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Superintendent, Air Regulations - Cont:-

On December 12, 1947 this aircraft was repaired here on our work order number C-518 and at that time an Auxiliary fuel tank was installed according to Cub print number CG-37B. A notation to this effect was included in the write up attached to the log book.

Concerning Mr. Gauthier's aircraft CF-DSM this aircraft was released here new in July 1946 as a seaplane equipped with Edo model 60-1320 floats and our copy of the A1-2 form shows that the empty weight on floats was 816 lbs. and that installation was made according to Edo Drawing No. 60-S-908. The weights would figure out as follows using C.A.A. Spec. #A-691-5 and 6 and known weights of Cub skis manufactured here.

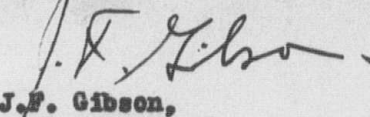
	<u>Floats</u>	<u>Wheels</u>	<u>Skis</u>
Empty weight	816 lbs.	686 lbs.	709 lbs.
Pilot	170 lbs.	170 lbs.	170 lbs.
Fuel & Oil	<u>79</u> lbs.	<u>79</u> lbs.	<u>79</u> lbs.
Allowable gross	1065 lbs. <u>1300</u> lbs.	935 lbs. <u>1220</u> lbs.	958 lbs. <u>1220</u> lbs.
Pay load	235 lbs.	285 lbs.	262 lbs.

Incidentally an auxiliary fuel tank to Cub print number CG-37 issue B reduces the pay load by 54.05 lbs. when both tanks are full.

It is hoped that this is the information required.

Yours truly,

CUB AIRCRAFT CORPORATION LTD.,


J.F. Gibson,
Chief Engineer

JFG/vg

cc: Mr. G. Gauthier