

MEMORANDUM • GOVERNMENT OF CANADA

TO : A.D.M.A.

FROM : Toronto Regional Office

SUBJECT: Cessna T50 Aircraft - CF- D C L

AUG 10 PM.
5008-DCL
YOUR FILE No: ~~5802-6019~~

OUR FILE No: 5008-D3-12(ART)

DATE: August 9, 1962

1. This will refer to the telephone conversation between D.C.A. and the writer on August 7, 1962, concerning the subject-noted.

2. The aircraft in question was one which had been used for several years by Leavens Bros. on the run between Windsor and Pelee Island and is some 20 years old. It was taken off this run when we checked the operation in October 1960 since it was unable to meet the requirements of Information Circular 0/252, para. 9.2.2.2.

3. The Certificate of Airworthiness had expired on Jan. 29, 1961, and it was not until May 1961 that Leavens commenced work to renew the C. of A. and at that time the aircraft was inspected on May 9, 1961 by our Inspector Parry when the aircraft was being worked on at Windsor.

4. All the work, however, was not completed then and documentation was not submitted by Leavens Bros. for a C. of A. renewal until March 23, 1962, when the aircraft was being sold to Mr. Ross and the following documents were forwarded to the Region:

- (a) Form 2444
- (b) AI-101
- (c) Work Report
- (d) Bill of Sale - Leavens to Ross dated March 23, 1962.
- (e) Form 2413 (Application to Register Aircraft)
- (f) Fee of \$5.
- (g) Old certificates of airworthiness and registration.
- (h) Weight and Balance Report.

5. A check of the Weight and Balance Report in this office revealed several inaccuracies and the document was returned to Leavens for correction and re-submission, and at this time a letter of temporary authority was issued to Mr. Ross on March 26 for a period of 30 days, pending receipt of a corrected Weight and Balance Report. This would permit us to formally register the aircraft in Mr. Ross's name, and it was not until the afternoon