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Ottawa, Ontario,
January 29th, 1951.

Mr. William C. Inch, K.C.,
Barrister, Solicitor, Notary Public, Etc.,
Moore-Gibson Block,
Cobalt, Ontario.

Dear Sir:-

This will acknowledge your letter of January 23rd,
1951, concerning the airworthiness of Piper L4 aircraft,
CF-KGU, on August 17th, 1949.

From our records it would appear that on the date
in question the Certificate of Airworthiness of aircraft CF-KGU
was not valid inasmuch as it had not been renewed as required
by The Air Regulations, Part II, Paragraph 11 (2), which reads
as follows:-

"11 (2) Certificates of Airworthiness shall not remain valid
unless endorsed by the Minister at intervals not
exceeding twelve months".

For your information, Department of Transport
Inspectors do not necessarily conduct physical inspections of
each individual aircraft for which application for renewal of
the Certificate of Airworthiness has been made.

An application for renewal of the Certificate of
Airworthiness is made by the owner of an aircraft and must
contain certification by an Air Engineer holding 'B' and 'D'
Air Engineer's licences as to the airworthiness of the aircraft.

c.c. TORONTO D.C.A.B.

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