

11. On April 28, the day following our wire of temporary authority, Mr. Ross informed us that the aircraft was grounded by the Department at Edmonton after he had taken it to Edmonton Aviation Ltd. to check the engine conditions. As a result of a detailed inspection made by Edmonton Aviation Ltd. the spar condition came to light and the Edmonton D.O.T. was called in. Consequently action to renew C.of A. was suspended here.

12. The matter of the AWD was taken up with Mr. Robinson immediately, and it was ascertained that, in spite of the fact he had certified that it was complied with, this was not the case, and a letter of warning was sent to him.

13. On July 12, Mr. C.R. Leavens telephoned us and requested the Weight and Balance Report be forwarded to Mr. Ross and this was done, with Mr. Ross acknowledging receipt of these documents by mail. We advised Mr. Ross that as the aircraft was now being looked after by the Edmonton office all documentation regarding the registration and renewal of C. of A. was being forwarded to them for their action, and this was done on July 25.

14. The foregoing is all fact which is substantiated by documents on the regional file, but we do feel it is necessary to point out the following observations which have resulted from telephone conversations or personal discussions between our Airworthiness inspectors, Mr. Ross and Mr. C.R. Leavens. These are as follows:

- (a) With respect to the report from Edmonton covering the crank case crack and engine unserviceabilities, we understand from Mr. Leavens that Ross admitted to operating the engines at boost and r.p.m. settings, well above manufacturers' recommendations, on his flight back to Edmonton and this, of course, could have resulted in the damage to the engine, as found by our Edmonton officers.
- (b) Ross, apparently, has another Cessna T-50 in Edmonton which is grounded for wood deterioration and he indicated to Leavens that he was going to put the engines from this machine into the CF-D C L, and was not too concerned about the condition of the engines in the D C L as they would just be used to take the aircraft out West.
- (c) There is no question that Ross was aware of the general condition of this aircraft and we, also, were aware the aircraft was quite old and, therefore, our inspection was carried out to determine that it at least met minimum requirements of airworthiness when it left here.