18.	Number installed		ENGINES			1
19.	dilloca instance	Continu				4
20.		teentrov	<u>a.</u>			
21	_3 F			······································		
-of	International power (of the engine or engin	nes at			
T.0		(Intern	national number of	revolutions)	utions per minute).
	(b) Rated Altit Hourly consumption	udeH.P. at (Interr	national number of	revolutions)	itions per minute	
	sea level at above-i	at mean 22. Fuel nentioned 23. Oil:		(b)(b)	IVA JIVID	
24.	Airscrews { Number	er fittedOne	TypesSens	enich No		
25.	Weight of aircraft em (neluding water in the	pty (a) Lan radiators): (b) Seaj (c) Skip				
		WEIGHT OF	FUEL AND OIL	(8.2.	50) 740 (bs	7149
26.	Fuel	First (1.25) with his source as more require destroying powers remain in their wiles con control. In			72 lbs	
	(a) Number of tanks	er gallon)			Maria	Management of the State of the
27	(v) Capacity of tanks		Imn	mala	- ASSESSED	Mary Control
27.	(at 9.0 lbs. ne	er gallon)	XX XIXXXXXIXX - 4XX			
		- Postrom)				
28.	(0) Capacity of tanks		Imn	mala - militari		
9.	Weight allowed for equ	ipment, excluding wir	olege ennerghie			
30. 1.	Weight of wireless app Maximum commercial	2.50\2.11			lbs.	
1.	oil tanks are for	load (passengers, goo	ds) authorized wh	en the fuel and	229 (lbs.	1.49)
2.	oil tanks are for Maximum total weight Landplane	authorized 229	271144		1220 lbs.	
	Landplane		4.4.4.M		lbs.	
	A	*******************************				The second section is a second section of the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a section in the second section in the section is a section section in the section in the section is a section section in the section is a section section in the section in the section is a section section in the section in the section is a section section in the section in the section is a section section in the section in the section is a section section in the section is a section section in the section in the section section is a section section in the section section in the section section is a section
	Skiplane	COMPILECE	V. COMPLETON		1220 lbs.	(23-4-4
	Maximum total weight Landplane Seaplane Skiplane Twelve	authorized (write in		745	5386.6	
	the same by a partie of the same of the sa	. W. ASMANATON CO DIVINE	Try nomnag 132	-1-171		
5.	Inspections and overham	ryls: See Air Regulat.	 !a==			
0.	Stowage. See Air Regu	lations			T. Avog Elit	
7.	Distribution of the load	The aircraft must al	ways he so looded	that the senter of		
(datum.	its oiin	iches and	inches behin	d the prescribed	
i. '	The number of passenge seating accommodation	ers carried must not,	in any circumstan	ces, exceed the nu	mber for which	
).]	Except in emergency the more than one minute is must never exceed	e speed of the engine n each flight or, if the	must not exceed e flight exceeds on	e hour, in each h	n. for a total of our of flight; it	
. T	The indicated air speed	must never exceed (a)	m.	p.h and (b)	m.p.h.	
ertif era	icate of Airworthiness of ft, in accordance with er, 1919, Annex B. and	lated Bec 19, the Convention for with Air Regulations	1946. in the Regulation of	respect of the a Aerial Navigati	bove-mentioned on, dated 13th	
e da	te shown on page 4 here	alid, subject to the ab	pove compulsory co			
G	iven at Ottawa this	31st day of	Decemb	er,	19.46	
			Superin	ntendent, Air Reg	ulations.	