed, up to the level of the boost pump inlets in the collector tanks (3.3 gal. total), plus the unusable fuel of the main tanks (12.1 gal. total). The total amount of "System Fuel" is as follows: 15.4 gal. total, 101 lb. (365).
- (c) System oil which must be included in empty weight, is the amount of oil normally trapped in the propellers, plus the amount normally trapped in the engines after oil drainage. The total amount of "System Oil" is as follows:

2.4 gal. (total) contained in engines,	19 lb. (282)
2.0 gal. (total) contained in propellers,	16 lb. (243)
- (d) Fairchild Engineering Reports "Weight and Balance Serial No. ____" contain interior arrangement, equipment list, weight and balance and loading schedule for each airplane.
- (e) System fuel, which must be included in the empty weight, is the amount of fuel required to fill both systems, including the cross-feed, up to the level of the boost pump inlets in the collector tanks (12.0 gal. total), plus the unusable fuel of the main tanks (12.1 gal. total). The total amount of the "System Fuel" is as follows:

24.1 gal. total,	161.1 lb. (370.9).
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NOTE 2

The following placards must be displayed in the locations indicated:

For Models F-27, F-27A, F-27B, F-27F, F-27G, F-27J and F-27M:

- (a) Deleted June 13, 1960.
- (b) On the lavatory door (on aircraft with the emergency exit located in the lavatory):
 - (1) "This door must be open during take-off and landing"
 - (2) "Emergency exit inside"
- (c) On the forward face of the lavatory wall (on aircraft with the emergency exit located in the lavatory):
 - "Emergency exit thru lavatory"
- (d) Deleted June 1, 1963.
- (e) On the forward side of the passenger compartment forward door:
 - "This Door Should be UNLOCKED for Take-off and Landing" (this applies to aircraft with life raft stored forward of door).
- (f) In the immediate vicinity of swivel seats that do not have the proper back height (36 1/2 in.) in accordance with TSO C-39 4.1.1.2 and in full view of the passengers:
 - "This Seat Should Be in The Forward Facing Position During Take-off and Landing".

For Models FH-227, FH-227B, FH-227C, FH-227D, and FH-227E:

- (g) Deleted October 1, 1974
- (h) On the forward side of the aft passenger bulkhead on either side of the doorway with an appropriate arrow pointing down at approximately 45°:
 - "Fire Extinguisher"
- (i) Adjacent to the curtain at the aft cargo door:
 - "This curtain must be held open during take-off and landing"

NOTE 3.

Information essential to the proper maintenance of the aircraft is included in the Fairchild F-27 and FH-227 Maintenance Manual provided, with each aircraft.

Current retirement times, which are subject to change, are as follows:

Fuselage to Wing Fitting (27-313619)	40,000 hr.
Fin and Stabilizer Attachment Brackets to Fuselage	
27-213002 and 27-213003	40,000 hr.
Cabin Windows	(Windows may be replaced on an "as condition basis")
Engine Mount Fittings	25,000 hr. (For Models FH-227, FH-227B,
(P/N's: 27-503148-91, -92)	FH-227C, FH-227D, and FH-227E)
27-503149-51, -52)	

The repetitive inspections specified in Fairchild Service Bulletin No. FH-227-51-1 dated July 12, 1967, or later FAA approved revisions, and all FAA approved Supplements thereto, must be complied with.

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