

of April 27 that we received a corrected Weight and Balance Report from Leavens, although additional temporary authority had been granted to Mr. Ross on his request that same morning, prior to receiving corrected Weight and Balance Report.

6. It should be pointed out that our letter and wire of temporary authority were based upon the fact that according to documentation, the aircraft was airworthy, as an experienced "B" engineer - Mr. E.M. Robinson of Leavens Bros. had certified this was the case on Form AI-101, as well as on the Work Report of March 23 and had made a logbook entry to this effect as well.

7. The aircraft was brought to Toronto by Leavens Bros. on authority of their blanket ferry permit for some additional work, prior to acceptance by Mr. Ross and when it was brought to the attention of the Region that the aircraft was going to another region, the R.A.I. called for an inspection on the machine by Inspector Parry.

8. This inspection was made and the spar condition was checked visually through the spar inspection window, and as Leavens' engineer had signed that AWD-50-9 had been complied with and since no visible defects were evidenced, the spar cover was not removed, since, according to the logbook and work report, Leavens Bros. had just completed a spar inspection and had installed a visual type of inspection window when renewing the C. of A. There really was no reason to suspect that the AWD 50-9 had not been complied with, as certified, as Leavens and Mr. Robinson have always been considered to be a reputable firm and individual, respectively.

9. At the time of our inspection, Mr. Ross complained to our inspector that several instruments were not functioning properly on ground run-up but he stated that it was his intention to change these himself when he returned to the West, but he was informed that these must be changed before he left and this was done. There was also some question about the condition of the windshield, but Mr. Ross stated that he had new windshields out West and had, in fact, obtained a reduction on the price of the aircraft from Leavens in lieu of replacing the Windows, which admittedly were in a borderline condition, but, nevertheless, serviceable.

10. Mr. Ross proceeded back West via Windsor and upon landing at Windsor complained to Leavens that one engine was using an excessive amount of oil and this was corrected by the installation of a vacuum oil trap and when it was corrected, Mr. Ross carried on.