DESCRIPTION OF AIRCRAFT

3,500	Mal	cer's No	115 C	
N AIRCRAFT LIST	A TO MOPTART	In Flight		ed or Folded r Storage
Span or breadth o/a in feet	· BMOLTÀ III	35° 2½"	•	
Length o/a in feet				
Height o/a in feet		61 811	nomenia de Jurica da	zelleztná Z. a
Cubic Capacity (of Airship or Ball	loon)		ecarT to Januaria	
Weight equipped, but without load		Water to the state of the state of the state of	STATE OF STA	Control of the Page of the Control o
Total weight authorized (fully load			nic add to Chadee	and the part of the
EQUIPMENT—(Give number an	d type).	eter (Stewart-	led bodoella sa b	and contain
1. Instruments Airspeed	(U.S. Gauge); Altim	eter (Pioneer)	; Compass (Pi	oneer);
2. Gauges Oil Temperatu				CONTROL DESCRIPTION
3. Lights	(welld wind)		. Worsel travers and	
4. Signals			Annual Havid eter	
5. Fire Extinguishers	Vanguard	ouddre to santundi		
6. Parachutes	lication.	IQA to staCI		
7. Tools	on something of the same of th	o sto. stanovo.		
8. Other Equipment	A STATE OF THE STA			
awayara	Engine No. 1	Engine No. 2	Engine No. 3	Engine No.
ENGINES—				
Name of Type				
Pusher or Tractor	Control of the state of the sta	1		
Right or Left Hand	4			
	44			
No. of Cylinders		and a survival of the survival	PRINCIPLE PRINCIPLE	
H.P.	65 H.P.	MARINO A RI.		
H.P.	65 H _* P _*	MAGNIOD A 81.		- T
H.P.	65 H _* P _* 3 5/8" 5 7/8	o esta de la constanta de la c		may a
H.P.	65 H _* P _*	ION		- T
H.P. Bore. Stroke.	65 H.P. 3 5/8" 5 7/8 REGISTRAT (Not to be filled in	ION a by Applicant)	(8.16.175A)	The second
H.P. Bore Stroke Aircraft inspected on	65 H.P. 3 5/8" 5 7/8 REGISTRAT (Not to be filled in February 7th,	ION by Applicant) 1946 3	.F. Gibson	The second second
H.P. Bore Stroke Aircraft inspected on. Particulars accurate as corrected	65 H.P. 3 5/8" 5 7/8 REGISTRAT (Not to be filled in February 7th, Yes (see Insp	ION by Applicant) 1946 J ection Relea	.F. Gibson	ate)
H.P. Bore Stroke Aircraft inspected on. Particulars accurate as corrected Modifications from type are indicated	65 H.P. 3 5/8" 5 7/8 REGISTRAT (Not to be filled in February 7th, Yes (see Inspected on annexed sheet	ION by Applicant) 1946 J ection Relea	.F. Gibson	ate)
H.P. Bore. Stroke. Aircraft inspected on	65 H.P. 3 5/8" 5 7/8 REGISTRAT (Not to be filled in February 7th, Yes (see Inspected on annexed sheet	ION by Applicant) 1946 J ection Relea	.F. Gibson	ate)
H.P. Bore. Stroke. Aircraft inspected on	65 H.P. 3 5/8" 5 7/8 REGISTRAT (Not to be filled in February 7th, Yes (see Inspected on annexed sheet	ION 1 by Applicant) 1946 J ection Relea	.F. Gibson	ate)
H.P. Bore Stroke Aircraft inspected on Particulars accurate as corrected Modifications from type are indicated as Registration recommended with the	65 H.P. 3 5/8" 5 7/8 REGISTRAT (Not to be filled in February 7th. Yes (see Inspected on annexed sheet	ION 1 by Applicant) 1946 J ection Relea	.F. Gibson	ate)
H.P. Bore. Stroke. Aircraft inspected on	65 H.P. 3 5/8" 5 7/8 REGISTRAT (Not to be filled in February 7th. Yes (see Inspected on annexed sheet	ION a by Applicant) 1946, - 3 ection Relea None tions Yes	F. Gibson	ate)
H.P. Bore Stroke Aircraft inspected on Particulars accurate as corrected Modifications from type are indicated as Registration recommended with the	65 H.P. 3 5/8" 5 7/8 REGISTRAT (Not to be filled in February 7th, Yes (see Inspected on annexed sheet	ION a by Applicant) 1946 J ection Relea None tions Yes	.F. Gibson	ate)