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Regulation No. SR-391A

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Effective: March 31, 1953
Adopted: March 31, 1953

SPECIAL CIVIL AIR REGULATION

APPLICATION OF TRANSPORT CATEGORY PERFORMANCE REQUIREMENTS TO THE C-46 TYPE AIRPLANE

POSTPONEMENT OF EFFECTIVE DATE

Subsequent to the adoption of SR-391, several operators of C-46 aircraft have made representations to the Board that the weight limitations upon C-46 aircraft contained therein constitute an unreasonable burden because of the restrictions imposed with respect to the diameter of certain propeller models the use of which is directly related to such weight limitations. Special Regulation SR-391 permits operators using propeller model number 6491A-9 an increase of 1,000 lbs. in the provisional maximum weight until such time as the Administrator shall have determined by suitable tests another value to correspond to the additional efficiency obtainable by the use of such propellers. The designation "-9" appended to this model number indicates approval by the Administrator of the reduction of the maximum diameter of the basic propeller model by nine inches. A propeller diameter which has been so reduced represents the smallest diameter of this model propeller approved for use on C-46 aircraft.

The Administrator normally allows a certain tolerance in propeller diameter to permit "dressing" of the propeller tips. Operators of C-46 aircraft have represented that the reference in the regulation to model number 6491A-9 propeller compels operators to purchase propellers or to modify existing propellers to the smallest approved diameter in order to obtain the 1,000 lbs. increase permitted under this regulation. These operators maintain that such a requirement is unreasonable in that it allows no tolerance for future dressing and that the resultant rate of discard of these propellers would be prohibitive.

In view of the fact that SR-391 was to be effective April 1, 1953, it is considered desirable to postpone the effective date of the regulation for thirty (30) days to permit consideration of this problem by the Board.

Due to the lack of time remaining prior to SR-391 coming into effect, it is necessary that postponement of the effective date be accomplished

immediately. In view of the foregoing, the Board finds that notice and public procedure hereon are impracticable and contrary to the public interest and that good cause exists for making the postponement effective without prior notice.

Accordingly, the Civil Aeronautics Board hereby amends Special Civil Air Regulation No. SR-391 as follows:

By postponing the effective date of Special Civil Air Regulation No. SR-391 from April 1, 1953 to May 1, 1953.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply Secs. 601 604, 1005, 52 Stat. 1007, 1010, 1023; 49 U.S.C. 551, 554, 645; 62 Stat. 1216)

By the Civil Aeronautics Board

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)