

26-23

FORM ~~AGA~~-2417
(7-56) FAA

U.S. DEPARTMENT OF COMMERCE
FEDERAL AVIATION AGENCY

Form Approved, Budget Bureau No. 41-R1823

INSTRUCTIONS - Submit in triplicate to local
Flight Operations and Airworthiness In-
spector. Copy will be returned to applicant
upon issuance.

SUPPLEMENTAL TYPE CERTIFICATE

1. NAME AND ADDRESS OF APPLICANT

The Flying Tiger Line
Lockheed Air Terminal
Burbank, California

2. SUPPLEMENTAL TYPE CERTIFICATE APPLIED FOR:

AIRCRAFT ENGINE PROPELLER

ORIGINAL MODEL DESIGNATION Curtiss-Wright
C-46A, C-46D, C-46E, C-46F (See note)

NEW MODEL DESIGNATION (If desired)
Super 46

3. DESCRIPTION OF CHANGE

Modification to provide eligibility for airworthiness certification under SR-406A,
done in accordance with data listed on Aircraft Engineering Foundation Drawing
List dated September 4, 1957 as follows:

Maximum Zero Fuel Weight: 45,168 pounds

C.G. Range: (Landing Gear Extended)

+ 308.5 to + 324.4 for maximum weights up to 40,000 lbs.

+ 311.7 to + 324.4 for maximum weight above 40,000 lbs.

I. For airplanes equipped with R-2800 -43-51 or 75 engines:

maximum take-off weight: 47,100 lbs.

maximum landing weight: 47,100 lbs.

(See Note 1)

(continued on reverse)

WILL DATA BE AVAILABLE FOR SALE OR RELEASE TO OTHER PERSONS?

YES NO

WILL PARTS BE MANUFACTURED FOR SALE (Ref. CAR 1.55)?

YES NO

5. SIGNATURE AND TITLE OF APPLICANT

October 14, 1956

DATE OF APPLICATION

Fred Deming
Executive Vice President.
SIGNATURE
TITLE

6. TO BE COMPLETED BY ~~CAA~~ FAA

NATURE AND LOCATION OF DATA

Aircraft Engineering Foundation Reports substantiating modifications shown in data
called out in Super 46 Drawing List dated 9-4-57, data listed in this drawing list,
TIR's Nos. IT203-4A and IT278-2 on file at LA-235.

ORIGINAL TYPE CERTIFICATE NO.

772, 786, 789, 808, and 3A2

SUPPLEMENTAL TYPE CERTIFICATE NO.

SA4-33

FAA APPROVAL

H. H. Slaughter
SIGNATURE

Chief, Aircraft Engineering Division
Bureau of Flight Standards

TITLE

DATE OF APPROVAL April 6, 1956

Revised: September 27, 1957 (in 77. WORTH)

Revised: March 10, 1959

cc: 26-238

3. Description of Change (cont'd).

Aircraft Engineering Foundation CAA Approved Airplane Flight Manual dated 4-5-56, as revised through Revision 4 dated December 5, 1958 required with this modification.

- II. For airplanes equipped with R-2800-51M1 or -75M1 engines:
- maximum take-off weight: 47,400 lbs.
 - maximum landing weight: 47,400 lbs.

(See Note 1)

Aircraft Engineering Foundation CAA Approved Airplane Flight Manual dated 4-5-56, as revised through Revision 4 dated December 5, 1958, with Appendix I dated 6-25-57 required with this modification.

Note 1. Airplanes approved under this STC are eligible for operation at the weights above unless restricted for structural reasons to lower weights by the terms of the Type Certificate under which they were originally certificated. For airplanes otherwise satisfactory, modifications such as STC SA2-237 may be used to increase the maximum weights to those shown in this STC.

Note 2. Only those C-46A and C-46D airplanes which have had the control system and tail group modified to C-46F equivalency are eligible under the terms of this STC. Modifications such as STC's SA2-94 and SA2-235 for the fin and rudder, STC SA2-236 for the stabilizer and elevator, and Note 4(e) of Aircraft Specification 3A2 for all necessary changes are known satisfactory for this purpose at this date. Any equivalent modification may also be used.

Note 3. Airplanes modified in accordance with this Supplemental Type Certificate are eligible for operation under CAR 3 (cargo-only operation) at their previously approved maximum weights. Appendix II dated 6-25-58 required. Appendix II is applicable to the Airplane Flight Manual dated 4-5-56, revised 12-5-58 with or without Appendix I dated 6-25-57.

Note 4. Airplanes modified in accordance with this Supplemental Type Certificate must be operated in accordance with the Aircraft Engineering Foundation CAA Approved Airplane Flight Manual applicable to the specific model.