ROLL

151

TRANSPORT CANADA

REGIONAL OFFICES

CANCELLED AIRCRAFT REGISTRY FILES

SERIES 5008

DATE: 30-1-85

FILMED by: Q.M.

25X

START

FILE No. 5008 - E3 - 14

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JUNE 1946

TO

VOL. 1

5008 - E3 - 14

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - ECN. - DOUGLAS DC-3.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
MAY 22 1951	Reg Miss Jones	C&R		GT	MAY 22 1951

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER SECTION

1
10-50

FILE NO. 5008 - E3 - 14

VOLUME No. 1

VOL. 1
5008 - E3 - 14

DEPARTMENT OF TRANSPORT

FROM JUNE 1946.

TO

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION.

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION.

FILE TITLE CF-ECN. DOUGLAS 47.

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
NOV 8- 48	31889	CAE			NOV 10 48
		CAR			NOV 10 48
NOV 19 48	33272	CAE			DEC 15 48
		CAR			DEC 15 48
JAN 21 1949	40807	CAR			JAN 24 1949
		CAE			JAN 24 1949
MAR 10 1949	Reg. Miss Jones	CAR			MAR 10 1949
SEP 13 1949	23433	CAR			SEP 15 1949
		CAE			OCT 17 1949
OCT 12 1949	28113.	CAR			OCT 13 1949
		CAE			JAN 10 1950
NOV 28 1949	35253	CAR			NOV 30 1949
		CAE			NOV 30 1949
DEC 12 1949	37243.	CAR			DEC 13 1949
		CAE			DEC 13 1949
DEC 13 1950	29044	CAR			DEC 14 1950
DEC 14 1950		CAE			DEC 14 1950
JAN 9 1951	37943	CAR	~~5/1/51~~		JAN 9 1951
JAN 10 1951		CAE			JAN 10 1951
JAN 11 1951	38101	CAR	~~5/1/51~~		JAN 11 1951
JAN 11 1951		CAE			JAN 12 1951
JAN 23 1951	W.V. Jordan 39785	CAR (2)	~~5/1/51~~		JAN 27 1951
	H.T. Patterson	CAR (1)			JAN 27 1951
FEB 3	BF 5/2/51 (37943)	CAR			FEB 5 1951
FEB 3	BF 5/2/51 (38101)	CAR			FEB 5 1951
FEB 3 1951	BF 5/2/51 (39785)	CAR			FEB 5 1951
MAY 21 1951	Reg. Miss Jones	CAR			MAY 21 1951

1.
3-46
R. 58825
L. L. Co.

FILE NO. 5008 - E3 - 14

VOLUME NO. 1

VOL. 5008 - E3 - 14

DEPARTMENT OF TRANSPORT

FROM JUNE 1946

TO

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - ECN DOUGLAS 47

CROSS REFERENCES

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SEP 14 1946	22294	C.A-E		M.	OCT 1
SEP 26 1946	24195	C.A-E		M.	SEP 18 1946
	(5008-E3.13) 57187	C		[illegible]	
NOV 23 1946	58103	SAR	15-12-46	MT	OCT 8 1946
DEC 10 1946	B2 15-12-46	BR		MT	MAY 23 1947
		C A I.		[illegible]	MAY 23 1947
MAI 23 1947		C R I.		[illegible]	JUN 17 1947
JUN 17 1947		Free		[illegible]	JUN 25 1947
AUG 26 1947	16847	CAR		LJ	SEP 2 - 1947
SEP 15 47	19397	CAR		LJ	SEP 17 1947
1948	32168	cab		M.	JAN 23 1948
		cak		[illegible]	JAN 23 1948
FEB 6 - 48	35776	CAR		LJ	FEB 11 48
		cae		M.	FEB 11 48
MAR 2 - 48	38978	CAE		[illegible]	MAR 10 48
		cae		[illegible]	MAR 10 48
SEP 9 1948	Request M Gordon Tucker previous Cor re Personal Records	CAR		Lwb	SEP 20 48
			25/9/48	LP	SEP 25 48
SEP 25 48	25728	CAR		M.	SEP 27 48
		CAE		[illegible]	SEP 27 48
SEP 27 48	26005	CAR		M.	SEP 28
		CAE		[illegible]	SEP 28
T 4 48	26946	CAR		HP	OCT 5 48
		CAE		[illegible]	OCT - 14
OCT 12 48	27845	CAE		M.	OCT 14 48
		CAR		[illegible]	OCT 14 48
OCT 18 48	B7 20/10/48	Records		M	OCT 19 48
OCT 26 48	30176	CAE		[illegible]	OCT 26 48

CONFIRMATION

DEPARTMENT OF TRANSPORT

CANADIAN GOVERNMENT RADIO SERVICE

2038
6-41

SENT No.	SENT TO	SENT BY	RECEIVED BY	TIME SENT	CODE	CHECK

SEND THE FOLLOWING MESSAGE SUBJECT TO THE TERMS ON BACK HEREOF WHICH ARE HEREBY AGREED TO:

To Controller of Civil Aviation, Ottawa. June 27th, 19 40.

5708 C 3 1/4

PA
TSJ

V. 41. Please wire registration letters allotted Vancouver U-Fly for Model one-four-nought Cessna serial number nine-two-eight-three and Model one-two-nought Cessna model number nine-two-eight-two being purchased from Cessna Aircraft Company, Wichita, Kansas.

D.I.A.R.

GClapham

CF-ECN
CF-ECD

COPY ON 5708 C 3 - 1/5
1 copy made 4/7/46 HMM.

SG-/LM Ottawa, June 28, 1946.

1-560 DOUGLAS C47 Serial No. 4702 5802-E3-14

AIR MAIL

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

1. Reference your letter of June 24th, 1946, registration markings CF-BCN have been allotted the above aircraft owned by McGinnis Fish Corp. Ltd., Edmonton, Alta.

(S. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
2-41

Edmonton, Alta. June 24, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas C47 Serial No. 4702 Request for Registration Markings -	1-560

TRANSPORT-RECORDS
JUN 26 A.M.
File

A-11097

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. Will you kindly allocate registration markings for Douglas C47, Serial No. 4702, aircraft, in the name of McGinnis Fish Products Corporation Limited, 806 McLeod Bldg., Edmonton.

2. We are in receipt of application forms for registration of this aircraft.

K. F. Saunders,
A/D.I.A.R.

KFS/M

CF-ECN

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE •

4

2
8-45

Edmonton, Alberta, September 10, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	P & W R1830-92 Engine #42-108483 #11 Induction Port Failure Douglas DC3 CF-ECN	1-560

A22294

TRANSPORT-RECORDS
SEP 13 P.M.
File 3808 C3-14

Controller of Civil Aviation,
OTTAWA.

Attention: Chief Aeronautical Engineer

1. Attached hereto report on the failure of #11 Induction Port Insert on the subject engine. The failure occured while doing a run up on the ground prior to take off. An examination of the remains of the alloy insert disclosed nothing as the subsequent fire had fused about two thirds of the insert and nothing could be determined from a visual inspection. The engine has a total time of 515:55 hours since new, 30:00 hours since complete overhaul and approximately 4:00 hours since top overhaul.

2. After discussing this failure with the mechanics who carried out the top overhaul, it is thought that faulty technique when installing the intake pipe may have been the cause of the failure, as the instructions contained in paragraph 4, page 122, of the Operator's Handbook were not fully complied with (i.e.) if the blower end of the intake pipe is tightened up first there is liable to be considerable misalignment at the cylinder end. A copy of the Manufacturers' comments on this failure would be appreciated.

2 copies please

for J. J. Currie
Resident Inspector, A.I.D.

JJC/mp

3

August 28, 1946.

Canadian Pratt & Whitney,
LONGUEUIL, Quebec.

Dear Sirs:

We are forwarding under separate cover one cylinder which was removed from Engine Serial No. 42-108483. This engine has 518:55 hours since new and 30 hours since overhaul. Upon receiving it here, it was examined and new rings and gaskets fitted. The engine was run on ground three hours after this work, test flown and upon a subsequent check fly, while doing run-up prior to take-off, the Inlet Port failed and causing damage to cowlings, etc. If at all possible please recondition and return cylinder and piston complete for installation.

We would appreciate any information you have on failure of this nature and I would personally also appreciate receiving Mandatory Service Bulletins etc. on this type of engine.

Yours truly,

2 copies please

T. McLaughlin, Engineer,
McInnes Products Corporation,
Waterways, Alberta.

COPY

FWC/ELR

5

OTTAWA, Ontario, 17th September, 1946.

1-560 Douglas DC-3 - CF-ECN
P & W R-1830-92 Engine No. 108483 5008-E3-14

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

Attention: Resident Inspector A.I.D.

1. Reference is made to your letter dated the 10th instant relative to the failure of No. 11, Induction Port Insert, of the subject engine.

2. We are not in possession of the Operators Handbook to which you refer but you appear to have the necessary information as to the manufacturer's recommendation for the technique required when installing the intake pipes.

3. In this connection, your attention is drawn to Pratt & Whitney Service Bulletins Nos. 673 and 692 which have a definite bearing on this subject. Please examine the engine and ascertain whether or not the recommendations contained therein have been carried out. Copies of the Bulletins referred to were recently mailed to you.

4. It is noted that the engine had completed 30 hours since complete overhaul and approximately 4 hours since top overhaul. It would be interesting to know who carried out the complete overhaul and why a top overhaul was necessary after so short a period.

M.

(J.L. Smith),
Acting Chief Aeronautical Engineer.

c.c. Pratt & Whitney

FWC/ELR

6

5008-E3-14

OTTAWA, September 18th, 1946.

Canadian Pratt & Whitney
Aircraft Co., Limited,
LONGUEUIL, P.Q.

Attention:- Mr. R.W.F. Morel - Engineering Services

Dear Sirs:

We are in receipt of a letter from the Resident Inspector A.I.D. dated the 10th instant, relative to the failure of No. 11, Induction Port Insert, of P & W R-1830-92 Engine No. 108483, to which we replied as per enclosed copy.

Copy of a letter dated August 28th addressed to your company from McInnes Products Corporation, Waterways, Alberta and signed by T. McLaughlin, is on file in this office.

In view of all the circumstances, we would appreciate receiving your comment when you have had time to inspect the cylinder forwarded to you for either repair or replacement.

Yours truly,

(J.L. Smith),
Acting Chief Aeronautical Engineer.

Encl.

c.c. D.I.A.R. EDMONTON

6

12

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY
LIMITED
LONGUEUIL, P. Q.
CANADA

CABLE ADDRESS
"PRATWHIT"

September 24th, 1946.

Your File 5008-E3-14.

Department of Transport,
Civil Aviation Division,
Bryson Building,
Ottawa, Ontario.

A24195

TRANSPORT-RECORDS
SEP 25 A.M.
File 5008-C3-14

Attention: Mr. J. L. Smith,
Acting Chief Aero. Eng'r.

Dear Sirs:

In reply to your letter of September 18th, we are pleased to attach hereto a copy of our letter of September 9th addressed to McInnes Products Corporation on the subject of the failure of a cylinder on their Pratt & Whitney R-1830-92 engine Serial No. 108483. We believe that you will find this letter self-explanatory.

ENTERED
ON CARDS

We concur with the remarks made in the second paragraph of the memorandum written by your Resident Inspector Mr. J. J. Currie.

With reference to paragraph three of your letter of September 17th, addressed to your Resident Inspector in Edmonton, we wish to advise that Service Bulletin No. 673 is not applicable to the R-1830-92 engine.

Yours very truly,

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY LIMITED.

John W. R. Drummond,
Sales-Engineering Supervisor.

JWRD:bms

Duplicate.
Attachment - letter copy

FWT: Please note Para 3 above & compare with Para 3 of our letter to Currie. Suggest you send a copy of PW's letter attached to Currie.
DS
26. 9. 46.

R
E
T
Y
P
E
D

P
V

11

September 9th, 1946

McInnes Products Corporation,
Waterways, Alberta.

Attention: Mr. T. McLaughlin,
Engineer.

Dear Sirs:

We wish to acknowledge receipt of your letter of August 28th, in which you advised us that a damaged cylinder which you removed from your R-1830 engine Serial No. 42-108483 was being returned to us for inspection and reconditioning.

This cylinder has been received here and has been reconditioned. It will, therefore, be returned to you in the very near future.

This is the first time a failure of this nature has been brought to our attention, but we believe that the failure was due to a leak at the intake port caused by the intake pipe packing nut not being sufficiently tight or it may be that the packing nut was not properly fitted at the time that a top overhaul or cylinder replacement was carried out. If this leaking condition existed, it is possible that a weak mixture resulted at idling, and backfiring started a fire in the intake pipe which subsequently lead to the failure in the intake port and associated parts.

In connection with your request for Service Bulletins, we would be pleased to include you on our regular mailing list for all publications pertaining to our equipment that is being operated by yourselves. To assist us in this regard, we would like to be advised of the following: -

2 copies

1. Aircraft Model number and registration.
2. Engine Model number and serial numbers.
3. Propeller Model number and serial numbers.
4. Governor Model number.
5. Fuel Pump Model number.
6. Vacuum Pump Model number.
7. Hydraulic Pump Model number.
8. Fuel Booster Pump Model number.

Yours very truly,

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY LIMITED.

John W. R. Drummond,
Sales-Engineering Supervisor.

JWRD:bms

COPIED: BMS Sept. 24/46.

9

September 24th, 1946.

Your File 5008-E3-14.

Department of Transport,
Civil Aviation Division,
Bryson Building,
Ottawa, Ontario.

Attention: Mr. J. L. Smith,
Acting Chief Aero. Eng'r.

Dear Sirs:

In reply to your letter of September 18th, we are pleased to attach hereto a copy of our letter of September 9th addressed to McInnes Products Corporation on the subject of the failure of a cylinder on their Pratt & Whitney R-1830-92 engine, Serial No. 108483. We believe that you will find this letter self-explanatory.

We concur with the remarks made in the second paragraph of the memorandum written by your Resident Inspector Mr. J. J. Currie.

With reference to paragraph three of your letter of September 17th, addressed to your Resident Inspector in Edmonton, we wish to advise that Service Bulletin No. 673 is not applicable to the R-1830-92 engine.

Yours very truly,

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY LIMITED.

John W. R. Drummond,
Sales-Engineering Supervisor.

JWRD:bms

Duplicate.

RETYPED COPY

8

September 9th, 1946

McInnes Products Corporation,
Waterways, Alberta.

Attention: Mr. T. McLaughlin,
Engineer.

Dear Sirs:

We wish to acknowledge receipt of your letter of August 28th, in which you advised us that a damaged cylinder which you removed from your R-1830 engine Serial No. 42-108483 was being returned to us for inspection and reconditioning.

This cylinder has been received here and has been reconditioned. It will, therefore, be returned to you in the very near future.

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1. Aircraft Model number and registration.
2. Engine Model number and serial numbers.
3. Propeller Model number and serial numbers.
4. Governor Model number.
5. Fuel Pump Model number.
6. Vacuum Pump Model number.
7. Hydraulic Pump Model number.
8. Fuel Booster Pump Model number.

Yours very truly,

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY LIMITED.

John W. R. Drummond,
Sales-Engineering Supervisor.

JWRD:bms

COPIED: BMS Sept. 24/46.

FWC/JJ

OTTAWA, Ontario. October 9th, 1946.

Douglas DC-3 CF-ECN
P & W R1830-92 Engine No. 108483 5008 -E3-14

District Inspector Air Regulations,
402 Blowey-Henry Building,
EDMONTON, Alberta.

Attention: Resident Inspector A.I.D.

1. Further to our letter dated September 17th and co-related correspondence on the failure of No. 11 Induction Port Insert of the subject engine.

2. We are in receipt of a copy of the inspection report from Canadian Pratt & Whitney Aircraft Company, Limited addressed to McInnes Products Corporation, dated September 9th, 1946; copy of which is herewith enclosed for your information. We also enclose copy of a letter from the company dated September 24th, 1946 which contains, in paragraph 3, information regarding the Service Bulletin we referred to in our letter to you dated September 17th, 1946.

JL.

(J. L. Smith),
Acting Chief, Aeronautical Engineer.

Encl. 2

2y

MODEL: C-47.

CF-ECN.

UNITED AVIATION LIMITED

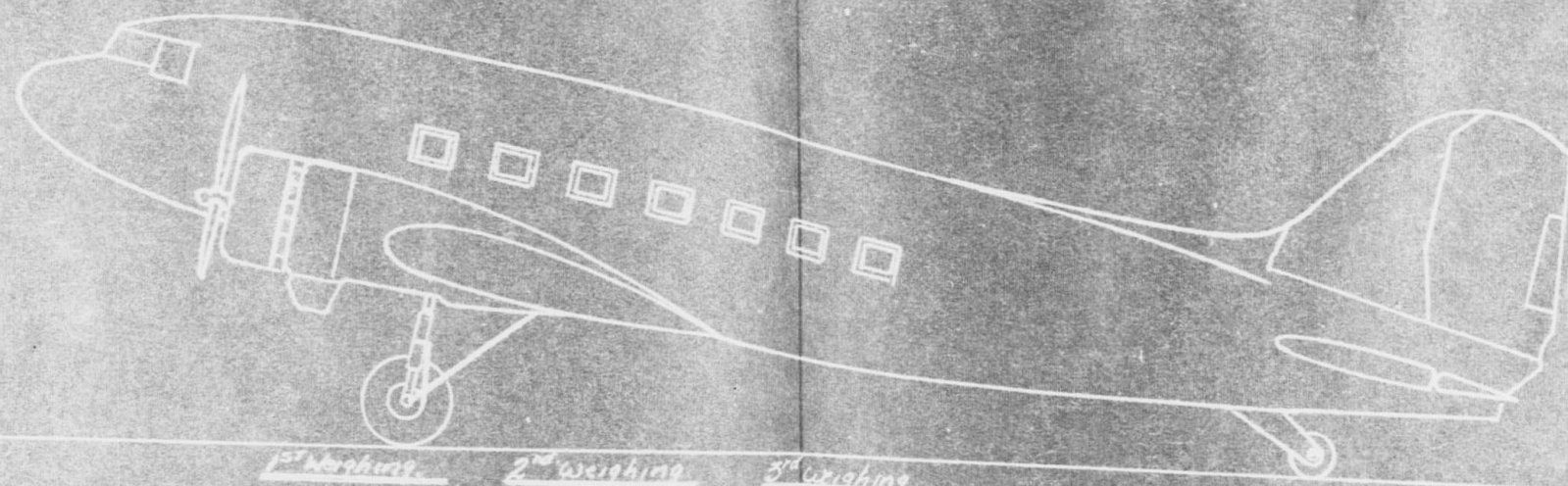
EDMONTON, ALTA.

PAGE. 1

REPORT NO: 1

BY: F+B- AUG '46

WEIGHT & BALANCE REPORT FOR A/C.



	1st Weighing	2nd Weighing	3rd Weighing
LEFT MAIN :	7560.	7560	7510
RIGHT MAIN :	7560	7560	7670
TAIL :	1220	1220	1160
TOTAL :	16,340.	16,340	16,340

MEAN TOTAL = 16,340 ← W

TARE WEIGHT — W.

IN FLYING POSITION

LEFT MAIN :	7610	7650
RIGHT MAIN :	7790	7680
TOTAL :	15,400	15,330

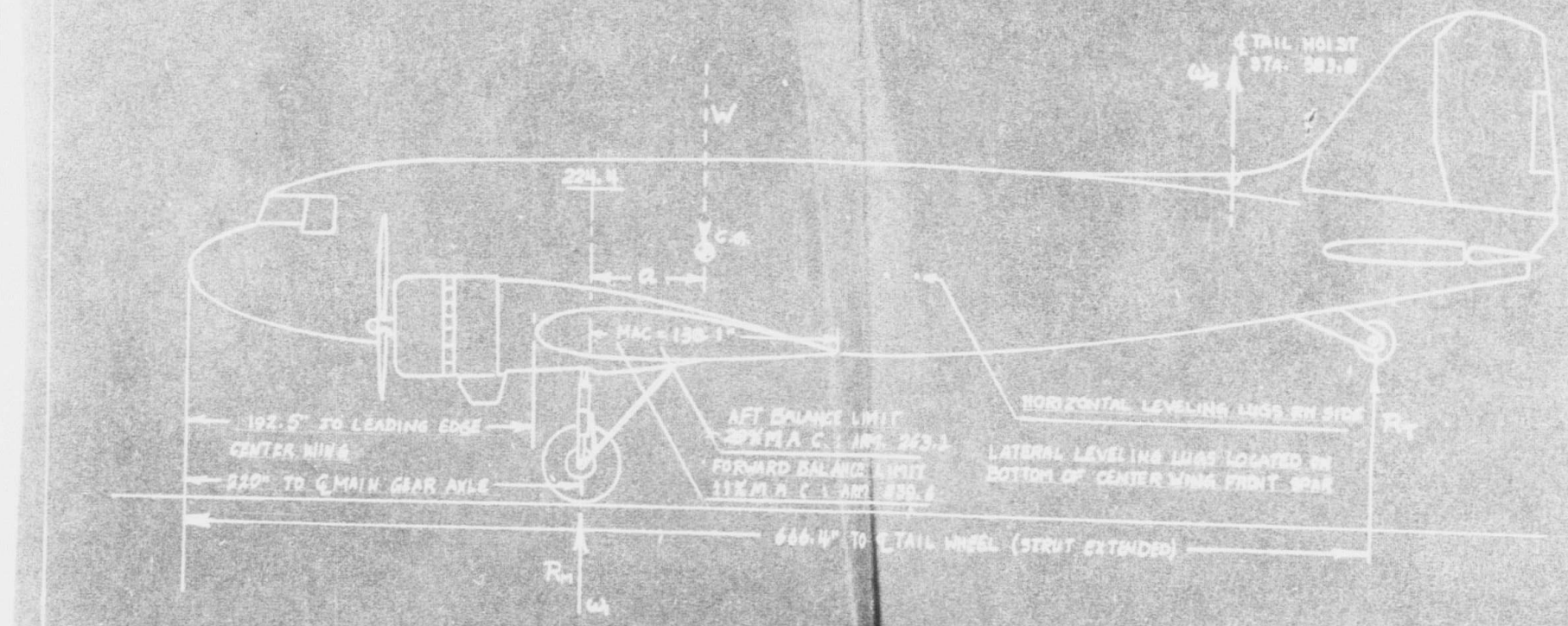
MEAN TOTAL = 15,365# ← W1.

MODEL C-47
CF-ECN

UNITED AVIATION LIMITED

EDMONTON, ALTA.

PAGE 3.
REPORT NO. 1
DT. FEB - AUG '45.



ω_1 To Be Found From Scale Readings = 15365#

$\omega_2 = W - \omega_1 = 975$#

ΣM @ C.G.: $\omega_1(a+4.4) = \omega_2\{(383.8)-(224.4+a)\}$

$\therefore a = \frac{359.4\omega_2 - 4.4\omega_1}{\omega_1+\omega_2} = 17.5$

$\therefore$ % M.A.C. $= \frac{a}{138.1} = \frac{17.5 \times 100}{138.1} = 12.5\%$

MODEL C-87
C.F.-ECM

UNITED AVIATION LIMITED

EDMONTON, ALTA.

PAGE: 3.
REPORT NO: 1
BY: F.M.B. AMM'L

TO CALCULATE TAIL WHEEL LOAD: (R_T) (IN FLYING POSITION).

ΣM @ C.G.: $R_M (a+44.4) = R_T [446.4 - (a+44.4)]$

$R_M (a+44.4) = R_T (446.4 - a)$

BUT $R_M + R_T = W$ ∴ $R_M = W - R_T$

$(W - R_T)(a+44.4) = R_T (446.4 - a)$

$Wa - R_T a + 44W - 44 R_T = 446.4 R_T - R_T a$

$Wa + 44W = 446.4 R_T + 44 R_T$

∴ $R_T = \frac{Wa + 44W}{446.4} = \underline{780\#}$

∴ $R_M = W - R_T = \underline{15,560\#}$

Each Main wheel $= \frac{R_M}{2} = \underline{7780\#}$



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

39 2 0-44

Edmonton, Alta. Sept. 21, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Douglas C47 (DC3) CF-ECN Serial No. 4702	L-560

A24418

TRANSPORT-RECORDS
SEP 26 P.M.
5008 E 3-14
File

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration commercially of the subject aircraft in the name of McInnes Products Corporation Ltd., 806 McLeod Bldg., Edmonton, together with:

(a) Bill of Sale from Kirk Kerkorian to McInnes Products Corp. Ltd.
(b) Customs Declaration B.1.
(c) Inspection Report on above-noted aircraft as submitted by United Aviation Ltd. of Edmonton together with Aeroplane Inspection Release Certificate AI-1.
(d) Inspection Release Certificate AI-6 Issue 3 covering Propellers P13159; P18199.
(e) Inspection Release Certificate AI-6 Issue 3 covering P & W Twin Wasp R1830-92, Serial No. 42-108483.
(f) Statement of Conformity.
(g) Propeller Overhaul Report
(h) Inspection Release Certificate AI-6 Issue 3 covering P & W Engine R1830-92 Serial No. CP357079.
(i) Weight and Balance Report.
(j) Test Flight Report
(k) AID report covering inspection of the subject aircraft at Edmonton on August 23, 1946, and which is self-explanatory.
(l) Copy of our letter of temporary authority dated August 23, 1946 to McInnes Products Corp. Ltd. which is self-explanatory.

2. Fee of $10.00 has been received and will be forwarded to Headquarters under Folio #3, Receipt No. 55380.

38

3. If application is approved, we recommend that formal Certificates of Registration and Airworthiness be issued the aircraft in the name of McInnes Products Corp. Ltd. of 806 McLeod Bldg., Edmonton, and that they be forwarded direct to the Owners please.

K. F. Saunders
m.

K. F. Saunders,
A/D.I.A.R.

KFS/M
Encls.

241.3
6-39

37

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ✓ $5.00

Certificate of Airworthiness ✓ $5.00
(See note below)

The particulars given below are true in every respect. McINNES PRODUCTS CORPORATION LIMITED

Signature of Applicant ..... W Schlader Secy

Date of Application ..... June 29th 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
McInnes Products Corporation Limited	806 McLeod Building Edmonton Alberta Canada	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
George H.McInnes	President	Waterways, Alberta	Canadian
William Schlader	Secretary	Edmonton, Alberta	Canadoan
Maude McInnes	Director	Waterways Alberta	Canadian
Albertine Schlader	Director	Edmonton Alberta	Canadain

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

Commercial (Company operations)

Usual Station Edmonton Alberta

Date of manufacture or reconstruction Mfg. 9/8/42

Crew required Two

Accommodation for what number of passengers 26

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

Fee $10.00 rec'd
Folio #3 Rec. # 55380

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air ..... Heavier ..... made by Douglas Aircraft Co., Inc.

Type ..... DC3 ..... Maker's No. 4702

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	95 ft.	95 ft.
Length o/a in feet	64' 5 1/2"	64' 5 1/2"
Height o/a in feet	23' 6"	16' 11 1/8"

Cubic Capacity (of Airship or Balloon) .....

Weight equipped, but without load, fuel, or oil 16340

Total weight authorized (fully loaded) in lbs ..... Air speed ..... miles per hour

EQUIPMENT—(Give number and type).

1. Instruments ..... 21 Sperry, Kollsman, Pioneer and Weston.
2. Gauges ..... Seven
3. Lights ..... Landing and Navigation.
4. Signals .....
5. Fire Extinguishers ..... One engine two way , 2 cabin.
6. Parachutes ..... Nil.
7. Tools ..... Kit
8. Other Equipment .....

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P&W 1830-92	P&W 1830-92		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Left	Left		
No. of Cylinders	14	14		
H.P.	1200	1200		
Bore	5.5"	5.5"		
Stroke	5.5"	5.5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on 23. 8. 46

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date 23. 8. 46

Signature ..... [signature]

Registration approved and Registration Mark C.F. ..... ECN ..... ECN ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

FOLLOWING ARE ITEMS THAT WERE NOT ON AIRCRAFT CF-ECN AS PER AIRCRAFT SPEC. A-669-A

Item	215	Dump valve shutes. ? ?
"	247	A&B Auxiliary battery and box
"	109	No flares
"	202	A to H (Magazine racks and tables etc.)
"	203	Writing table and Buffet comp.
"	204	A to D Baggage straps
"	205	Stewardess seat
"	206	Rugs and mat
"	207	A&B Lavatory and water tank equipment
"	208	A to K Stewardess equipment
"	213	Pilot Comp heat proofing
"	214	A to E (Except C- oxygen to crew which is installed)
"	217	Check pilot seat.
"	218	1 seat only (#249 installed)
"	238	Buffet Comp.
"	246	Strong box inst.
"	261	Cabin extension and lining etc.
"	209	C&D De Icers equipment
"	211	? A,D,F De froster fan etc.
"	280	Carb de icing system
"	301	No De icer boots installed.
"	113	Steam heat system removed and hot air system on order and to be installed
"	267	Stewart Warner Heater
"	289	Hot Air System (On order and to be installed)

82224 — TELEPHONE — 84461

UNITED AVIATION LIMITED

EDMONTON, ALBERTA

35

NOTE

Note 12. Rubber Boots for control column have been ordered from the factory and are expected approx. Sept. 1/46

R.R. Marshall

34

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the full legal and beneficial title to the following aircraft:

MANUFACTURER OF AIRCRAFT: Douglas Aircraft Corp.
MODEL: C-47
MANUFACTURER'S SERIAL NO.: 4702

MANUFACTURER OF ENGINE: Pratt-Whitney
MODEL: R-1830-92
SERIAL NO.: 42-108483

CICIL AERONAUTICS ADMINISTRATION IDENTIFICATION CP-37079
MARK: Unlicensed

That such title to said aircraft is not subject to any mortgage, or other encumbrance, except as follows:-

none in the sum of $, in favour of
(Mortgage, mechanic's lien, etc)

whose address is

For and in consideration of the sum of Twenty Seven Thousand dollars, Kirk Kerkorian, the undersigned, whose address is 7212 Saint Andrews Place - Los Angeles 44, California does this 7th day of June, 1946, sell, grant, transfer, and deliver all of his above-described right, title and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto McInnes Products Corp., Ltd. whose address is 806 McLeod Bldg. - Edmonton, Alberta - Canada, and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF, I have set my hand and seal this 7th day of June, 1946.

"KIRK KERKORIAN" (S E A L
(Seller's signature)

ACKNOWLEDGMENT

STATE OF)
COUNTY OF) ss:

(INDIVIDUAL OR PARTNER)

On this 7th day of June, 1946, before me personally appeared the above-named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed.

(CORPORATION)

On this _____ day of _____, 19__, before me appeared _____, to me personally known, who, being by me duly sworn, says that he is the _____ of the _____ corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of the Board of Directors and said _____ acknowledged the foregoing bill of sale to be the free act and deed of said corporation.

Given under my hand and official seal the day and year above written.

"W. LONDON"
Notary Public

My commission expires May 3rd, 1948
(SEAL)

CERTIFIED TO BE A TRUE COPY OF THE ORIGINAL OF WHICH IT PURPORTS TO BE A COPY

A NOTARY PUBLIC in and for the Provi
of Alberta.

2413
9-39

33

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ✓ $5.00

Certificate of Airworthiness ✓ $5.00
(See note below)

The particulars given below are true in every respect. McINNES PRODUCTS CORPORATION LIMITED

Signature of Applicant ..... W Schlader Secy

Date of Application ..... June 29th 1942

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
McInnes Products Corporation Limited	806 McLeod Building Edmonton Alberta Canada	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
George H.McInnes	President	Waterways, Alberta	Canadian
William Schlader	Secretary	Edmonton, Alberta	Canadian
Maude McInnes	Director	Waterways Alberta	Canadian
Albertine Schlader	Director	Edmonton Alberta	Canadain

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Commercial (Company operations)

Usual Station ..... Edmonton Alberta

Date of manufacture or reconstruction ..... Apr. 9/8/42

Crew required ..... Two

Accommodation for what number of passengers 26

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air ..... Heavier ..... made by Douglas Aircraft Co. Inc.

Type ..... DC3 ..... Maker's No. ..... 4702 .....

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	95 ft.	95 ft.
Length o/a in feet	64' 5 1/2"	64' 5 1/2"
Height o/a in feet	23' 6"	16' 11 1/8"

Cubic Capacity (of Airship or Balloon) .....

Weight equipped, but without load, fuel, or oil 11340

Total weight authorized (fully loaded) in lbs ..... Air speed ..... miles per hour .....

EQUIPMENT—(Give number and type).

1. Instruments 21 Sperry, Kollsman, Pioneer and Weston.
2. Gauges Seven
3. Lights Landing and Navigation.
4. Signals .....
5. Fire Extinguishers One engine two way , 2 cabin.
6. Parachutes Nil.
7. Tools Kit
8. Other Equipment .....

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P&W 1830-92	P&W 1830-92		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Left	Left		
No. of Cylinders	14	14		
H.P.	1200	1200		
Bore	5.5"	5.5"		
Stroke	5.5"	5.5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on 23.8.46

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date 23.8.46

Signature .....

Registration approved and Registration Mark C.F. ECN ECN allotted.

Registration { approved or / not approved for reasons annexed. .....

Superintendent, Air Regulations

5076

B. 1
2,000,000-9-45

Port of Edmonton, Alberta June 19 1946
Arriving per Skyways
Imported by McInnes Products Corporation, Ltd.
Goods Exported to Canada Direct from USA
Via Direct
(Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

National Revenue CUSTOMS and EXCISE DUTY PAID JUN 19 1946 Customs Edmonton, Alta

Report No.

Entry No. Outport
Port 5648

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	Sales or Exchange Tax $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applies
		Aircraft, not including engines 1800.00	1	19890.00	19890.	20%	3978	00										Ex440
		Serial #4702																
		Engines, imported for use only in the equipment of aircraft 9000.00	2	~~9945.00~~	~~9945.~~	~~17½~~	~~1740~~	~~38~~										440N
		Serial Nos. 42-108483 27000.00		~~29835.00~~	~~29835.~~		5718	38	35553	38			2844	27				
		CP-37079																

INSPECTION REPORT ON DOUGLAS DC3. MFG. SERIAL #4702

AIRCRAFT

Douglas DC3 Mfg. Serial #4702
Registration CF-ECN

Total time since mfg. 2920 hrs.
Time since last overhaul 581 hrs.

ENGINES

STARBOARD

P & W Twin Wasp R.1830-92 Serial #CP 357079

Total time since mfg. 1727.50 hrs.
Total time since overhaul 9.30 "

Port

P & W Twin Wasp R.1830-92 Serial #42-108483

Total time since mfg. 518.55 hrs.
Total time since overhaul 23.55 "
Time since Top overhaul 000.00 "

AIRSCREWS

Starboard

Hamilton Standard Hydromatic full feathering 3 Blade
Hub Serial #P18199 Hub Dwg #23E50-473
Blade Serial #P-61822, 23 & 24 Blade Dwg #6353-18

Total time since mfg. 1701.59 hrs.
Total time since overhaul Nil "

Port

Hamilton Standard Hydromatic 3 Blade
Hub Serial #P13159 Hub Dwg #23E50-403
Blade Serial #4610J-9& 10 Blade Dwg #6353-18

Total time since mfg- new- 10 hrs.
Total time since overhaul Nil "

INSTRUMENTS

All instruments removed, given complete overhaul and reinstalled.

GENERAL

1. Right Engine #CP 357079 removed and overhauled and reinstalled, all accessories overhauled, all hose connections and bolts renewed.

2. Left Engine #42-108483 Top overhauled, new rings and gaskets, all hose connections renewed.

3. Both Airscrews overhauled by Canadian Pacific Airlines.

INSPECTION REPORT ON DOUGLAS DC3. MFG. SERIAL #4702

AIRCRAFT

Douglas DC3 Mfg. Serial #4702
Registration CF-ECN

Total time since mfg. 2920 hrs.
Time since last overhaul 581 hrs.

ENGINES

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Hamilton Standard Hydromatic full feathering 3 Blade
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Hamilton Standard Hydromatic 3 Blade
Hub Serial #P13159 Hub Dwg #23E50-403
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Total time since mfg- new- 10 hrs.
Total time since overhaul Nil "

INSTRUMENTS

All instruments removed, given complete overhaul and reinstalled.

GENERAL

1. Right Engine #CP 357079 removed and overhauled and reinstalled, all accessories overhauled, all hose connections and bolts renewed.

2. Left Engine #42-108483 Top overhauled, new rings and gaskets, all hose connections renewed.

3. Both Airscrews overhauled by Canadian Pacific Airlines.

4. All instruments overhauled.
   All floor board and inspection panels removed and overhauled.

5. Aircraft inspected to Airworthiness Directive AD355 and necessary modifications carried out for aircraft to conform.

6. Paint removed from external surface of aircraft, aircraft polished and registration letters CF-ECN affixed.

7. Ailerons, Elevators and Rudder stripped, checked, recovered, doped and balanced.

8. Undercarriage swung, inspected and tires removed by Edmonton Tire Co., Port tire found defective and ~~used~~ new ~~serviceable~~ tire installed.

9. Emergency exits tested and Right cockpit window renewed.

10. All extinguishers wieghed, checked and filled.

11. Cowlings repaired and all new bushings fitted to gills.

12. Radio crystal controlled to 3105 K. C.

13. Wing tips removed, modified to Service bulletin 215 and reinstalled.

14. Aircraft weighed by Local A. I. D. as follows:

3 POINT

	1st Weighing	2nd Weighing	3rd Weighing
Left Main	7560 lbs.	7560 lbs.	7510 lbs.
Right Main	7560 "	7560 "	7670 "
Tail	1220 "	1220 "	1160 "
Total	16340 "	16340 "	16340 "

Mean Total 16340 lbs.

FLYING POSITION	1st Weighing	2nd Weighing
Left Main	7610 lbs.	7650 lbs.
Right Main	7790 "	7680 "
Total	15400 "	15330 "

Mean Total 15365

Weight and Balance report attached.

R. R. Marshall
Chief Inspector

U A L 1

"I hereby certify that all work listed has been done with certified material according to accepted practice; that all Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy."

Sgd. .....
Air Engineer "B"

UAL 1

All controls checked for Proper action & safetywire.

Aug 19/46. [redacted]

J McLaughlin

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AI-1

AEROPLANE INSPECTION RELEASE CERTIFICATE

(For Production Aeroplanes having Canadian Type Approval)

Registration **CF-ECN** Release Note No. **1**

Aeroplane Type **Land Plane** (Landplane / Seaplane / Skiplane) Model **DC3**

Manufacturer **Douglas Aircraft Co. Inc.** Serial No. **4702**

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal — (a - Public transport passenger; b - " " Mails; c - " " goods)

Acrobatic — (d - Private; e - Aerial Work)

Acrobatic Special — (f - Racing or record; g - Research or experimental)

PARTICULARS OF ENGINE (S)

	Left Side		Right Side	
Type	P & W Twin Wasp		P & T Twin Wasp	
Model	R-1830-92		R-1830-92	
Serial No.	42-108483		CP 357079	
Take-off Power	1200 H.P.		1200 H.P.	
Take-off R.P.M.	2700		2700	
Take-off Manifold Pressure	48"		48"	
Take-off Octane Rating of Fuel	91		91	
Maximum Power (Continous operation)	800		800	
Maximum Power R.P.M.	2325	@ 15000 Ft.	2325	@ 15000 Ft.
Maximum Power Manifold Pressure	31"		31"	
Maximum Power Octane Rating of Fuel	91		91	

PARTICULARS OF AIRSCREWS

	RIGHT			LEFT		
Maker	Hamilton Standard					
Type	23-E-50 Hydromatic full feathering					
Blade Drawing No	6353A-18			6353A-18		
Blade Serial Nos	P-61822	P-61823	P-61824	46108	46109	46110
Hub Drawing No	23E50-473			23E50-403		
Hub Serial No	P-18199			P-13159		
Blade Settings						
Diameter	11'7"			11'7"		

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Bendix Model B I Tires 45 x 1700 x 16 General

FLOATS Installation Assembly Drawing No. NIL

SKIS Installation Assembly Drawing No NIL

Tail Ski NIL

POSITION AND CAPACITY OF FUEL AND OIL TANKS.

	FUEL Position	Capacity Imp. Gals.		OIL Position	Capacity Imp. Gals.
(1)	L. Main Front	168.3	(1)	Left	24
(2)	R. Main Front	168.3	(2)	Right	24
(3)	L. Aux. rear	167	(3)		
(4)	R. Aux. rear	167	(4)		
(5)			(5)		
(6)			(6)		

RECORD OF BASIC INSTRUMENTS AND EQUIPMENT
(Essential for C. of A for any class of operation)

DESCRIPTION	MAKER	MODEL	REMARKS
Airspeed Indicator			See attached list.
Altimeter			
Compass			
Engine Speed Indicator			
Oil Pressure Gauge			
Liquid Thermometer (for Liquid cooled engines only)			
Safety Belt (s)			
Fire Extinguisher (s)	Three		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

DESCRIPTION	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator etc.			See attached list
Aircraft Operating e.g. Cabin Temperature Outside " Flap Indicators etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIPMENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

INSTRUMENTS IN EF-ECN

All Instruments overhauled and tested.

Rate of Climb Indicator	Ser. No.	27766
Turn and Bank Indicator	"	-
Altimeter	"	30885
Altimeter	"	18984
Clock (Clean & Regulate only)	"	18612
Clock "	"	6S-6
Compass	"	57268
Tachometer Magneto	"	37286
Tachometer Magneto	"	42383
Tachometer Indicator	"	75136
Tachometer Indicator	"	133757
Fuel Pressure Guage	"	20700
Fuel Pressure Guage	"	41471
Oil Temperature Indicator	"	146572
Oil Temperature Indicator	"	104073
Carburettor Temperature Indicator	"	66202
Carburettor Temperature Indicator	"	98710
Artificial Horizon	"	102741
Air Temperature Indicator	"	35459
Cylinder Temperature Indicator	"	94192
Cylinder Temperature Indicator	"	68282 (7)
Oil Pressure Guage	"	21496
Oil Pressure Guage	"	20987
Manifold Pressure Guage	"	1465
Manifold Pressure Guage	"	2448
Airspeed Indicator	"	3131
Airspeed Indicator	"	2158

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RECORD OF APPROVED MODIFICATIONS EMBODIED SUBSEQUENT TO APPROVAL OF

TYPE AEROPLANE

DRAWING AND ISSUE NO	DESCRIPTION
	Airworthiness Directive AD-355 and Mandatory Notes carried out.

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RECORD OF WEIGHT AND C.G. POSTION.
(See Information Circulars M/8/37 and M/1/38

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	26,900 ~~28,600~~ lbs.	lbs.	lbs.
Tare weight as determined	16,340 lbs	lbs.	lbs.
Disposable Load	~~13,260~~ 10,560 # lbs	lbs.	lbs.

Centre of Gravity of aeroplane at above tare weight 241.7 inches behind ~~in front of~~
TIP OF NOSE OF AIRCRAFT ; OR 12.5% M.A.C.
used as a reference datum point with aeroplane in flying position.
(The C.G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT

DESCRIPTION	LBS.	DESCRIPTION	LBS

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CERTIFICATES OF CHIEF FACTORY INSPECTOR

I hereby certify that the aeroplane described herein has been constructed under my supervisory inspection, that it conforms to the drawings and specifications of the approved Type Aeroplane, that the materials entering into its construction conform to those specifications, that all workmanship is sound and in accordance with accepted aircraft practice.

Signed _____ Date AUG 20 1946
Chief Inspector

UNITED AVIATION LTD.
EDMONTON, ALTA.
Co. Ltd.

(The following certificate to be executed on the day of test flight)

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed _____ Air Engineer _____ Chief Inspector
AUG 20 1946 Date

CERTIFICATE OF FACTORY TEST PILOT.

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed _____ Date AUG 20 1946
Test Pilot

UNITED AVIATION LTD.
EDMONTON, ALTA.
Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT.

The aeroplane described herein has been properly inspected, weighed and tested and the issue of a Certificate of Airworthiness in Category _____
Subdivision _____ is recommended.

Signed _____ A.I.D. AUG 23 1946
Resident Inspector
Department of Transport

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING CANADA A.I.D.

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) 23.8.46

Signed _____
District Inspector, Civil Aviation.

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AI-6 Issue 3

INSPECTION RELEASE CERTIFICATE

Aero Engines, Propellers, Relevant Accessories, & any Parts thereof Assembled or Overhauled in Canada.
(Including special engine parts overhauled by the engine manufacturer for the Canadian agent)

I hereby certify that the aero engines, propellers, relevant accessories or parts of any of them covered by the Report of Materials Shipped or Packing Sheet No. RS/15 have been assembled or overhauled under my supervisory inspection or, in the case of special engine parts, by the engine manufacturer on our behalf. All fittings and adjustments have been made and all tests carried out in accordance with the manufacturers' instructions.

Documentary evidence in our possession substantiates that:

(a) All new parts fitted were obtained from a reliable source and conform to the manufacturers' drawings and specifications.

(b) Engine and propeller parts are constructed to approved designs, and no parts of unknown history have been fitted.

Signed D Sloane Date July 25; 1946
Chief Inspector

This is to certify that, to the best of my knowledge and belief, the component (s) described herein is (are) airworthy and satisfactory for installation in airworthy aircraft.

Signed _____ Date _____
Air Engineer "D" License No. _____

From the documentary evidence available, it is considered that the component (s) described herein can be accepted as being eligible for use in airworthy aircraft.

Signed J J Currie Date JUL 25 1946
Resident Inspector A.I.D.

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING CANADA

For Propellers P13159 P18199
Design 23E50-473
W.O. issued to united Aviation Edmonton

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A1-6 Issue 5

R.N. Serial No. 6

INSPECTION RELEASE CERTIFICATE

Aero Engines, Propellers, Relevant Accessories & any Parts thereof Assembled or Overhauled in Canada.
(Including special engine parts overhauled by the engine manufacturer for the Canadian agent)

This Release Note covers the following:

Description P&W Twin Wasp R.1830-92 Ser. No. 42-108483

Time Since Manufactured 518.55 Hrs. Time Since Overhaul 23.55Hrs.

I hereby certify that the aero engine, propellers, relevant accessories or parts of any of them covered by the Report of Materials Shipped or Packing Sheet No. .....

R.N. 22465

From... Canadian Pratt and Whitney

have been assembled or overhauled under my supervisory inspection or in the case of special engine parts by the engine manufacturer on our behalf. All fittings and adjustments have been made and all tests carried out in accordance with the manufacturers' instructions.

Documentary evidence in our possession substantiates that:

(a) All new parts fitted were obtained from a reliable source and conform to the manufacturers' drawings and specifications.

(b) Engine and propeller parts are constructed to approved designs, and no parts of unknow history have been fitted.

Signed ..... Date AUG 12 1946
Chief Inspector

A U L 1

This is to certify that, to the best of my knowledge and belief, the component (s) described herein is (are) airworthy and satisfactory for installation in airworthy aircraft.

Signed F Burkenhead Date AUG 12 1946

Air Engineer "D" Licence No. A1349

From the documentary evidence available it is considered that the component (s) described herein can be accepted as being eligible for use in airworthy aircraft.

Signed J J Currie Date AUG 23 1946
Assistant Inspector A.I.D.

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING A.I.D. CANADA

This engine given Top overhaul at this date July 15/46
New rings and gaskets fitted.
Internal condition good.

Form ACA 317
(Rev. 3-1-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

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STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by DOUGLAS AIRCRAFT COMPANY, INC., (Manufacturer)
certify that the aircraft DOUGLAS (Make), C-47 (Model),
4702 (Serial number), has been manufactured, under Production Certificate No. None,*
in conformity with the data forming the basis for Type Certificate No. 669 and any
revision or modification thereof approved by the Administration as of 9-8-42 (Date),
with the exception of the following deviations:

See Note No. 15 of CAA Aircraft Specification A-669-4 dated January 15, 1946.

DATE June 7, 1946

Schuyler Kleinhans
(Signature)
Schuyler Kleinhans
Assistant Chief Engineer
(Title)

* Delete this phrase if not applicable.

16—21035 U. S. GOVERNMENT PRINTING OFFICE

McInnes file

16

~~CANADIAN PACIFIC AIR LINES~~
~~[illegible]~~
PROPELLER OVERHAUL
CONSTANT SPEED CONTROL REPORT.

OWNER.....United Aviation.....JOB NO.....

ADDRESS.....Edmonton.....DATE..July.20,.1946

MAKE.....Hamilton Standard.....SERIAL NO..38523.....TYPE...~~4K11-GOH~~...

1. Relief Valve operates at 195 lbs. per sq. inch at 1750 RPM
2. The pump will deliver at the rate of 8.2 gts per minute at 150 lbs. per sq. inch at 1750RPM
3. Internal leakage is at the rate of 19 gts. per hour at ~~180 to 200 lbs per sq. inch~~ 120 psi by C.Shaft at 1750 RPM. and 3 Qts. per hour at 180 psi output & 40 psi input.
4. External Leakage Nil
5. Relief valve vent hole is Plugged
6. Hole plugging in body and base is B&B
7. The unit has been run one hour at a back pressure of 180 to 200 lbs per sq. inch.

NEW PARTS

1- Complete set of gaskets
1- C.S. Packing nut
4- ¼ palnuts
4- ¼ plain washers
4- ¼ plain nuts
4- 5/16 Castle. Nuts
4- 5/16 plain Washers

REMARKS

Steel parts Magnafluxed — Locked and painted
All exposed steel parts Plated
Pressure Switch serviced, checked and testedOK.
Rack and Bore treated with Tulc.

SIGNED [signature] INSPECTED BY

TELEPHONE: LAngara 1500

HEAD OFFICE:
248 McCORD ST.,
MONTREAL

BRITISH AEROPLANE ENGINES LIMITED

(VANCOUVER BRANCH)

SEA ISLAND AIRPORT

VANCOUVER, B.C.

17

EXCLUSIVE LICENSEES IN CANADA FOR "BRISTOL" AIRCRAFT ENGINES

A1-6 Issue 3

INSPECTION RELEASE CERTIFICATE SERIAL #1228.

PRATT & WHITNEY R.1830-92 SERIAL #CP357079.

Aero Engines, Propellors, Relevant Accessories, & any Parts thereof Assembled or Overhauled in Canada
(Including special engine parts overhauled by the engine manufacturer for the Canadian agent)

UNITED AVIATION LTD., EDMONTON, ALBERTA.

"This is to certify that this engine covered by our packing sheet #5848. has been overhauled in accordance with the recommended procedures and practices of the original manufacturer, which are acceptable to the airworthiness authorities of the country of origin. All parts have been inspected to the best of our ability and our decisions as to their suitability have, of necessity, been made without the benefit of a complete historical record."

Documentary evidence in our possession substantiates that:-

(a) All new parts fitted were obtained from a reliable source and conform to the manufacturers' drawings and specifications.

(b) Engine and propellor parts have been constructed to approved designs, and no parts of unknown history have been fitted.

Signed J.C.Churchard Date July 31st/46
Chief Inspector

This is to certify that, to the best of my knowledge and belief, the component (s) described herein is (are) airworthy and satisfactory for installation in airworthy aircraft.

Signed J.C.Churchard Date July 31st/46
Air Engineer "D" Licence No. A 1067

From the documentary evidence available, it is considered that the component (s) described herein can be accepted as being eligible for use in airworthy aircraft.

Signed [illegible] Date 1 Aug 46
Resident Inspector, A. I. D.

16

UNITED AVIATION LIMITED

Test Flight Report

DATE 19-8-46

AIRCRAFT CF-ECN

Right Engine	Left Engine
R.P.M. T.O.2550-Cr.1950-Max.-2700 (3500 Ft. S.L.)	R.P.M. Ditto
Manifold Press. T.O.41-Cr.29-Max.-48 (3500 Ft. S.L.)	Manifold Press. Ditto
Head Temp. 230°C	Head Temp. 220°C
Oil Press. 90	Oil Press. 90
Oil Temp. 75	Oil Temp. 75
Fuel Press. 17	Fuel Rress. 17

Remarks:

Controls OK -- BRAKES OK -- HYDRAULICS OK -- FUEL FLOW OK- Fuel cross feed OK -- Propellor feathering operations OK -- Carb and oil heat OK -- Prop. and windshield anti-icers OK -- Gyro pilot operating -- Insts. OK -- Radio OK.

Test Pilot [signature]

19:00
20:10
1:10 hrs.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

15

2
8-45

Edmonton, Alberta, September 10, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC3 #4702 CF-ECN	1-560

District Inspector, Air Regulations, EDMONTON

1. The subject aircraft was inspected in detail at Edmonton on August 23, 1946. This aircraft was imported into Canada from the U.S. under order-in-council P.C. 1/1209, the job of conversion to civil status was undertaken by United Aviation Limited, Edmonton.

Total aircraft time since new 2911:00 hours
Total time since overhaul 572 hours
Left engine P & W Twin Wasp R1830-92 #42-108483
Total engine time 518:55 hours
Time since overhaul 23:55 hours
Time since top overhaul 00:00 hours
Right Engine P & W Twin Wasp R1830-92 #CP357079
Total engine time 1727:50 hours
Time since complete overhaul 9:30 hours
Left Airscrew Hamilton Standard Full Feathering
Hub Drawing #23E50-473, Hub #P13159
Blade Drawing #6353-18, Blade #46108,46109, 46110
Total time on airscrew 10:00 hours
Time since overhaul Nil
Right Airscrew Hamilton Standard Full Feathering
Hub Drawing #23E50-473, Hub #P18199
Blade Drawing #6353-18, Blade #P61822, P61823, P61824.
Total airscrew time 1701:59 hours
Time since overhaul Nil

2. The aircraft and engines were found in good condition and considered airworthy on this date, the aircraft conformed to C.A.A. Airworthiness Directive AD355.

3. Attached hereto work sheets, release certificates covering the Inspection and work carried out on this aircraft for conversion to civil status. Attached also for Headquarters perusal U.S. War Department A.A.F. Forms #60A, 60B, and 61 covering the engine history of the aircraft, engines, and airscrews. These forms should be returned to the owners when they have served their purpose.

JJC/MP
cc:CAE

J. J. Currie,
for Resident Inspector, A.I.D.

14

1-560

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
August 23, 1946.

McInnes Products Corporation Ltd.,
806 McLeod Building,
EDMONTON, Alberta.

Dear Sirs:

Pending issue of formal certificates by our Headquarters, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for aircraft CF-ECN.

The aircraft empty weight is 16,340 lbs. without fuel, oil, or crew. The gross weight permitted for landing or take off is 26,900 lbs. providing a placard is placed in full view of the pilot "For operating weights between 25,200 lbs. and 26,900 lbs. 15 degrees flap deflection must be used for take off and initial climb".

This temporary is for day flying only.

If formal certificates are not issued before expiration date, it is your responsibility to apply for extension.

This authority to be carried aboard the aircraft on all flights, and is to be not valid after October 31st, 1946. Crew required - two, passengers permitted -twenty-six.

Yours truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/mp
cc: Hqs. ✓

39a

1-560

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
October 12, 1946.

TRANSPORT RECORDS
OCT 19
File 580F C3-14

McInnes Products Corporation Ltd.,
806 McLeod Bldg.,
Edmonton, Alta.

A27739

Dear Sirs:

Pending issue of formal Certificates by our Headquarters, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for aircraft CF-ECN.

The aircraft empty weight is 16,340 lbs. without fuel, oil, or crew. The gross weight permitted for landing or take off is 26,900 lbs. as a freighter only, and carrying crew only, and providing a placard is placed in full view of the pilot "For operating weights between 25,200 lbs. and 26,900 lbs. 15 degrees flap deflection must be used for take off and initial climb".

This authority is issued for day flying only.

If formal Certificates are not issued before expiration date, it is your responsibility to apply for extension.

This authority to be carried aboard the aircraft on all flights, and is to be not valid after October 31st, 1946. Landplane gross weight 25,346 lbs. when passengers are carried. Crew required - two, passengers permitted - twenty-six.

Yours truly,

RLB

R. L. Bolduc,
Asst. Inspr. Air Regs.
for D.I.A.R.

RLB/M
Ca

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

PA. 40 2 8-46

Edmonton, Alta. Oct. 18, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
6008-E3-14	P & W Engine #108483 Douglas DC3 C[illegible]-ECN	L-560

TRANSPORT-RECORDS
OCT 21 p m
File 5808-E 3-14

Controller of Civil Aviation,
Ottawa.

A27966

Attention: Chief Aeronautical Engineer.

1. In reply to your letter of September 17, 1946, on the subject engine, please be advised that an inspection of the engine was carried out on the last visit of this aircraft to Edmonton on October 12, 1946.

2. Both Engines were checked and it was found that P & W Service Bulletin #692 had not been incorporated. The Engineer was advised to obtain the parts and incorporate the extra seals at the earliest opportunity.

3. Reference to para. 4 of your letter of the 17th instant. This was a United States War Assets aircraft and had been in storage for some time before being flown into Canada. Therefore, the Owners were advised to make a thorough inspection and top overhaul before presenting the aircraft for certification as a civil aircraft.

4. It would appear from the Manufacturers' comments in this connection that the failure was the result of faulty technique by the Engineers who carried out the top overhaul.

J. J. Currie

J. J. Currie,
Resident Inspector A.I.D.

JJC/M

FWC:
What was our letter of Sept. 17th. pls.?
DL
22.10.46.

16

41

1-560

TRANSPORTS
NOV 22 A.M. 1946
5008-E 3-14
File

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
November 19, 1946.

McInnes Products Corp. Ltd.,
806 McLeod Bldg.,
Edmonton, Alta.

58103

Dear Sirs:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Douglas DC3 aircraft CF-ECH, for a period of sixty days, to be not valid after January 18, 1947.

The aircraft must be flown within the following conditions:

Day flying only
Landplane empty weight.....16,340 lbs.
x Maximum total weight authorized:
Landplane (landing & take-off).....24,400 lbs.
xx (take-off).....25,200 lbs.
x Maximum total weight authorized (freighter only)....26,900 lbs.
When operated as a freighter at weights between 25,200 lbs. and 26,900 lbs., 15 degrees flap deflection must be used for take-off and initial climb. (Placard to this effect to be clearly displayed in pilot compartment).
xx When approved type extendable fuel dump valve installation fitted.
For flying within Canada, dump valves are not required.
Crew required.....2
Passengers permitted.....26.

We wish to point out at this time that you are not permitted to operate this aircraft commercially, without the required Charter. Part II of the Aeronautics Act Section 12, reads: "Every person who operates a commercial air service without a valid licence issued under section 12 of this Act shall be guilty of an offence and shall be liable upon summary conviction to a fine not to exceed five thousand dollars or imprisonment for a term not to exceed six months or to both such fine and such imprisonment." 1945, Chap. 9, sec. 10.

"commercial air service" means any use of aircraft in or over Canada for hire or reward."

This authority must be carried aboard the aircraft on all flights.

Yours truly,

K. F. Saunders,
A/D.I.A.R.

KFS/M

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

41A 2 8-45

Edmonton, Alta. Jan. 23, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC3 CF-ECN	1-560

FAR Pa

67542

TRANSPORT - RECORDS
JAN 27 A.M.
File 5008-E3-14

Controller of Civil Aviation,
Ottawa.

1. Please be advised that the temporary C of R and C of A issued the subject aircraft on November 19, 1946, was endorsed on the 22nd instant to be not valid after March 21, 1947.

K. F. Saunders,
A/D.I.A.R.

KFS/M

McInnes Fish Products Corp

43

CAR.

TRANSPORT - REC'D
MAR 31 A.M
5008-E3-14
File

1-560

78010

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
March 26, 1947.

McInnes Products Corp. Ltd.,
806 McLeod Bldg.,
Edmonton, Alberta.

Dear Sirs:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Douglas DC3 aircraft CF-ECM, to be not valid after June 30th, 1947.

The aircraft must be flown within the following conditions:

Day flying only.
Landplane empty weight.....16,340 lbs.
x Maximum total weight authorized:
Landplane (landing & take-off)...24,400 lbs.
xx (take-off).....25,200 lbs.
x Maximum total weight authorized (freighter only)..26,900 lbs.
When operated as a freighter at weights between 25,200 lbs. and 26,900 lbs., 15 degrees flap deflection must be used for take-off and initial climb. (Placard to this effect to be clearly displayed in pilot compartment).
xx When approved type extendable fuel dump valve installation fitted.
For flying within Canada, dump valves are not required.
Crew required.....2
Passengers permitted.....26

5425(R)
1879(A)

.....2

42

It is pointed out that you are not permitted to operate this aircraft commercially, without the required Charter. Part II of the Aeronautics Act Section 12, reads: "Every person who operates a commercial air service without a valid licence issued under Section 12 of this Act shall be guilty of an offence and shall be liable upon summary conviction to a fine not to exceed five thousand dollars or imprisonment for a term not to exceed six months or to both such fine and such imprisonment." 1945, Chap. 9, sec. 10.

"commercial air service" means any use of aircraft in or over Canada for hire or reward.

This authority must be carried aboard the aircraft on all flights.

Yours truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/mp
cc: Hqs.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5125

NATIONALITY AND REGISTRATION MARKS CF-ECN

1. Type and description	Douglas DC3 - S1C3G
2. Name and address of constructor	Douglas Aircraft Company Inc. Santa Monica, California, U.S.A.
3. Constructor's serial number	4702
4. Name of owner	McInnes Products Corporation Limited
5. Address of owner	806 McLeod Building, Edmonton, Alberta
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alberta
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 23rd day of August 1946., in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECN and is of Canadian nationality.

Given at Ottawa this 15th day of April 1947

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/ETC

Valid for day and night flying only (22.11.49)

44

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1879

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) McInnes Products Corporation Limited
2. Christian name
3. Address 806 McLeod Building, Edmonton, Alberta
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Douglas Aircraft Company Inc.

NATIONALITY AND REGISTRATION MARKS

6. CF-ECH

DESCRIPTION OF AIRCRAFT

7. Type Douglas Series DC3-S1C3G Constructor's No. 4702
8. Place and year of construction of aircraft Santa Monica, California, U.S.A., 1942

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Two
12. Maximum number of persons to be carried (including crew) Twenty-eight

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A, B, C, D, E
15. Maximum span (in flying position) 95'
16. Maximum length (in flying position) 65'
17. Total height (with and without trolley in case of seaplanes) 17'

ENGINES

18. Number installed: Two

19. Makes: Pratt & Whitney

20. Types: Wasp S1C3G

21. International power of the engine or engines at

(a) Sea Level 1200 H.P. at 2700 revolutions per minute. (International number of revolutions)

(b) Rated Altitude 1050 (7500 ft) H.P. at 2350 revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) (b)

23. Oil: (a) (b)

24. Airscrews — Number fitted: Two Types: Hamilton Standard No.
Pitch: Constant Speed Diameter

25. Weight of aircraft empty (including water in the radiators): (a) Landplane 16714 (3/2/48) lbs. (b) Seaplane lbs. (c) Skiplane lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon) 4824 lbs.
(a) Number of tanks: Four
(b) Capacity of tanks: 670 Imp. gals.

27. Oil (at 9·0 lbs. per gallon) 498 lbs.
(a) Number of tanks: Two
(b) Capacity of tanks: 55 Imp. gals.

28. Weight allowed for crew 340 lbs.

29. Weight allowed for equipment, excluding wireless apparatus lbs.

30. Weight of wireless apparatus lbs.

31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full 2824 (3.2.48) lbs.

32. Maximum total weight authorized lbs.
Landplane (Landing) 24,400 lbs. (Take off) 25,200 lbs.
Seaplane (Excepting in case of emergency) lbs.
Skiplane lbs.

Delete (6.12.50)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane (Take off) Twenty-five thousand two hundred pounds
Seaplane (Landing) Twenty-four thousand four hundred pounds (Excepting in
Skiplane case of emergency)

34. Minimum crew necessary: Two

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 47.1 inches and 70.6 inches behind the prescribed datum. (Leading edge of centre section of wing)

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2550 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2700 r.p.m.

40. The indicated air speed must never exceed (a) m.p.h. and (b) m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 23, August, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 15th day of April 19 47

Superintendent, Air Regulations.

/MIM
/ZC
/MM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

DC3C (SIC3G) Weight and Speed Limitations.

1. The following is a summary of the maximum take-off and landing weights which have been authorized for the DC3C (SIC3G) aircraft.

(a) Scheduled Air Carrier Operations:

Landing - 24,400 lbs. - Except in an emergency
Take-off - 25,200 lbs.

(b) For Cargo Operations only:

Take-off and landing - 26,900 lbs. (Dump Valves not required)
A flap setting of 15 degrees is required at weights in excess of 25,200 lbs.

(c) For Non-Scheduled Passenger Operation only:

Landing - 25,200 lbs.) Dump Valves not required
Take-off - 25,200 lbs.)

(d) The weight limitations given in (a) and (c) above may be increased as follows for Domestic operations only in Canada:

Landing - 26,000 lbs. at sea level) Dump Valves
Take-off - 26,200 lbs. at sea level) not required

Under (d) the maximum permissible take-off and landing weights are reduced with increasing airport altitude in accordance with weight limitation charts approved by the Department of Transport.

Note: Maximum landing and maximum take-off weight may be increased 146 lbs. when compete de-icer is installed, except that no allowance may be made for de-icers at take-off and landing weights above 25,200 lbs.

2. Airspeed Limits.

	Up to 24,800 lbs.	24,800 to 25,200 lbs.	25,200 to 26,200 lbs.	26,200 to 26,900 lbs.
Level flight or climb	217 mph	211 mph	205 mph	200 mph
Glide or dive	262 "	257 "	250 "	241 "
Flaps extended	112 "	112 "	112 "	112 "

(All speeds True Indicated)

(S. Graham),
Superintendent, Air Regulations.

OTTAWA, Ontario.
March 25th, 1947.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
22.11.49 { Navigation lights
Landing lights

2 Engine Revolution Counters
2 Oil Pressure Gauges
2 Oil Temperature Gauges

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First Aid Kit

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (22.11.49)

Total weight autherized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made. (3.2.48)

New weight & Speed Limitations sheet dated 17.6.49 was inserted in C of A (7.9.49)

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		22. Aug. 1947 Feb. 3/49 21.11.50 6.12.51.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/KM

5008-E3-14 46

Ottawa, Ontario.
April 29th, 1947.

REGISTERED

McInnes Products Corporation Limited,
806 McLeod Building,
Edmonton, Alberta.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5425 and Certificate of Airworthiness No. 1879, together with Engine and Journey and Aircraft Log Books, for your Douglas aircraft, CF-ECN. DC3-(S1C3G)

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Edmonton, Alta.

McINNES PRODUCTS CORPORATION

LIMITED

806 McLeod Building,
EDMONTON, Alberta.

47

A 7029

P.A

May 28th,
1 9 4 7.

TRANSPORT-RECORDS
JUN 2 A.M.
File 5008-C3-14

Superintendent, Air Regulations,
Department of Transport,
OTTAWA, Canada.

Dear Sir:

We beg to acknowledge receipt of log books for our Douglas aircraft, CF-ECN.

Thanking you, we remain,

Yours very truly,

McINNES PRODUCTS CORPN. LTD.

*MM

Per M. MacLean.

ENTERED
ON CARDS

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

EDMONTON ALBERTA AUGUST 21/47

A16847

TRANSPORT-RECORDS
AUG 25 A.M.
File 5008-E3-14

MCINNES PRODUCTS CORPORATION
WATERWAYS ALBERTA

THIS WIRE EXTENDS FORMAL CERTIFICATES EASY CHARLIE NORMAN TO SEPTEMBER SEVENTEENTH FORTY SEVEN

DISTRICT INSPECTOR AIR REGULATIONS

COLLECT

Our file: 1-560
Hqs. file: 5008-E3-14

49

xxxxxxxxxx

1-560

A19397

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Sept. 12/47.

TRANSPORT-RECORDS
SEP 15 P.M.
File 5008. E3-14

AIR MAIL

McInnes Products Corp.,
Waterways, Alta.

Dear Sirs:

This letter constitutes your temporary extension of the formal Certificates of Registration and Airworthiness of CF-ECN Douglas DC3 to be not valid after October 5, 1947.

Yours truly,

K. F. Saunders,
District Inspector,
Air Regulations.

KFS/M
Ch 5008-E 3-14

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

10

2
8-45

EDMONTON ALBERTA JANUARY 6, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Northwest Industries Ltd. Drawings.	1-560

TRANSPORT-RECORDS
JAN 8 P.M.
File 5008-E3-14

Controller of Civil Aviation,
OTTAWA, Ontario.

Attention: Chief Aeronautical Engineer.

A32168

1. Herewith for your approval, please, the following drawings in duplicate, covering modification of Electrical Installation on Douglas C-47, CF-ECN:

(1) SK-114 - Diagram - Booster Wiring.

(2) SK-112 - Generator Wiring.

(3) SK-120 - Modification to Main Junction Box.

(4) SK-128 - Placards - Equalizer Circuit.

KFS-h
Encl.

for K. F. Saunders,
District Inspector,
Air Regulations.

WDJ/AO'D

Ottawa, Ontario, January 20, 1948

1-560 Northwest Industries Limited Drawings 5008-E3-14

District Inspector, Air Regulations,
402 Bloway-Henry Building,
Edmonton, Alberta.

Attention: Resident Inspector, A.I.D.

1. Northwest Industries Limited drawings, enclosed with your letter of January 6th, 1948, covering modifications to the Electrical Installation on Douglas C-47, CF-ECH, are approved subject to A.I.D. inspection and sealed copies of the following drawings are returned, herewith:-

Drawings Nos. SK-112, Issue B,
SK-114, Issue A,
SK-120, Issue A
SK-128, Issue A.

for (H.S. Rees),
Chief Aeronautical Engineer.

Encl.

535

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-560
H.Q. File: 5008-E3-14
Place ...Edmonton.....

Date...Jan..3.....194..8.

A35776

TRANSPORT-RECORDS
FEB 6 A.M.
File 5008-E3-14

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type .....Douglas DC3 S1C3G.....

Registration Markings ...CF-ECN.....

Private or Commercial ....Commercial.....

Date of Inspection .....3-2-48.....

Previous C. of A. Expires .....22-8-47.....

Present C. of A. Expires .....Feb..3,.1949... C of R #5425 C of A #1879

Remarks .....C of A No. 1879 amended as follows:.....

Item 25: .Landplane empty weight changed from 16,340 lbs. to 16,714 lbs.
Item 31: Landplane commercial weight changed from 3198 lbs. to 2824 lbs.
.Footnote on page 1 of C of A added:.....
Total weight authorized does not permit of carrying total
.number of passengers unless suitable reduction in the quantity
of fuel is made.
.Log book was amended accordingly.....
Attached hereto, the following: AID report dated this date covering
.inspection of aircraft; AID report dated Jan. 23/47 covering
weighing of aircraft; copy of Inspection Release Cert. No. 243
and work reports on aircraft and engines submitted by Engineer
Portlock.

Mrs Jones
to note & P.A
HSP 2-2-48

Noted
LW

GVP/M
Encls.

.....f/..G.V.Pinsonneault.....
.District Inspector.
Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

54

2
8-45

Edmonton, Alta. Feb. 3/48
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC3-S1C3G CF-ECN Serial No. 4702	1-560

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected as a Landplane on this date.

AIRCRAFT: Total time: 3346:50.
Time since overhaul: 1007:50

ENGINES: (Left) P & W R1830(S1C3G) Serial No. 42-108483
Time since new: 972:05
Time since overhaul: 477:05

(Right) P & W R1830 (S1C3G) Serial No. C.P.357079
Time since new: 2212:35
Time since overhaul: 494:15

AIRSCREW: (Left) Hamilton Standard Constant Speed
Hub Serial No. RR2764
Design No. 23E50-473
Blades: Design No. 6477A0
Serial Nos NKS3247-RRG9468-P90351
Total time: 3347:50
Time since overhaul: 1:00

(Right) Hamilton Standard Constant Speed
Hub Serial No.: RRC5762
Designe No.: 23E50-473
Total time: 1396:40
Time since overhaul: 1:00

2. The aircraft and engines appeared in good condition and considered airworthy at the time of inspection.

H. E Davenport /

H. E. Davenport
for Resident Inspector AID

HED/M
C/CAE

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

53 2 8-45

Edmonton, Alta., January 23, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Douglas DC3 - CF-ECN	1-560

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was weighed empty as a landplane on this date.

	1st - Tail Up	2nd
Left front	7890 lbs.	7620 lbs.
Right front	7980 "	7690 "
Tail	860 "	1380 "
	16730 lbs.	16690 lbs.

	3rd
Left front	7610 lbs.
Right front	7730 "
Tail	1380 "
	16720 lbs.

2. Mean empty weight of aircraft.....16714 lbs.

H. E. Davenport,
Asst. Resident Inspector, A.I.D.

HED*LC
C*CAE

NORTHWEST INDUSTRIES LIMITED
P.O. BOX 517
EDMONTON - ALBERTA

COPY FOR: Department of Transport

CUSTOMERS ORDER NO:

OUR ORDER NO:

ACCEPT. OF TENDER NO:

C.D. NO: F.E. NO:

INSPECTION RELEASE CERTIFICATE

CONSIGNED TO:
McINNES PRODUCTS CORPORATION
EDMONTON, Alberta.

SERIAL NO: 243

DATE: January 31st, 1948

REF. NO.	PART NO.	DESCRIPTION OF ARTICLE(S)	QTY.	SPECIFICATIONS	INCOMING RELEASE	JOB NO.	REMARKS
-	-	Repairs to Douglas DC3-S1C3G Aircraft Serial #4702 Registration CF-BCN	1	-	Release Notes for spare parts and materials embodied into these repairs are held on file.	670	Aircraft prepared for renewal of C of A. (for details see airframe, engine and propeller log books) Weight empty after repair (including radio) - 16,730 lbs. (See separate weight & C.G. report)

I hereby certify that the components listed conform to drawings and specifications approved by the Department of Transport, that the materials used conform to those specifications, and that all workmanship is sound and in accordance with accepted aircraft practice.

For and on behalf of NORTHWEST INDUSTRIES LIMITED

Date: January 31st, 1948

Signed:
Chief Inspector

Work Carried out by Northwest Industries Limited, Edmonton, Alberta, on Douglas DC3C-S1C3G Serial #4702, Registration CF-ECN, owned by McInnes Products Corporation, Edmonton, Alta.

Airframe Time Since Manufacture	3346.50 hrs.
" " " Overhaul	1007.50 hrs.
Engine, Port, Pratt and Whitney R1830-92(S1C3G) Serial #42-108483	
Time Since New	972.05 hrs.
" " Overhaul	477.05 hrs.
Engine, Stbd. Pratt and Whitney R1830-92(S1C3G) Serial #C.P.357079	
Time Since New	2212.35 hrs.
" " Overhaul	494.15 hrs.

- - - - - - - - - - - - - -

This aircraft was received by air for inspection and necessary repairs and modifications for renewal of C of A. The following work was carried out:

A FUSELAGE:

1. Fuselage structure cleaned and examined for defects and corrosion.
2. All attachment points checked.
3. Structure on bottom skin treated to resist corrosion and primed with zinc chromate primer.
4. Three new cabin windows fitted port side. Five new windows fitted starboard side.
5. Cargo doors repaired and refitted. Sealing strips renewed.
6. Pilot and co-pilot seats repaired.
7. All upholstery removed, repaired and re-installed.
8. New upholstery installed in navigator's compartment.
9. Astrodome removed. Hole blanked off.
10. Elevator stop on fuselage missing - replaced.
11. New window fitted to cockpit, port and starboard.
12. Draft curtain made up and installed forward of cargo door.
13. New windshield frost shields fitted.
14. New floor support channel, part #2114176, installed in radio compartment.
15. Channel assembly floor support, starboard between stations 86 and 103 repaired.
16. Channel, pulley bracket reinforcing, part #4118477 repaired.
17. Channel floor support, part #2113526, between stations 86 and 103 repaired.
18. Fire extinguisher removed, weighed and refitted.

B WINGS:

1. Port and starboard wings removed, and cleaned.
2. Wing structure inspected for damage and corrosion.

3. Attachment angles examined for cracks and elongated holes.
4. Outer aileron hinge brackets, port and starboard, repaired in accordance with NWI Sketch SK-131.
(This drawing was approved by Douglas)
5. Flaps inspected and repaired where required, new leathers fitted.
6. Hydraulic flap actuating cylinder dismantled, overhauled, reassembled and tested.
7. All flying control systems in wings inspected.
8. Landing lights inspected.

C. UNDERCARRIAGE

1. Both undercarriages removed from aircraft, disassembled and cleaned.
2. All parts inspected, magnaflux and/or Zyglo tested for cracks.
3. All bushings and bolts checked for wear in accordance with Douglas tolerance chart. New bolts and bushings fitted where required.
4. Tires checked and assembled on wheel by Edmonton Tire.
5. Brake shoes cleaned. Brake drums polished.
6. Wheel hubs Zyglo tested for cracks, primed and painted.
7. Brake Hydraulic operating cylinders overhauled.
8. Shock Strust dismantled, overhauled, reassembled and tested.
9. Undercarriage retracting jacks dismantled, overhauled reassembled and tested.
10. Brake Assembly tested for operation and dummy drum.
11. Tail wheel and strut assembly removed from aircraft disassembled and cleaned.
12. Tail wheel shock strut, dismantled, overhauled reassembled and tested.
13. Tail wheel hub Zyglo tested for cracks.
14. Tail wheel tire and tube inspected and assembled on wheel by Edmonton Tire.
15. Main undercarriage bungees renewed..

D. EMPENNAGE

1. Rudder and elevators removed and inspected.
2. Fairings removed. Horizontal stabilizer attachments checked.
3. Control surface attachment points checked.
4. Vertical stabilizer attachment points checked.
5. Douglas Service Bulletin #234 incorporated on elevator trim tab horns (steel horns fitted).

E. FUEL SYSTEM

1. Fuel tanks removed, cleaned and inspected.
2. All fuel tanks tested for leaks under 3½ psi air pressure.
3. Tank bays inspected. Straps and packings renewed where necessary.
4. Fuel supply valves removed, cleaned, inspected painted and replaced.
5. Fuel wobble pumps removed, cleaned inspected, painted and replaced.
6. Fuel pressure transmitters checked.
8. Screens removed, cleaned, inspected, painted and replaced.
9. Primer pumps removed. New pumps fitted.
10. Fuel pipe lines removed, inspected, and replaced with new where required.
11. Oil dilution solenoids and valves removed, checked, cleaned and replaced.

11. Fuel system reassembled, and tested for leaks, flow, and for correct selection.

F. OIL SYSTEM

1. Oil Tanks removed, cleaned, tested, painted and reinstalled.
2. Oil coolers removed, cleaned, tested and reinstalled.
3. Oil pipe lines inspected and replaced where required. Flexible lines and hoses replaced.
4. Oil pressure transmitters checked.
5. Oil cooler shutters dismantled, overhauled, reassembled and replaced.
6. Mandatory Note #1. A.D.669-1 dated 22 March 1946, carried out (fire resistant hose, oil-in lines).
7. Oil tank bays inspected, new rubber bushings fitted.

G. HYDRAULIC SYSTEM

1. Hydraulic system units removed from aircraft and cleaned.
2. Hydraulic regulator Serial #4005434 inspected and tested. Douglas Service Bulletin C47-44 incorporated).
3. Marquette windshield de-icer overhauled, reassembled and tested.
4. Hydraulic Pumps Serial #7974 and #PES772 tested at 2500 psi at 2000 rpm.
5. Hydraulic header tank cleaned, tested under pressure, painted and reinstalled.
6. Hydraulic accumulator air and oil tested, at 1500 psi, repainted and reinstalled.
7. Hydraulic hand pump Serial #364 tested at 1500 psi,painted and reinstalled.
8. Hydraulic control panel inspected and tested, in accordance with Douglas instructions. Relief valves set to operate at 1000 psi and 435 psi for flap relief valve.
9. Selector valves inspected and tested.
10. Hydraulic header tank indicator dismantled, cleaned,overhauled, reassembled and tested. Repainted.
11. All rigid and flexible hydraulic lines inspected for condition and for damaged flares. Many lines had to be replaced. New lines made up and installed.
12. Hydraulic system checked foroperation and for leaks with portable tester. All services operated satisfactorily and no leaks were found.
13. Hydraulic pressure gauge removed, checked and reinstalled.

H. ELECTRICAL SYSTEM

Heat Warning:

1. (Lights installed in wrong position in radio compartment.) Re-installed in correct place. New wire necessary.
2. (All light sockets seized.) - Solder removed and cleaned.
3. (Wires strung with tape along heat duct.) - Removed and run in conduits.

4. (Wires spliced-solder joints-in many places.) - New wire installed.
5. (No fusing of circuit.) - Fuse installation as indicated on Douglas Drawing No. 5111344
6. (Thermo switches not locked.) - Removed, tested, adjusted and locked.
7. (Wiring to all lights improperly routed on surface along cabin walls.) Re-routed in proper location through tunnel and conduits.

Boost Coil Installation:

1. Separate switch installed as per drawing No. SK-114. (D.O.T.Approved)
2. New wire and conduits where necessary.
3. Balance of wire installed in existing conduits.

Generator Circuit & Controls:

1. (Generators grounded - wong resistors used - equalizer switch wrong.) - New carbon pile regulators, reverse current relays and equalizer switch installed as per drawings, SK-112, SK-120 and SK-128.(D.O.T.Approve
2. Circuits and controls tested for operation with generator test stand.

Electrical Check:

1. Landing Light Relays - (Contacts burned) - Removed, cleaned and overhauled, reinstalled.
2. Master Battery Relays - (Badly burned) - Removed, overhauled - new contacts reinstalled.
3. Prop Feather Relays and Starter Relays - (Badly burned) - Replaced with new ones.
4. Pitot Mod. (Pitot heaters inoperative) - (Mod. partially installed) - Finished mod. including re-numbering of wires.
5. Mooring Light - Upper recognition light switch marked for mooring light, and necessary re-connecting, completed.
6. Cockpit light circuit grounded - Remove faulty light, repair and replace.
7. Ignition Circuit - (Mag. Switch unserviceable) - replaced. (Mags. on both engines crossed.) - (Connected correctly.)
8. Conduit Assembly Ahead of Firewall - (overhaul of complete assembly necessary - new conduit needed in several places.) - complete re-wired and reinstalled.
9. Diagram of Fuse Location and Wire Numbers - (Main Junction Box - incorrect.) - New diagram and numbering showing correct fuse location and sizes, etc..
10. Compass Radio Junction Box - (Badly corroded) - All terminals, wiring and terminal strips removed, cleaned - box painted and replaced.
11. Pilots Electrical Panels - Removed - All switches tested - wiring checked - name plates re-painted and reinstalled.
12. Landing, Navigating & Passing Lights - wires checked for serviceability - unnecessary splices removed - lenses cleaned and polished. New bulb in left landing light and navigating light.
13. Inverter - Removed for Overhaul and Replaced.
14. Fuel Tank Potentiometers - Checked with Ohm meter for continuity and smooth operation.
15. All circuits completely checked for operation.
16. New bulbs and fuses installed where necessary. Transplex installed on wiring in nacelles where subjected to oil damage. All junction boxes cleaned and wire connections checked.

Undercarriage warning switches - cleaned, checked and adjusted.

17. Dynamotor Serial #1951 cleaned, inspected overhauled and tested at 12 volts. Drain 5 amps. Output 335 volts.
18. Battery carriers removed, cleaned, repaired and replaced.
19. Generators inspected. One generator overhauled, one replaced.
20. Batteries removed, serviced and replaced.
21. Starters inspected. One starter overhauled, one replaced.

I ENGINES AND POWER PLANTS

1. Engines removed from power plants.
2. Accessories removed from engines.
3. Magnetos and ignition harnesses removed from engines.
4. Carburetters flow tested by British Aeroplane Engines.
5. Magnetos and ignition harnesses overhauled and replaced.
6. Engine mount structures cleaned, magnaflux tested for cracks, primed and painted.
7. Spark plugs cleaned and tested. Replaced where necessary.
8. Rocker box covers renewed. Rocker gear inspected. Tappet clearances adjusted, rocker box covers replaced.
9. New rear propeller cone fitted to both engines.
10. New gaskets and seals fitted throughout, both engines.
11. #9 cylinder removed, engine #42-108483 (port)
12. Damaged spark plug bushing removed. Replacement stainless steel bushing fitted.
13. #9 piston found with cracked ring land - replaced cylinder, with new piston and rings assembly. Cylinder overhauled.
14. #2 piston removed on engine #42-108483 (port) to permit removal of ignition lead conduit. Replaced.
15. Reduction gear covers painted.
16. Engines reinstalled in engine mounts.
17. Accessories refitted. Carburetters replaced.
18. All pipe lines and electrical systems installed.
19. Exhaust system sandblasted and overhauled. New parts fitted where necessary.
20. Anti drag rings dismantled, cleaned, overhauled and reassembled. Bushings, fittings, bolts and gill plates replaced where necessary.
21. Cowl flap actuating cylinders overhauled and tested.
22. Anti-drag ring assembly rigged and tested for operation under hydraulic pressure.
23. Double capacity governors fitted to both engines.
24. Propeller feathering pumps overhauled. One motor replaced.
25. Propeller control pulley brackets repaired. One bracket replaced.

J. INSTRUMENTS

1. Instruments removed, calibrated and reinstalled.
2. Compass swung.

K. HEATER SYSTEM

1. Heater system installation completed.

L. FLYING AND ENGINE CONTROLS

1. All cables inspected throughout entire length.
2. Replacement cables supplied and fitted.
3. All pulley brackets, pulleys and fairleads inspected, and lubricated where necessary.
4. Control column removed, inspected, bearing repacked and reinstalled.
5. Engine control pedestal removed, inspected, overhauled and reinstalled.
6. Rudder pedals inspected.

M. PROPELLERS

1. Propellers removed.
2. Paddle bladed propellers installed (see propeller log books)

N GYROPILOT

1. Installed Regulator valve.
2. Installed new flex lines, mounting assembly.
3. Installed two new metal lines mounting assembly.
4. Flexible servo hoses removed,cleaned, tested and reinstalled.
5. Oil filter removed,tested, and reinstalled.
6. Drain trap removed, cleaned and reinstalled.
7. Directional Gyro control box removed, corrected for drift and reinstalled.
8. Bank and Climb control box removed, calibrated and reinstalled.
9. Modification parts for Sperry Service Bulletins 31 and 43 not available (C.A.A. Mandatory Notes AD669-1, Nos. 8 and 9) Gyropilot "on-off" valve and emergency shut off valve wired in "off" position. Gyro pilot now inoperative and must not be used.

O. COMMUNICATIONS EQUIPMENT

1. Removed, serviced and reinstalled.

P. GENERAL

1. Aircraft re-assembled in accordance with Douglas specifications.
2. New wing attachment bolts fitted. Bolts torqued to 110 inch pounds.
3. All flying controls connected up and correctly safetied.
4. All flying controls checked for travel and freedom of movement.
5. All engine controls connected up and correctly safetied.
6. All engine controls checked for travel and freedom of movement.
7. Dual check of flying and engine controls carried out.
8. Aircraft weighed. Weight empty - 16,730 lbs. with radio installed. (See attached Weight and C of G report).
9. Hydraulic system replenished. All hydraulic services tested with portable tester.
10. Electrical system checked for continuity in all circuits. Bonding check carried out. Generator controls test run. Batteries installed.
11 Fuel, oil and anti-icer systems replenished and tested for leaks.
12. Engines pre-oiled, spark plugs fitted.
13. Main and tail shock struts inflated to correct pressure.

14. Tires, main and tail wheel inflated to correct pressure.
15. Engines ground tested at low rpm. Engines shut down, and examined for oil, fuel and hydraulic leaks. All leaks found on inspection rectified.
16. Engines, ground testedfor one hour. Performance and functioning of engines, controls and instruments satisfactory.
17. 350 lbs. ballast loaded into rear baggage compartment.
18. Gyropilot "on-off" valve on control pedestal wired in "off" position. Gyropilot inoperative due to non-compliance with C.A.A. Airworthiness Directive AD669-1 dated 22 March 1946. Mandatory Notes Nos. 8 and 9.
19. Gyropilot emergency shut-off valve wired in "off" position.
20. Aircraft cleaned and polished. Owners insignia and registration letters applied.
21. Aircraft given final checkover, pronounced airworthy and released for test flight.

I hereby certify that specifications approved by the D.O.T. have been complied with and that all workmanship is sound and in accordance with accepted aircraft practice.

Signed.....
Chief Inspector
NORTHWEST INDUSTRIES LTD.

I hereby certify that all work listed has been done with certified material according to accepted practice; that all Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modification has been incorporated and that the aircraft is airworthy.

Signed.....
Air Engineer "B"
NORTHWEST INDUSTRIES LTD.

Work Carried Out by Northwest Industries Limited,

Edmonton, on Pratt & Whitney Wasp Engine S1C3G

(N1830-92Y Serial No. 42-108483

Time Since New 972.05 hrs.
Time Since Overhaul 477.05 hrs.

1. Removed all rocker box covers.
2. Removed main oil sump.
3. Removed external oil line.
4. Removed induction pipes #8, #9 and #10.
5. Removed rocker box oil sump.
6. Removed No. 9 cylinder, Piston and ring assembly.
7. Removed broken Spark Plug (rear plug)
8. Cleaned cylinder and rocker gear.
9. Removed spark plug bushing (rear plug)
10. Removed all rocker gear, seals, valves and valve springs.
11. Installed new spark plug bushing (rear plug)
12. Checked cylinder head for cracks.
13. Fitted new seals and gaskets on rocker arm shaft.
14. Lapped and tested inlet and exhaust, valve and valve seat.
15. Lapped new oil and compression rings in cylinder.
16. Checked cylinder barrel for size, fitted new piston.
17. Assembled inlet and exhaust valve and valve springs.
18. Fitted new seals and gaskets on rocker box sump.
19. Fitted new rocker box cover gaskets.
20. Installed rocker box oil sump with new gasket and oil seals.
21. Installed external oil line with new gaskets and oil seals.
22. Installed No. 9 cylinder, with new oil seal, new piston and ring assembly.
23. Torqued cylinder hold down nuts to 300" lbs.
24. Fitted new pal. nut on cylinder hold down studs.
25. Checked all inlet and exhaust valves for gas tightness.
26. Fitted new oil seals in inlet and exhaust push rod.cover tube (No. 9 cylinder).
27. Installed serviceable ignition harness.
28. Installed left magneto No. 1114538.
29. Installed right magneto No. 35507.
30. Traced and numbered all ignition leads.
31. Fitted all ignition lead to magneto blocks.
32. Timed right and left magneto to engine.
33. Checked all inlet and exhaust push rod cover tube nuts.for tightness.
34. Locked all head baffle screws after installation of ignition narness.
35. Fitted new propeller cone (gear).
36. Fitted and locked magneto covers and shielding, after installation of distributor blocks.
37. Removed No. 2 cylinder, piston and ring assembly to permit removal of right magneto ignition lead shielding.

38. Fitted serviceable ignition lead shielding right magneto.
39. Reinstalled No. 2 cylinder, piston and ring assembly, with new cylinder.flange oil seal.
40. Torqued cylinder hold down nuts to 300# lbs.
41. Fitted new pal. nut on cylinder hold down studs.
42. Installed intake pipe with seals No. 2 cylinder.
43. Fitted new oil seals in exhaust and intake push rod cover tubes; No. 2 cylinder.
44. Adjusted intake and exhaust tappets and installed rocker box covers No. 2 cylinder.

Replacement Parts Fitted

Qty.	Part No.	Description
1	23996	Packing
1	24934	Packing
2	15772	Packing
3	802	Packing
1	59417	Bushing
4	40346	Gasket
1	32909	Gasket
4	14096	Packing
2	40345	Packing
4	88917	Packing
2	86583	Lock
1	AN5008-50-A	Cone
1	820	Gaskets
1	31255	Hose
28	88962	Gasket
84	AN365-428	Fiber Stop Nuts
2	31724	Oil Seal
2	20515	Gasket
1	6558	Gasket
1	32358	Gasket
1	14438	Oil Seal (ring)
3	90764	Packing
1	14438	Oil Seal
4	88917	Packing
4	14096	Seal
1	802	Seal
36	7635	Pal. nuts
14		Ferrules
1		Piston & Ring Assembly.

I hereby certify that all work listed has been done with certified material according to accepted practice; that all Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modification has been incorporated and that the aircraft is airworthy and in accordance with accepted aircraft practice.

Signed.....
Air Engineer
NORTHWEST INDUSTRIES LTD.

NORTHWEST INDUSTRIES LTD.

Work Carried Out by Northwest Industries Ltd. Edmonton,

on Pratt & Whitney Twin Wasp Engine S1C3G (1830-92)

Serial No. 92-357079, (Stbd.)

Time Since New 2212.35 hrs.
Time Since Overhaul 494.15 hrs.

1. Removed all rocker box covers.
2. Adjusted all inlet and exhaust tappets.
3. Refaced and replaced all rocker box covers. New nuts fitted.
4. Fitted new rocker box gaskets,
5. Installed NWI overhauled ignition harness.
6. Installed NWI overhauled right magneto, LL-26661
7. Installed NWI overhauled left magneto LL-64757.
8. Fitted new seals and gasket to rocker box sump.
9. Timed right and left magneto to engine.
10. Installed and locked all head baffles after installation of ignition harness.
11. Traced and numbered all ignition leads.
12. Fitted ignition lead to magneto blocks.
13. Fitted and locked magneto covers and shielding after installation of distributor blocks.
14. Checked all tappet push rod cover tube packing nuts for tightness.
15. Fitted new propeller cone (rear).
16. Carburetter flow tested by British Airplane Engines (see attached flow sheet).

ReplacementsParts Fitted:

Qty.	Part No.	Description
2	86583	Locks
2	15772	Packing
2	40345	Packing
2	40346	Gaskets
28	88962	Rocker gaskets.
84	AN365-428	Fiber Stop Nuts
1	5008-50A	Cone

I hereby certify that all work listed has been done with certified material according to accepted practice; that all Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modification has been incorporated and that the aircraft is airworthy.

Signed.....
Air Engineer "B"
NORTHWEST INDUSTRIES LTD.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 6-46

Edmonton, Alberta, February 27, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Engine Failure Douglas DC3 S1C3G CF-ECN.	1-560

A38978

TRANSPORT-RECORDS
MAR 2 AM
File 5008-E3-14

Controller of Civil Aviation,
Ottawa.

1. Herewith, for your information and records please, copy of the crews' report, dated February 18th, 1948 on engine failure on DC3 aircraft CF-ECN, of the McInnes Products Corporation Limited.

2. The engines: engine, port, Pratt and Whitney R1830-92(S1C3G) Serial No. 42-108483; engine starboard, Pratt and Whitney R1830-92(S1C3G) Serial No. C.P.357079.

3. This failure is being checked into by Mr. Currie of the A.I.D., and it would appear off hand that the matter will end up in court, the McInnes Products Corporation Limited sueing the North West Industries Limited.

4. On there being any further development we will advise you.

K. F. Saunders,
District Inspector,
Air Regulations.

KFS/p
Encs.

14 flight ops since O.H. by N.W.I.L.

COPY

S-8

Waterways, Alta.,
Feb. 18, 1948.

District Inspector,
Air Regulations,
Edmonton, Alta.

Dear Sir,

On the morning of Feb. 9, 1948, CF-ECN departed on a flight from McMurray to Lake Athabasca. Pilots were A. R. Potter and W. H. Gieg with A. F. McNaughton as flight engineer.

Prior to take-off at 12:50 hours both engines were pre-heated with Herman Nelson heater for approximately 1½ hours. On run-up and cockpit check all engine instruments gave indications of satisfactory operation, cylinder head temperatures at 150 C, oil pressures at 85 lbs. per sq. inch.

Take-off and initial climb were satisfactory in all respects. First indication of abnormal operation was in increase in RPM of the right engine from 2350 to 2500. Operation of the propellor pitch control failed to reduce the RPM to normal climbing RPM. This was followed almost immediately by indication of a loss of engine oil pressure on the right engine pressure guage and warning light coming on. The feathering button was immediately operated and fuel selectors, magnetos and mixture control turned off.

First operation of the feathering button failed to feather the prop and it was not until the third attempt, when the aircraft was turning on final approach, that the propellor feathered. In our opinion, feathering operation was delayed due to the high viscosity of the oil in the bottom of the tank, as this type tank is of hopper construction and therefore all the oil would not reach normal operating temperatures during a flight of such short duration. This delay in feathering resulted in extensive internal damage to the engine.

On inspection after landing it was discovered that the oil pressure regulator on the right engine had come out and dropped into the bottom of the cowling due to the absence of proper safety locking devices.

Yours very truly,

"A. R. Potter"
"W. H. Gieg"

copy

Edmonton, Alberta, January 28, 1948.

Conditions of Aircraft Operations. A-74

Controller of Civil Aviation,
Ottawa.

1. It is desired to bring to your attention, please, conditions of aircraft operation which has arisen in this district and which we believe applies to other districts, namely the small operators who are using DC3 aircraft or similar types. For example, McInnes Products Corporation Limited, who have among other aircraft in their fleet a DC3. This aircraft, before their fishing season starts, is given a thorough inspection in Edmonton and then sets forth for the fishing season. The machanists staff consisting of one or two mechanics who are to look after, not only the DC3, but the Anson, while they are away in the field. Long periods elapse before these aircraft get back to Edmonton, the exact times not at present being known, but they are in the field for approximately 100 hours or more. We contend that staffs of this size and working in the field in the open and in the winter cannot possibly inspect these large aircraft efficiently. It is felt that if such a condition is permitted to continue, sooner or later, it will result in a serious accident with probable loss of life.

2. In making this prophecy we have in mind the recent accidents which have occurred in the Florida region of the United States, by the non-scheduled charter fliers using similar types of aircraft. The results of the investigation into those accidents prove, without a shadow or doubt, that maintenance practically does not exist.

3. Recently the McInnes Products Corporation' DC3 was in Edmonton for a check over and many items were found to be wanting to make the aircraft airworthy.

Cont'd.

4. Another point we would like to bring out is that this same Company have been using the authomatic pilot equipment under the same maintenance conditons and it is a well known fact that this piece of mechanism, if not continually serviced, can be a very dangerous piece of equipment.

5. We would recommend that operators of this type not be permitted to use automatic pilot equipment unless they are in a position to service same efficiently.

6. This subject was touched upon very lightly at the recent D.I.A.R.'s meeting in Ottawa, but, owing to pressure of time, like so many other subjects, was not finished completely.

7. We would appreciate very much your consideration of the above and your helpful comments for our future guidance, please.

K. F. Saunders,
District Inspector,
Air Regulations.

KFS/p

Phoned DIAR. Edmonton. 9/9/48.
Request regarding 27th Aug (McInnes & DIAR)

60

DAS SEP 8 PM 3 59

01647

22 VFDX/R EDMONTON CK 28 GB SEPT 8/48
DAS OTTAWA
ATTN CCA

A24739

ARE 618 RE OUR LETTER AUGUST 30TH REGARDING REQUEST BY MCINNES PRODUCTS CORPORATION STOP IMPERATIVE DECISION RENDERED IMMEDIATELY AS PARTY IN EDMONTON AWAITING PERMISSION FOR FLIGHT RUSH REPLY PLEASE

DIAR 247PM

OFFICIAL COPY

Returned to R.C.

ENTERED ON CARDS

61

1. PINK CC TRAFFIC SECTION
2. CANARY FILE COPY
3. GREEN C SECTION BUDGET
4. WHITE C Y ORIGINATOR

FORM 2195

DEPARTMENT OF TRANSPORT
DEPARTMENTAL COMMUNICATIONS

FILE NO. 5008-E3-14

DATE Sept. 9th, 1948

OTTAWA SEPTEMBER 9th, 1948.

DISTRICT INSPECTOR AIR REGULATIONS
402 BLOWEY-HENRY BLDG.,
EDMONTON, ALTA.

CAR 922 ARE 618 UNABLE TO TRACE CORRESPONDENCE REQUEST MGINNES PRODUCTS FLIGHT DC THREE STOP ATB CONFIRM NO OBJECTION NON REVENUE PASSENGER FLIGHT EDMONTON TO GROSGAP AND YELLOWKNIFE CARRYING PASSENGERS AS OUTLINED TELEPHONE CONVERSATION TODAY STOP SUGGEST RESTRICTION TO VFR DAY.

CIVIL AVIATION

C. Flavus.

M. M. F. Please note this action in your absence.
C.F. 16/9/48

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

62-2
6-46

EDMONTON ALBERTA (PLACE) September 7/48 (DATE)

YOUR FILE	SUBJECT	OUR FILE
		1-560

TRANSPORT-RECORDS
SEP 10 P.M.
File

Director of Air Services,
O T T A W A, Ontario.

Attention: Controller of Air Services.

Sent by Mr Cameron EAA Sept 10. HF

1. On August 30th, last, we forwarded you copy of letter from McInnes Products Corp., dated August 27, 1948.

2. As we have not as yet received our copy of your reply as requested, may we be favoured so, as soon as possible, please.

KFS/H

for J. R. K. Main,
District Controller Air Services.

8132

CAR

DEPARTMENT OF TRANSPORT

CANADIAN GOVERNMENT RADIO SERVICE

RADIO 63 2033 3-48

SENT NO.	SENT TO	SENT BY	RECEIVED BY	TIME SENT	CODE	CHECK
		P		10.20		

SEND THE FOLLOWING MESSAGE SUBJECT TO THE TERMS ON BACK HEREOF WHICH ARE HEREBY AGREED TO:

TO DIRECTOR OF AIR SERVICES
OTTAWA

Edmonton, September 8 1948

580 8-E 3-14
A24031

ATTENTION: Controller of Civil Aviation

ARE618 Re our letter August 30th regarding request by McInnes Products Corporation stop Imperative decision rendered immediately as party in Edmonton awaiting permission for flight stop rush reply please.

DISTRICT INSPECTOR AIR REGULATIONS

Our file: 1-560
Hqs. file: 5008-E3-14

Confirmation copy ✓

Records

DMB SEP 10 AM 9 16

64

01669

OW 14

DAS OW ATTN EAA

Teletype message

DCE150 RE LETTER AUG THIRTIETH FROM DIAR EDMONTON AND ARE

618 SEPT 8 CONCERNING PERMISSION FREE TRANSPORTATION REQUESTED

BY MCGINNIS PRODUCTS STP WHOLE GOVERNMENT SERVICE PLACED IN

EXTREMELY UNFAVOURABLE LIGHT THROUGH LACK OF REPLY

DCAS EDMONTON 091908Z

Mr Travers phoned Edmonton + replied by teletype night of Sept 9 that permission granted Sept 10 HSR

Records

618 8 Have you not been able to locate the August 30 letter yet?

Sept 10 HSR

VIA D. O. T. TELETYPE

W

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

67 2
6-46

EDMONTON ALBERTA (PLACE) SEPTEMBER 21, 1948. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Engine Failure ..... Douglas DC3 ..... CF-ECN.	1-560 E-95

TRANSPORT-RECORDS
SEP 24 P.M.
File 5008-E3-14

Director of Air Services,
O T T A W A, Ontario.

Attention: Controller of Civil Aviation.

A25728

1. Herewith copy of letter from McInnes Products Corporation Limited, Waterways, Alberta, dated September 13, 1948, and copy of letter dated September 20th, 1948, covering engine failure in Douglas DC3, CF-ECN.

2. Submitted for your information and records, please.

G V Priestley

GVP/H
Encl. 2

for J. R. K. Main,
District Controller Air Services.

C.A.E.
To note engine failure/pb.
H. J.

Noted and recorded in D.F. file.
27/9/48

C O P Y

66

McINNES PRODUCTS CORPORATION LIMITED

WATERWAYS ALBERTA

September 13th, 1948.

Mr. K. F. Saunders, District Inspector,
Air Regulations,
Department of Transport,
402 Blowey-Henry Building,
EDMONTON, Alberta.

Dear Sir:

On September 8th, about 15 minutes after take-off, and the engines were at climbing power, the right engine spluttered once and then began to vibrate. A check was made of the instruments, which were all functioning normally except for the cylinder head temperature, which began to fall rapidly and the manifold pressure, which had gone up.

On these two indications, the engine was switched off and the aircraft returned to McMurray.

Upon landing, an inspection was carried out, and it was found that the valves in the rear bank of cylinders were not operating. It was then assumed that the rear cam drive pinion had failed.

The engine sump was then drained, and the contents examined, in which was found four (4) teeth of the rear cam drive pinion, which confirmed our suspicions.

The extent of the repairs necessary are unknown until the engine has been dismantled, which means removal of the whole of the rear section of the engine.

The total time on the engine as flown by us since we got it from Pratt & Whitney on June 22nd, is 110:00 hours.

Yours very truly,

McINNES PRODUCTS CORPN. LTD.

Per: "D. A. Young"

D.A. YOUNG/NMS

COPY

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McINNES PRODUCTS CORPORATION LIMITED

WATERWAYS ALBERTA

September 20th, 1948

Mr. K. F. Saunders, DIAR,
Department of Transport,
402 Blowey-Henry Building,
Edmonton, Alberta.

ATTENTION: G.V. Priestely

Dear Sir:

With reference to yours of September 15th, in which you request more information on the engine failure in our Doug - ECN.

With reference to the type and model, we are herewith passing the information along, that the manufacturer, Pratt and Whitney Aircraft Company, lists on this engine:

1 Used Pratt & Whitney Twin Wasp Engine, originally built as R1830-67 and converted to Model R1830-92 in accordance with Specification PW-5054, revised 1-22-47. Engine completely overhauled and complete with standard equipment, including the following:

1 Carburetor Air Screen.
2 Magnetos Scintilla SF14LN-3 - Shielded.
1 Radio Shielded Ignition Harness with 5/8-24 Elbows.
1 Set Spark Plugs.
1 Set Pressure type Cooling Baffles.
1 Set Accessory Drive Covers.
1 Operators Handbook.
1 Engine Tool Kit.
1 Engine Log Book.
1 Shipping Box.
1 Set Rigid Mounting Brackets.
Engine Serial No. 16992.

We trust that this will give you the complete record.

Yours very truly,

McINNES PRODUCTS CORPORATION LIMITED

"W. SCHLADER"
Manager

W. SCHLADER/NMS

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

69 2
6-46

Edmonton, Alberta, September 22, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Engine Failure Douglas DC3 - CF-ECN	1-560 E-95

TRANSPORT-RECORDS
SEP 27 P.M.
File 5008 E 3-14

Director of Air Services,
O t t a w a, Ontario.

Attention: Controller of Civil Aviation.

A26005

1. Further to our letter of the 21st instant enclosing reports on the engine failure of the subject mentioned aircraft, herewith copy of report from Pilot William Henry Gieg (Limited Commercial Pilot No. C-2476), dated September 18th, 1948 and which is self-explanatory.

2. Submitted for your information and records please.

for J.R.K. Main,
D.C.A.S.

GVP/p
Enc. 1

Noted 28/9/48

C.A.E.
further details.

68

c o p y

Waterways, Alta.,
Sept. 18, 1948.

Mr. K. F. Saunders,
District Inspector for Air Regulations,
Edmonton, Alta.

Dear Sir,

Re Engine failure - CF-ECN.

On September 9, 1948 at 0900 hours I started the aircraft CF-ECN and took it out to the end of the runway, where a complete cockpit check and ground run up was carried out. The aircraft and engines were functioning normally in all respects.

I then proceeded to take off and began to climb at 2350 RPM and 34 inches manifold pressure. At approximately 6000 feet, still at climbing power, the starboard engine backfired, but continued to run with a readily noticeable loss of power, and a certain amount of vibration. An immediate inspection of the cockpit showed that the manifold pressure in the right engine had increased to 38 inches, and the cylinder head temperature of that engine was decreasing rapidly. I immediately stopped the engine and feathered the propellor, proceeding back to McMurray on the left engine only.

After careful inspection on the ground our engineers discovered that the rear bank of cylinders were not firing at all, and that there were four teeth from what we believe is the rear cam drive pinion lying in the oil sump.

As far as can be ascertained failure was a structural failure of the rear cam drive pinion.

Yours truly,

"W. H. Gieg"

70

E-95
1-560

A26946

402 Mowey-Henry Bldg.,
Edmonton, Alberta,
October 1, 1948.

TRANSPORT-RECORDS
OCT 4 A.M.
File 5008-E3-14

McInnes Products Corporation Ltd.,
WATERWAYS, Alberta.

Gentlemen:

Please refer to previous correspondence on P & W engine R1830-92, Serial No. 16992, which failed September 8, 1948.

Please advise when and by whom the engine is to be repaired.

Very truly yours,

GVP

KFS/H
cc: HQ
HQ File: 5008-E3-14

K. F. Saunders,
District Inspector,
Air Regulations.

N

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

71 2 6-46

Edmonton, Alberta, October 5, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Engine Failure Douglas DC3 - CF-ECN	E-95 1-560

TRANSPORT-RECORDS
OCT 9 A.M.
File 5008 E3-14

A27845

Director of Air Services,
O t t a w a.

Attention: Chief Aeronautical Engineer.

1. Please refer to our engine failure report on the subject aircraft dated September 22nd, 1948.

2. This engine has been returned to Pratt & Whitney, Montreal, P.Q., and it is suggested that the A.I.D. Montreal follow up the matter further (P & W Serial No. 16992).

for J.R.K. Main,
District Controller, Air Services.

KFS/p

cc: DCAS Montreal

FWC/VP

12

Ottawa, Ontario, October 13, 1948.

P & W Twin Wasp Modified from
R 1830-67 to R 1830-92. Serial 16992 5008-E3-14
Engine Failure.

District Controller of Air Services,
Montreal Airports,
Dorval, P.Q.

Attention: - Resident Inspector A.I.D.

1. The subject engine was installed in Douglas DC-3, CF-MUW owned and operated by McInnes Products Corporation Limited, Waterways, Alberta. The engine failed in flight through what appeared to be a structural failure.

2. The engine has been forwarded to Canadian Pratt & Whitney Aircraft Company, Ltd., Longueuil for inspection. Please follow up this matter and forward your report on the cause of failure.

for (H.S. Rees),
Chief Aeronautical Engineer.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

73 2/2-48

Rm. 44, Trans-Atlantic Administration Bldg., Montreal Airport, Dorval, Que., (PLACE) Oct. 25, 1948. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	P & W Twin Wasp Modified from R-1830-67 to R-1830-92. Serial 16992 Engine Failure	5008-E3-14

A30176

TRANSPORT-RECORDS
OCT 26
File 5008-E3-14

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Chief Aeronautical Engineer

1. Reference your letter of October 13, 1948. The subject engine has been received at Pratt & Whitney Aircraft and examined in the writer's presence.

2. It was found that failure had occurred of the cam gear drive pinion, all teeth being sheared off. It would appear that failure was caused by a faulty pinion rather than the presence of foreign material since the teeth of the cam gear itself bears little evidence of damage. It is considered that the teeth of the drive pinion failed simultaneously and almost instantly since any prolonged operation with damaged teeth would have left evidence on the mating teeth of the cam gear. In addition, several pinion teeth were found broken off in a whole state with the working surfaces almost unmarked.

3. No other damage or failure was found in the engine. Pratt & Whitney expressed complete satisfaction with the operating procedure of McInnis Products Corp. and with the company's maintenance of the engine.

4. Pratt & Whitney advise that this drive pinion is always replaced when converting an engine from military to civil status and their records show no similar previous failure.

5. On the assumption of possible faulty heat-treatment, they have been given permission to forward the pinion in question to the Hartford Laboratories for complete examination and report.

6. Further report will be made on receipt of Hartford's comments.

Await Hartford's report 26/10/48.

D. T. Jackson,
for District Controller, Air Services.

DTJ:AR

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

EDMONTON ALBERTA (PLACE) NOVEMBER 4, 1948, (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Engine Failure Douglas DC3 ..... CF-ECN.	E-95 1-560

TRANSPORT-RECORDS
NOV 8 A.M.
File 5008-E3-14

Director of Air Services,
O T T A W A, Ontario.

A51889

Attention: Chief Aeronautical Engineer.

1. Further to our letter of October 5ht, 1948, herewith copy of letter from Canadian Pratt & Whitney Aircraft Company, dated November 1st, 1948, which is self-explanatory.

2. Submitted for your information and records, please.

for J.R.K. Main,
District Controller Air Services.

JJC/H
Encl.

Noted
9/11/48

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CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY

LONGUEUIL, P.Q.

November 1st, 1948.

Mr. W. Schlader, Manager,
McInnes Products Corpn.,
Edmonton, Alberta.

SUBJECT: Pratt & Whitney R-1830-67/92
Engine, Serial No. 16992.

Dear Sir:

Your Twin Wasp engine was not received until October 15th, but immediately upon its arrival we took steps to have it inspected and repaired.

Upon splitting the blower and rear section of the engine, we found that part No. 19185 Rear Cam Reduction Gear had failed with consequent damage to the Part No. 77882 Rear Cam, but with no damage to any other part. As the 19185 Gear Was badly mutilated, it was impossible to establish the exact cause of failure, but it appears that it was due to a fatigue failure of the teeth of the driver gear, aggravated by an abrupt change in section at the base of these teeth, where the radius was smaller than the 1/32" called for on the part drawing.

The gear which failed was a new and unused part of Buick Manufacture, acquired from military surplus stock and fitted by us at the time of last overhaul of this engine prior to sale to you. As such it was covered for ninety days only, by the warranty clause contained in our quotation to you of February 26th, 1948. This warranty does not provide for consequential damage or labour. Nevertheless, we have decided, in this instance, to go beyond the privisions of our warranty and to replace Part No. 19185 Rear Cam Reduction Gear and Part No. 77882 Rear Cam, and to re-assemble and test this engine at no charge to you. The engine, which is expected to be completed Wednesday night, November 3rd, will be shipped to you in accordance with your instructions which we have requested by wire today.

We sincerely trust that this will meet with your approval.

Yours very truly,

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY LIMITED

(SIGNED) John W.R. Drummond,
Sales-Engineering Supervisor.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

77 2 6-47

Edmonton, Alberta, November 15, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Engine Failure Douglas DC3 CF-ECN - Ser. No. 16992	E-95 1-560

TRANSPORT-RECORDS
NOV 19 A.M.
File 5008-E3-14

A33272

D.A.S.,
Ottawa.

Attention: C.A.E.

1. Further to our recent engine failure report submitted dated September 21, 1948, and subsequent correspondence on this subject dated September 22nd, 1948; October 5, 1948, and November 4, 1948.

2. Attached hereto, copy of report from Canadian P & W Co. Ltd. Chief Inspector, F. Santo, dated November 2, 1948, which is self-explanatory.

J. J. Currie

J. J. Currie,
Resident Inspector A.I.D.
for D.I.A.R.

JJC/M
Enc.

Noted and entered in D. of F. files 16/12/48.

- ENGINE INSPECTION REPORT SUMMARY -

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CUSTOMER: McInnes Products Corporation — SERIAL NO. 16992

ENGINE TYPE: R1830-67/92M — DATE INSPECTED: October 22, 1948

TOTAL TIME: — PREVIOUSLY O/H BY: CP&WA, June, 1948

TIME SINCE OVERHAUL: 110 Hrs. (Approx.)

REASON FOR REPAIR: Rear Bank Valves Inoperative, Rear Cam Reduction Gear Failure Suspected.

LIST OF NEW PARTS REQUIRING REPLACEMENT

1. Gear, Rear cam reduction drive - All teeth stripped from pinion drive
2. Cam, Rear - Driving gear teeth badly scuffed and nicked

REMARKS:

Engine disassembled at power to blower sections. Examination revealed all pinion teeth stripped from rear cam reduction drive gear.

Rear cam driving teeth badly scuffed and nicked due to failure of pinion gear. Some teeth sections found in rear cam compartment. Evidence suggests rapid progression of failure; and immediate shut down of engine confined damage to cam and reduction gear. Tappets, guides, rollers, cam bearing, cam reduction gear bushings and rear crankshaft gear in good condition. Main oil pump inspected, negligible scoring on body and gears.

From inspection records on file at this office, engine life outlined as follows:

Nov. 30, 1942 Engine operated by R.A.F. Ferry Command. Involved in fire and received for repairs only; rear section dismantled, carburetor and magnetos repaired only. Time since new 112:15 hours.

June 3, 1948 Engine procured from War Assets Corporation. R.C.A.F. Log Card received in-complete. Time since new, stated by W.A.C. as 214:10 hours. Engine completely overhauled and converted from R1830-67 to R1830-92. Main crankcase and cam reduction gear bushings OK. New cam reduction gears fitted as routine replacement on military engines converted for commercial use.

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY LIMITED

F. Santo
Chief Inspector

FS/DEC
November 2, 1948

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1-560

A40807

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
January 17, 1949.

TRANSPORT-RECORDS
JAN 21 A.M.
File 5808 E3-14

McInnes Products Corporation Ltd.,
305 Northern Hardware Building,
EDMONTON, Alberta.

Attention: Mr. Schlader.

Dear Sirs

Further to your verbal request for an extension of engine time on your Pratt and Whitney Wasp S1C3G engines as installed in your Douglas DC3 aircraft CF-ECW. We have contacted your Air Engineer and have ascertained that one of the engines has already exceeded the 600 hours period, at which time it is due for overhaul, by logging a total time of 632 hours. This excess of time is contrary to Air Regulations, however in this instance only, we do not propose to take disciplinary action against the crew concerned. You are requested however, to bring this matter to the attention of those concerned so that they may become familiar with Air Regulations and our requirements in this respect.

We are prepared to consider giving you an extension up to 650 hours, but before doing so we will require a report on the engine or engines from a Category "D" Engineer, and in this connection we quote herewith paragraph 3 of Information Circular T/8/48:

> "Under special conditions, however, Resident AID Inspectors may grant individual concessions (nor more than 50 hours at a time to a total of 100 hours) regarding the extension of each period between successive overhauls on receipt of a certification by a "D" category Air Engineer that the engine is in good condition, fuel and

..... 2

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oil consumption, performance, temperatures and pressures are normal, and the engine is being operated with reasonable care, good servicing and maintenance. Special conditions are those such as mercy flights and rescue operations; forest spraying and crop dusting which depend so much upon the weather for success; and operations which must be completed before break up, or before freeze up, if the operator is to avoid appreciable hardship."

Regarding the expiration date of the formal certificates of your aircraft CF-ECN, which are not valid after February 3rd, 1949, we are prepared to consider an extension upon receipt of a report from your A & C Engineer, stating that the aircraft has been thoroughly examined and found to be in an airworthy condition.

We refer you please, to our letter to you of October 20th, 1948, at which time we reminded you that it would be in your best interest to have your various aircraft certificates renewed at the beginning of your winter fishing season and by so doing you would not be confronted with a situation such as now arising in the case of CF-ECN.

Yours truly,

GWP

p. K. F. Saunders,
District Inspector,
Air Regulations.

KFS/p

cc: Hqs.
McInnes Products - Hay River.
Hqs. file: 5008-E3-14

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

60 2 11-48

Edmonton, Alta. Sept. 7, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Douglas DC3 - S1C3G CF-ECN	1-560

TRANSPORT - RECORDS
SEP 12 P.M.
File 5008-E3-14

D.A.S.,
Ottawa.

Attention: CCA

1. The new Weight and Speed Limitations sheet dated June 17, 1949 was inserted in the C of A No. 1879 covering the subject aircraft. The old Weight and Speed Limitations sheet dated March 25/47 was removed and destroyed. ✓

2. For your information and records please.

for J.R.K. Main,
D.C.A.S.

KFS/M

Noted
LoI

Records to file + refer (1) CCA (2) CAE

28113

TRANSPORT - RECORDS
OCT 12 A.M.
2181
File 5008 - E 3-14

82.

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings.....CF-ECK.....

2. Make. Douglas D.C. 3 .....Type.....#4702.....

3. Registered Owner (Name and Address). McInnes Products Ltd. Edmonton, Alta.

4. If aircraft operated by other than registered owner (Name & Address).....
.....

5. Licensee of aircraft radio station (Name & Address).....
.....

6. Where is aircraft normally maintained?.....Based?.....

7. Class of service performed.....
Scheduled Non-Scheduled Private

8. Certificate of Registration No.....Date.....

9. Certificate of airworthiness.....Date of expiration.....

10. Operating Certificate No.....

11. Do radio communication facilities comply with Departmental requirements?.....
Yes or No

12. Radio Licence No.....19.....19.....Is copy kept in aircraft?.....

13. If no radio station licence, state:
(a) Has application been filed?.....
(b) Date radio installed.....
(c) Has radio been operated since April 1st?.....

14. Radio Installation drawings:
(a) Identification.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....

15. Was aircraft imported with radio incorporated?.....

16. Was radio installed by aircraft manufacturer?.....

17. Was radio installation made by radio technicians?.....
Give name of firm or individual

18. Are radio components positioned in accordance with drawings?.....

19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?.....
(Full particulars to be attached)

20. Is any radio equipment or associated wiring considered to be a fire hazard?...
Yes or No

21. Is aircraft radio station log being kept?.....
Yes or No

22. Will documents carried meet requirements?.....
Yes or No

23. Radio Operator(s).....Cert No.....Grade.....
Cert No.....Grade.....

24. Is radio operator employed in a dual capacity?.....
If so, give details

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25. Is aircraft equipped for Instrument Flight?.....Day.....Night.....

Visual Flight?.....Night.....

FREQUENCIES

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

27. TRANSMITTER(s) (1).....
Make, type,
Freq. range (2).....
power output (3).....

28. Radar, Radio Altimeter, DME or similar devices, describe .....
.....

29. RECEIVER(s) (1).....
Make, type, (2).....
Frequency Range (3).....

30. LORAN .....

31. Direction finders (1).....
Make, type
Manuel or (2).....
automatic. (3).....

32. Emergency radio equipment, including that for survival craft. .....

33. Blind approach equipment. .....
(describe)

34. Aerial(s) (1).....(2).....(3).....(4).....(5).....
describe)

35. Types of Compasses.....

36. Compass error due (a) Earphones.....Receiver.....Transmitter.....

37. Compass heading at time of check.....

38. Weight of Radio equipment, Trans.....Recv'r.....Misc'l.....Total.....

39. Aircraft battery capacity (a) ampere-hours..... .....(b) Voltage.....

40. Have radio direction finders been checked for (1) function?.....
(ii) accuracy?.....

41. Is interference to radio reception within tolerable limits?.....

42. Are you satisfied the radio equipment complies with airworthiness standards?...

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom).....

REMARKS:

Last flight this ship made according to Journey Log was from Fort McMurray on January 20th last. C of A expired and ship been laid up since in hangar of United Aviation Ltf. Will be put into service around 1st of Jan. 1950.

Signature of Radio Inspector. ..

If more space required use back of form.

TRANSPORT - RECORDS
C-12-16
NOV 28 P.M.
File 5008-E3-14

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File: 1-560
H.Q. File: 5008-E3-14

File No. 35253

Place ...Edmonton.....

Date.....Nov..22.....194..9.

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type .....Douglas DC3 - SIC3G.....

Registration Markings .....CF-ECN.....

Private or Commercial .....Commercial.....

Date of Inspection .....Nov.. 22,, 1949.....

Previous C. of A. Expires .Feb.. 3,. 1949.....

Present C. of A. Expires ....Nov,. 21,. 1950. C. of. R #5425. C. of A #1879

Remarks ..Attached. hereto,. copy. of. W. & B. Report. dated. Feb.. 19/49 with amendment to date;. copy. of. Engineer's. work. and. inspection report covering. aircraft. and. engine. dated. the. 18th. instant; DAI report dated this instant. covering. inspection. of. aircraft.

C .of A .amended .this .date .page .3 as follows:.....
Para "A" endorsed to include Navigation Lights and Landing Lights.
Page 1 amended .to .read ."Valid for day flying and Night Flying."
Page 3 endorsed to include Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft on all flights."

....K. F. Saunders.....
District Inspector.
Air Regulations.

JJC/M Enc.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

93

2
11-48

Edmonton, Alta. Nov. 22, 1949
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC3 - S1C3G CF-ECN Serial No. 4702	1-560

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected for renewal of Certificate of Registration and Airworthiness at Edmonton .....on..... Nov.. 22,. 1949... The aircraft was certified by Engineer,....R.. R.. Marshall holder of Certificate No.. A-873.....

AIRCRAFT: Total time: 4235:05
Total Time since overhaul: 1174:05

ENGINE: Left: Type: P & W R1830-92-S1C3G
Serial No. 17184
Total time: 1388:20
Time since complete overhaul: 8:25

Right: Type: P & W R1830-92-S1C3G
Serial No. 16992
Total time: 380 hrs.
Time since complete overhaul: 165:50

PROPELLOR: Left: Type: H.S.F.F.
Hub Drg. 23E50 Hub Number: P18199
Blade No.: 61822 - 23 - 24
Total propellor time: 2132:49
Time since overhaul: 1:30

Right: Type: H.S.F.F.
Hub Drg. 23E50 Hub Number: P13159
Blade No.: 46108 - 9 - 10
Total propellor time: 452:50
Time since overhaul: 1:30

2. The aircraft and engines were found in good condition and considered airworthy on the date of inspection. Attached, two copies of log book work sheets., and two copies of W & B Reports.

J J Currie

J. J. Currie,
District Aircraft Inspector.

JJC/M

Enc.

D.O.T.

92

WORK Carried out by McInnes Products Ltd, Edmonton Alberta, on Douglas DC3C-SIC3G Serial #4702, Registration CF-ECN

Airframe Time Since New 4235:45 hrs
" " Overhaul II74:05 hrs
Engine, ~~Port~~ STARB'D Pratt & Whitney RI830-92(SIC3G) Serial #I6992
Time Since New ~~355:55~~ hrs 380.20
" Overhaul ~~I4I:45~~ hrs 165.50
Engine, ~~Stard~~ PORT Pratt & Whitney RI830-92(SIC3G) Serial #I7I84
Time Since New Complete History Unkown, Partial Record in R.A.F. Log, in Engine Log Book 1388.20 hrs.
" " Overhaul 8:25 hrs

- - - - - - - - - - - - - - - - - -

This aircraft taken out of storeage for inspection , necessary repairs and modifications for renewal of C of A. The following work was carried out.

FUSELAGE

I. Fuselage structure cleaned and examined for defects and corrosion.
2. Removal of all floor boards.
3. All upholstry inspected and repaired as necessary.
4. New windsreen frost shield fitted on pilots side.
5. Cargo doors inspected and new sealing strips fitted.
6. Escape hatches inspected and checked for operation.
7. Inspection of fire extinguisher and safety equipment.
8. Inspection of all weatherproofing in cabin.
9. Inspection of attachment points.

WINGS

1. Wing structure inspected for damage and corrosion.
2. Attachment angles examined for cracks.
3. Aileron hinge brackets inspected.
4. Flaps inspected and adjusted and repaired, where necessary, and lubricated
5. Hydraulic systems inspected and checked for leaks and condition.
6. All flying control systems in wings inspected.
7. Electrical systems in wings inspected.

EMPENNAGE

1. Fabric surfaces on elevators rejuvenated and re-sprayed.
2. Elevator and rudder hinge brackets and attachments inspected.
3. Fabric surface on rudder rejuvenated, where necessary, and re-sprayed.
4. Trim tab mechanisms inspected and lubricated.
5. Flying control systems inspected.
6. Control surface travels checked in accordance with manual.

UNDERCARRIAGE

1. Both undercarriages cleaned down and visually inspected.
2. Both wheels removed and new tires fitted by Edmonton Tire Company.
3. Brake assemblies removed, cleaned and re-assembled.
4. Axles, wheel bearings cleaned, inspected, re-packed with grease, re-assembled.
5. Brake hydraulic equipment inspected and tested.
6. Wheels assemblies re-fitted to undercarriage.
7. Shock struts deflated, fluid levels checked and re-inflated.
8. Undercarriage hydraulic system checked for operation, leaks and condition.
9. Undercarriage re-painted.
10. Undercarriage bungee inspected for condition and age.
11. Tail wheel shock strut inspected.
12. Tail wheel lock mechanism and shear bolt inspected for condition and operation.

FUEL SYSTEM

1. All fuel lines visually checked for leaks.
2. Right front tank sump cover plate attachment nuts tightened and re-wirelocked.
3. All fuel tanks statically tested for leaks with gasoline.
4. Fuel supply valves inspected and checked for operation.
5. Fuel wobble pumps inspected and checked for operation.
6. Fuel pressure transmitters inspected for operation and leaks.
7. Screens removed, cleaned, inspected and replaced.
8. Primer pump checked for operation and leaks.
9. Oil dilution system inspected for operation.
10. Fuel system generally checked for leaks, flow,

OIL SYSTEM

1. Oil tanks drained, flushed out and new rubber hoses fitted where necessary.
2. Oil coolers drained, cleaned and flap mechanism inspected.
3. Rigid oil pipe lines inspected for condition.
4. Rubber hoses replaced, where necessary.
5. Installation of winter-type oil pressure gauge in the nacelles in accordance with United Aviation Engineering Notice - 013.

INSTRUMENTS

1. Instruments removed, overhauled and calibrated and reinstalled by Instrument Repair, Edmonton.
2. Compass swung.

ELECTRICAL SYSTEM

Heat Warning:

1. Installation visually checked.
2. Burnt-out lights removed and replaced.
3. Thermo switches inspected.

Batteries:

1. Batteries removed for inspection.
2. Two new batteries fitted (Willard KWS66-3).
3. Battery boxes cleaned of all corrosion and re-painted with acid-resisting paint.

Fuse Panel:

1. All fuses checked and replaced where necessary.

Electrical Check:

1. Master batteries solenoids removed, cleaned and replaced.
2. All electrical system relays checked for operation .
3. Prop feathering system checked for operation.
4. Pitot heat checked for operation.
5. Ignition circuits checked for continuity.
6. Fuel tank content gauges checked for operation.
7. Landing, navigating, passing lights checked for serviceability.
8. New bulbs fitted where necessary.
9. Inverter removed for overhaul and re-installed.
10. Dynamotor removed for overhaul and replaced.
11. Generators inspected for wear and tear.
12. Starters inspected for wear.

FLYING AND ENGINE CONTROLS

1. All cables visually inspected throughout entire length.
2. All pulleys and brackets and fairleads inspected and lubricated, where necessary.
3. Control column and rudder pedals inspected and lubricated, as necessary.
4. Engine control pedestal cleaned, re-painted and inspected, and lubricated as necessary.

PROPELLERS

1. Propellers removed for overhaul by Weston Propeller.
2. Taper blade propellers installed after overhaul by Weston Propeller, in accordance with log books.

POWER PLANTS

1. Port engine removed, sent to P & W for overhaul. Serial #42-108483.
2. Engine Serial #16992 installed after overhaul by P & W.
3. All connections on firewalls inspected for security.
4. Exhaust systems inspected, re-fitted, on port side; visual inspection on starboard.
5. Spark plugs cleaned and tested, replaced where necessary in starboard engine.
6. New set of plugs fitted in port engine.
7. Oil screens cleaned and sumps drained, starboard engine; re-installed.
8. Inhibitor oil drained out of port engine and screens cleaned and re-installed
9. Accessories fitted to port engine.
10. All safeties in both engines inspected or renewed.
11. Anti-drag rings inspected and cleaned.
12. Cowl flaps, brackets, bolts and gill plates inspected and adjusted.
13. Cowl flap actuating cylinders inspected.
14. Propeller control pulley brackets inspected.
15. Power plant attachments and bonding strips inspected.

HEATING SYSTEM

1. Heating system installation inspected.
2. Heater jackets on exhaust pipes inspected.
3. Heater blast tubes inspected.

HYDRAULIC SYSTEM

1. Hydraulic header tank cleaned and re-filled.
2. Hydraulic control panel inspected and tested for leaks under hand-pump pressure.
3. Hydraulic services inspected for operation and leaks.
4. Selector valves inspected.
5. Hydraulic hand-pump inspected.
6. Hydraulic pipes and connections visually inspected.
7. Hydraulic pressure gauges inspected for leaks and operation.
8. Windshield wiper inspected for leaks and operation.

RADIO

1. All radio units removed for overhaul and inspected, and re-installed.

GENERAL

1. Flying controls checked for safeties, travels and freedom of movement.
2. Engine controls checked for safeties, travels and freedom of movement.
3. New flint-dek catwalks painted on wing roots.
4. Aircraft re-painted, where necessary.
5. All tires inflated to correct pressures.
6. Batteries installed; electrical check for continuity.
7. Fuel oil and anti-icer systems refilled.
8. Engines ground-tested at low r.p.m.; inspected for oil, fuel and hydraulic leaks. All leaks found, rectified.
9. Engines fully ground-tested for one hour.
10. Functioning of engines, controls and instruments, satisfactory.
11. Aircraft washed and cleaned.
12. Aircraft given prior-to-flight inspection and released for test flight.

Date NOV 18 1949 Signed W. A. Young

Signed

I hereby certify that all work listed has been done with certified material, according to accepted practice; that all Airworthiness Directives (or equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date, that no un-approved modifications have been incorporated and that the aircraft is airworthy.

Date NOV 18 1949 Signed

I hereby certify that I have flown the aircraft described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aircraft.

Date NOV 18 1949 Signed W. N. Doig. F. Bruce Hicks

87

Work Carried Out by McInnes Products Corp'n, Edmonton, on Pratt & Whitney Twin Wasp Engine S1C3G (R1830-92) Serial No. 17184

Time Since New — History Unknown. Partial record in log book. 1388.20 hours.
Time Since Overhaul — 8.25 hours

1. Engine installed in power plant on right side of aircraft CF-ECN.
2. Oil system drained and cleaned out.
3. Fuel pump, vacuum pump, hydraulic pump, R.P.M. generator, generator and starter motor, inspected and installed.
4. Exhaust system installed.
5. New set of spark plugs installed.
6. Carburetor drained and flushed out, and installed.
7. Engine controls connected, checked for safeties and operation.
8. All deteriorated oil hoses renewed.
9. Prop anti-icer system installed and tested.
10. Fuel system inspected and new hoses fitted, where necessary.
11. Inhibitor oil drain from engine.
12. All connections on firewall checked for security.
13. Power plant attachments checked for security.
14. All bonding inspected.
15. Winter-type oil pressure gauge installed in accordance with United Aviation Engineering Notice 013.
16. Serviceable propeller governor installed.
17. Engine given pre-ground test inspection and found satisfactory.
18. Engine ground-tested in accordance with C.P.A. Engine Run-Up Check Sheet M 92.
19. Engine ground-test snags rectified.
20. Engine released as airworthy.

Date NOV 18 1949 Signed W. A. Young.

84

Work Carried Out by McInnes Products Corp'n, Edmonton, on Pratt & Whitney Twin Wasp Engine S1C3G (R1830-92) Serial No. 16992

380.00

Time Since New	~~355x55~~ hours
Time Since Overhaul	~~41x45~~ hours
	165.50

1. No. 4 check carried out on engine in accordance with C.P.A. Engine Check Sheet M95B.
2. Spark plugs removed, cleaned, tested, and replaced where necessary.
3. All deteriorated oil line hoses renewed.
4. All firewall connections checked for security.
5. Oil system cleaned out.
6. Fuel system inspected and new hoses fitted, where necessary.
7. Winter-type oil pressure gauge installed in accordance with United Aviation Engineering Notice 013.
8. Engine cleaned and washed down.
9. Oil pressure line blown out and manifold pressure lines cleaned.
10. Oil and gas screens pulled, cleaned and re-installed.
11. Engine sump and rocker box sump drained.
12. Rocker box hoses inspected.
13. Engine given pre-ground-test inspection and found satisfactory.
14. Engine ground-tested in accordance with C.P.A. Engine Run-Up Check Sheet M92.
15. Engine ground-test snags rectified.
16. Engine released as airworthy.

Date NOV 18 1949 Signed C. A. Young.

REPORT: S-214
CHECK:
PREP'D: M.A.B.
APPROV.: K.K.Arnak

NORTHWEST INDUSTRIES LTD.
EDMONTON, ALBERTA

85

PAGE: 1
MODEL: Douglas CF ECN
DATE: Feb.19/48

WEIGHT & C.G. DETERMINATION - Douglas, CF-ECN DC3C-S1C3G

WEIGHTS	1st Weighing	2nd Weighing	Tail Up (i.e. Horizontal flight.)
Main Port	7620	7610	7890
Main Stbd.	7690	7730	7980
Tail	1380	1380	860
Totals	16,690	16,720	16,730

Average Tare Weight - 16,714 lbs.

Witnessed by: H. T. Davenport, D.O.T.
H. Bowen - Inspection, NWI.

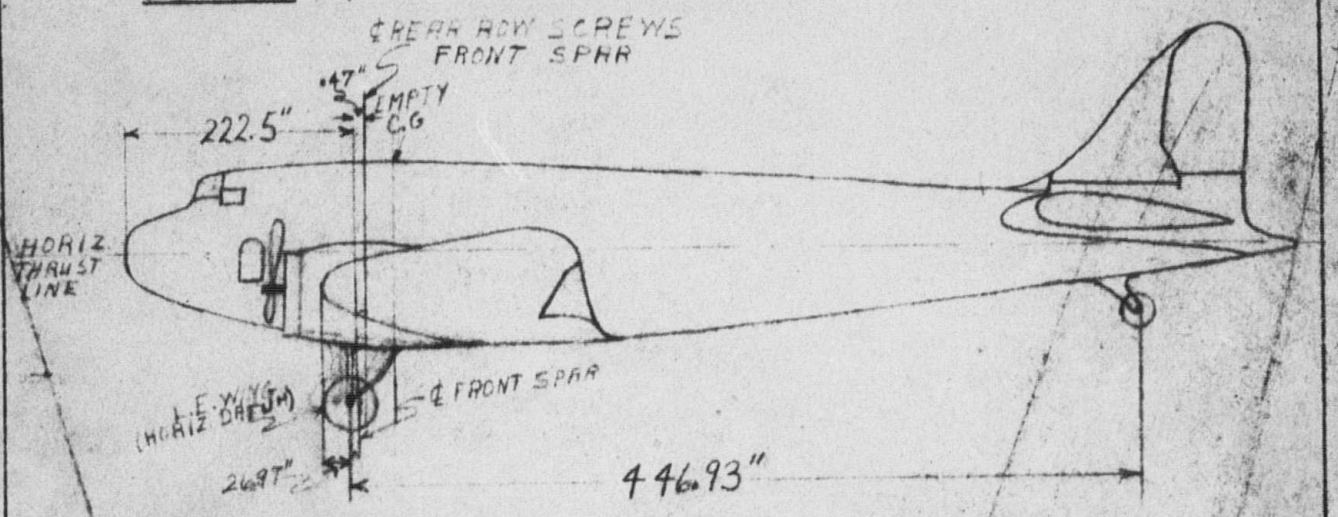
C.G. Calculation

C.G. Limits - 47.1" to 70.6" aft of Datum
Datum - L.E. of Centre Section of Wing.

Gross take-off weight - 25,200 lbs. (Cert. of Airworthiness #5425, 15 Apr.'47)
Gross Landing weight -(24,400 lbs. passengers
(25,200 lbs. cargo
Disposable load - cargo = 8470 lbs..(ie.25,200 - 16,730)

This Aircraft is used for cargo only.

C.G. empty - (Thrust line Horizontal)



REPORT S-214
CHECK:
PREP'D: M.R.E.
APPROV.: W.W.

NORTHWEST INDUSTRIES LTD.

EDMONTON, ALBERTA

84

PAGE: 2
MODEL: Douglas CF ECN
DATE: Feb.19/48

Main Wheel Axle
C.L./Axle to C.L. tail wheel/= (360.83 + 82.6 + 3.5)
= 446.93"

Main Wheel
C.L./Axle to C.G. = $\frac{(446.93 \times 860)}{(16{,}730)}$ = 23".

C.L. of front spar to C.L. Axle = (3.5 - .47) = 3.03".
C.G. to front spar = (23 - 3.03) = 19.97".
C.L. of front spar to L.E. Centre Section = (222.5 - 192.5) = 30"

C.G. to L.E. of Centre Section - (19.97 + 30) = 49.97".

Permissable cargo that can be carried with full fuel etc.

WEIGHTS

Fuel	-	804 U.S. gals @ 6 lbs. per gal. =	4824 lbs.
Oil	-	58 U.S. gals @ 7.6 lbs. per gal =	441 lbs.
Pilots	-	2 at 170 lbs. each	340 lbs.
			5605 lbs.

Disposable load = 8470 lbs.
Cargo that can be carried = (8470 - 5605) = 2865 lbs.

C.G. limits with minimum load (no baggage and considering only those loading forward of the empty C.G.)

	Weight	Arm	Moment
Weight A/CEmpty	16,730	+ 50"	836,500
Pilots	340	-122.6"	- 41,700
Fuel-404 U.S.gals.main Tanks -337 Imp gals.	2,424	+ 48	116,200
Oil 58	441	- 8"	- 3,528
Totals	19,935	45.45	907,472

It is noted that with this loading the C.G. is ahead of limits therefore ballast must be added in Compartment H.

	Weight	Arm	Moment
Weight of A/C	19,935	45.45	907,472
Ballast	100	368	36,800
Totals	20,035	47.2	944,272

When no baggage is carried, a ballast of 100 lbs. must be carried in Compartment H

REPORT: S-214
CHECK:
PREP'D: M.A.B.
APPROV.: [illegible]

NORTHWEST INDUSTRIES LTD.
EDMONTON, ALBERTA

83

MODEL: Douglas CF-ECN
DATE: Feb.19/48

Rear C.G. - Cargo carried in rear compartments.

	Weight	Arm	Moment
Weight A/C with forward C.G. loadings	19,935	45.45	907,472
Fuel - 400 U.S. gals. (334 Imp gals)	2,400	83.5	200,400
Cargo - Compartment G	1,070	302	323,100
- Compartment F	1,645	219	360,100
Cargo -Front Compt(L.H.)	150	-77	+ 11,550
Totals	25,200 lbs.	70.55"	1,779,522

(For this loading version - 150 lbs. must be carried in L.H. front compartment.)

FORWARD LOADING (ie. Cargo at front)

	WEight	Arm	Moment
Weight A/C with forward C.G.loadings	19,935	45.45	907,472
Cargo - L.H.front Comp.	650	-45	- 25,250
Cargo	400	-77	-30,800
Cargo Rear Comp.(G)	1,070	+302	+323,800
" " " (F)	745	219	+163,000
Totals	22.800	58.65"	1,338,222 in.lbs.

The C.G. for this loading is 58.65" aft of datum.

Note: 1. Gasoline Rear tanks were not calculated as this is actually a forward C.G. check. Disposable load allows for this to be carried however.

2. It is observed that any alternative loading will have C.G. within limits.

3. If less fuel and more cargo is carried, and take-off weight of A/C is 25,200 lbs. and front cargo compartments are fully loaded, the remainder of the cargo must go in the rear fuselage compartments.

This is to certify that no change in weights or equipment have been made to aircraft CF-ECN since original issue of W & B Report.

Dated: Nov. 22, 1949.

Signed: Engineer.

Records to file 5008- & refer (1) CCA (2) CAE

37243

TRANSPORT - RECORDS
DEC 12 A.M.
5008 - E3-14
File

2181

14

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings....CF-ECN.....
2. Make.Douglas DC-3..... .....Type....SIC-3G # 4702.....
3. Registered Owner (Name and Address)..McInnes Products Ltd. Edmonton, Alta.
4. If aircraft operated by other than registered owner (Name & Address).....
.....-.....
5. Licensee of aircraft radio station (Name & Address).....As at 3.....
....
6. Where is aircraft normally maintained?...Edmonton, Alta. Based? Edmonton, Alta.
7. Class of service performed.....X.....
Scheduled Non-Scheduled Private
8. Certificate of Registration No.....5425.....Date. ~~Nov. 2 at 15~~ 15/4/47 49
9. Certificate of airworthiness.....1879.....Date of expiration..Nov. 2 at 15
10. Operating Certificate No.....-.....
11. Do radio communication facilities comply with Departmental requirements?Yes...
Yes or No
12. Radio Licence No.625.....19.49..19.50....Is copy kept in aircraft?...Yes.
13. If no radio station licence, state:
(a) Has application been filed?.....
(b) Date radio installed.....
(c) Has radio been operated since April 1st?.....
14. Radio Installation drawings:
(a) Identification....U.S. Army installation.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....
15. Was aircraft imported with radio incorporated?.....Yes.....
16. Was radio installed by aircraft manufacturer?...Yes.....
17. Was radio installation made by radio technicians?....-.....
Give name of firm or individual
18. Are radio components positioned in accordance with drawings?.No apparent modifications.
19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book? No. Yes - see remarks
(Full particulars to be attached)
20. Is any radio equipment or associated wiring considered to be a fire hazard?...No.
Yes or No
21. Is aircraft radio station log being kept?.....No.....
Yes or No
22. Will documents carried meet requirements?.....Yes.....
Yes or No
23. Radio Operator(s).Assigned pilot..Cert No.....Grade.....
(W.H.Geig) Cert No..856.....Grade...ROR.....
24. Is radio operator employed in a dual capacity?....Also pilot.....
If so, give details

45

25. Is aircraft equipped for Instrument Flight?.....Day.....Night.....

Visual Flight?.....Night.....

FREQUENCIES

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
3105	Yes	Yes	A-3	5 / 50	Towers & Ranges.
6210		No.			

27. TRANSMITTER(s) Make, type, Freq. range power output
(1) 'Liason' BC.191-F
(2) 'Command' SCR 183
(3)

28. Radar, Radio Altimeter, DME or similar devices, describe -

29. RECEIVER(s) Make, type, Frequency Range
(1) Liason BC. 224
(2) Command SCR 183
(3) Marker BC. 341

30. LORAN -

31. Direction finders Make, type Manuel or automatic.
(1) BC 433 (SCR 269) Automatic D.F.
(2)
(3)

32. Emergency radio equipment, including that for survival craft. -

33. Blind approach equipment. - (describe)

34. Aerial(s) (1) Top (2) Top (3) Teardrop (4) Belly (5) Belly (describe)

35. Types of Compasses, U.S. Army.

36. Compass error due (a) Earphones - Receiver. - Transmitter... -.

37. Compass heading at time of check 20°

38. Weight of Radio equipment, Trans 169 Recv'r 116 Misc'l Total 285 lbs app

39. Aircraft battery capacity (a) ampere-hours 120 (b) Voltage 12.

40. Have radio direction finders been checked for (1) function? Yes
(ii) accuracy? Yes

41. Is interference to radio reception within tolerable limits? Yes

42. Are you satisfied the radio equipment complies with airworthiness standards? Yes

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom). November 28th Edmonton Airport.

REMARKS: Liason transmitter modified to crystal control in accordance with approved dwg of R.J. Ducey # 1002. This transmitter been in disuse owing lack of crystal control.
Trainlin ant. in disues.

Signature of Radio Inspector.

If more space required use back of form.

TO H.Q. ATTENTION: CCA

CANADA

29044

5008-E3-14

2444
4-50

TRANSPORT - RECORDS
DEC 13 1950
File 5008-E3-14

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— ECN SERIAL No. 4702

1. C. of A. No. 1879 Expires Nov. 21/50 C. of R. No. 5425 Expires Nov. 21/50

AIRCRAFT DATA—Manufacturer Douglas Aircraft Co. Inc. Model Douglas DC3

Hours flown—Since New 4427.10 hrs. Since Overhaul 1365.40 hrs.

ENGINE DATA—Manufacturer P & W Aircraft Co. Ltd. Model P&W Twin Wasp

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	16992 -(Right)	564.65 hrs.	350.45 hrs.
(2)	17184 -(Left)	1573.05 hrs.	193.10 hrs.
(3)			
(4)			

Signature of Applicant McKinnon Products Ltd per [illegible]

Date Dec 6, 1950

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed [signature] "B" ENGINEER

Date DEC 6 1950

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed [signature] TEST PILOT

Date Dec 6, 1950

4. The following documents are attached:

Certificate of Airworthiness ☐ Certificate of Registration ☐ Weight and Balance Report (when applicable) ☐

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 5425 and C. of A. No. 1879, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.

for *Signed* [signature] DISTRICT AIRCRAFT INSPECTOR

Date DEC 7th 1950

7. C. of A. and C. of R. renewed, not valid after (Date) December 6th, 1951

Permissible Gross Weights— Wheels 25,200 lbs. ✓

Skis -

Floats -

Noted B.F.E.

Signed [signature] DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date Dec. 6th, 1950.

Other Action:— Items 26 to 32 incl. on C of A deleted.

HED/M

8. H.Q. Action— C.A.R.

C.A.E.

7444
4-50

CANADA

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF-

SERIAL No.

1. C. of A. No. ..... Expires ..... C. of R. No. ..... Expires .....

AIRCRAFT DATA—Manufacturer ..... Model .....

Hours flown—Since New ..... Since Overhaul .....

ENGINE DATA—Manufacturer ..... Model .....

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)			
(2)			
(3)			
(4)			

Signature of Applicant .....

Date .....

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed .....
"B" ENGINEER

Date .....

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed .....
TEST PILOT

Date .....

4. The following documents are attached:

Certificate of Airworthiness ☐ Certificate of Registration ☐ Weight and Balance Report (when applicable) ☐

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. ..... and C. of A. No. ....., pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate recommended.

Signed .....
DISTRICT AIRCRAFT INSPECTOR

Date .....

7. C. of A. and C. of R. renewed, not valid after ..... (Date)

Permissible Gross Weights— Wheels .....

Skis .....

Floats .....

Other Action:— Items 25 to 32 incl. on C. of A. .....

Inspected by ..... Satisfactory.

at Edmonton on ..... DEC 7th 1950

8. H.Q. Action— C.A.R. .....

C.A.E. .....

TRANSPORT - RECORDS
File 5008-E3-14

28

37943

5008-E3-14
5802-195

402 Blowey-Henry Building,
Edmonton, Alberta,
January 3, 1951.

Mr. William H. Gieg,
c/o McInnes Products Corp. Ltd.,
HAY RIVER, N.W.T.

Dear Sir:

We understand that your Douglas DC3 aircraft, CF-ECH, has been written off in a take-off accident from the ice at Great Slave Lake, on the 2nd instant, and in this connection you are requested, please, to submit your written report in accordance with Information Circular 0/36/50.

If the aircraft is written off, we will require the Certificates of Registration and Airworthiness for cancellation, please.

Yours very truly,

K. F. Saunders,
DISTRICT SUPT. AIR REGULATIONS.

KFS/H
cc: HQ

a/Miss Jones to note file.

Noted
JSL

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

80 2
11-48

Edmonton, Alberta. January 5, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Accident - Douglas DC3 CF-ECN. W.H. Gieg, Pilot. PT Lic. #1393.	5802-195 5008-E3-14

38101

TRANSPORT - RECORDS
JAN 9 1951
File 5008-E3-14

Director of Air Services,
OTTAWA, Ontario.

Attention: Controller of Civil Aviation.

1. Herewith, for your information and records, please, copy of accident report covering the subject aircraft, as submitted by pilot W. H. Gieg, and which is self-explanatory, dated January 3, 1951.

2. We have already written Mr. Gieg, requesting that he submit his report in accordance with Information Circular 0/36/50.

for DISTRICT CONTROLLER AIR SERVICES.

KFS/H
Encl.

COPY ON
5802-12916

COPY 79

MCINNES PRODUCTS CORPORATION LIMITED

HAY RIVER, N.W.T.

January 3, 1951

Mr. K. F. Saunders,
District Inspector of Air Regulations,
Edmonton, Alta.

Dear Sir:

Re: Aircraft CF-ECN.

This aircraft was damaged beyond repair in a take-off from the ice of the Rae arm of Great Slave Lake approximately thirty miles west of Yellowknife, N.W.T. at twelve-ten P.M., January 2, 1951.

On ground run-up the aircraft all checked in normal operating condition. I then proceed to take off. The airplane coming off the ice at about ninety miles per hour airspeed. Almost immediately after take-off the right wing began to drop slowly. I tried to correct this condtion first with left rudder and finally had to bring the wing up with aileron. The left wing then dropped sharply and I was unable to bring this wing up and right the aircraft.

The aircraft then struck the ice, the left wing tip first, then the nose and landing gear, tearing off the right under-carriage and tail wheel, and the prop and nose section of the left engine.

There were no persons injured whatsoever in this accident.

Yours truly,

"W. H. Gieg"

Records

BF on 5008-EB-14

for 5/2/51

9/1

JAN 10 1951

Rec 2101

89

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5425

NATIONALITY AND REGISTRATION MARKS CF-ECN

1. Type and description	Douglas DC3 - S1C3G
2. Name and address of constructor	Douglas Aircraft Company Inc. Santa Monica, California, U.S.A.
3. Constructor's serial number	4702
4. Name of owner	McInnes Products Corporation Limited
5. Address of owner	806 McLeod Building, Edmonton, Alberta
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alberta
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 23rd day of August 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECN and is of Canadian nationality.

Given at Ottawa this 15th day of April 1947

H. Stevens

for *Superintendent, Air Regulations.*

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate for which there shall be payable a fee of $5.

2. In the event of any change in the ownership of an aircraft registered in Canada, then

(a) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(b) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Not valid after February 3, 1949.... [illegible] 3-2-48

Not valid after November 21, 1950.... [illegible] 22-11-49

Not valid after December 6th, 1951.... [illegible] 7-12-50

Department of Transport Civil Aviation

Department of Transport Civil Aviation Division CANADA

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister of Transport.

Valid for day flying only and
Night Flying. JHS .22-11-49

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1879

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) McInnes Products Corporation Limited
2. Christian name
3. Address 806 McLeod Building, Edmonton, Alberta
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Douglas Aircraft Company Inc.

NATIONALITY AND REGISTRATION MARKS

6. CF-ECN

DESCRIPTION OF AIRCRAFT

7. Type Douglas Series DC3-S1C3G Constructor's No. 4702
8. Place and year of construction of aircraft Santa Monica, California, U.S.A., 1942

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Two
M 12. Maximum number of persons to be carried (including crew) Twenty-eight

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A, B, C, D, E
15. Maximum span (in flying position) 95'
16. Maximum length (in flying position) 65'
17. Total height (with and without trolley in case of seaplanes) 17'

M Maximum total weight authorized does not permit of carrying total number of passengers unless suitable reduction in the quantity of fuel is made. 3-2-48

ENGINES

18. Number installed: Two

19. Makes: Pratt & Whitney

20. Types: Wasp S1C3G

21. International power of the engine or engines at

(a) Sea Level 1200 H.P. at 2700 revolutions per minute. (International number of revolutions)

(b) Rated Altitude 1050 (7500 ft) H.P. at 2550 revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: Two — Types: Hamilton Standard — No. .....
Pitch: Constant Speed — Diameter .....

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	16,714 gpl. 3-2-48	lbs.
(b) Seaplane		lbs.
(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	4824	lbs.
(a) Number of tanks: Four		
(b) Capacity of tanks: 670 Imp. gals.		
27. Oil (at 9·0 lbs. per gallon)	498	lbs.
(a) Number of tanks: Two		
(b) Capacity of tanks: 55 Imp. gals.		
28. Weight allowed for crew	340	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	2,824 gpl. 3-2-48	lbs.
32. Maximum total weight authorized		lbs.
Landplane (Landing) 24,400 lbs. (Take off) (Excepting in case of emergency)	25,200	lbs.
~~Seaplane~~		lbs.
~~Skiplane~~		lbs.

Deleted

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane (Take off) Twenty-five thousand two hundred pounds
~~Seaplane~~ (Landing) Twenty-four thousand four hundred pounds (Excepting in case of emergency)
~~Skiplane~~

34. Minimum crew necessary: Two

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage: *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 47.1 inches and 70.6 inches behind the prescribed datum. (Leading edge of centre section of wing)

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2550 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2700 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 23 August 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 15th day of April 19 47

H. Patteson

for *Superintendent, Air Regulations.*

REPORT: S-614
CHECK:
PREP'D: D.A.B.
APPROV.: K.K.Lamb

NORTHWEST INDUSTRIES LTD.

EDMONTON, ALBERTA

PAGE: 1
MODEL: Douglas CF ECN
DATE: Feb.19/48

WEIGHT & C.G. DETERMINATION - Douglas, CF-ECN DC3C-S1C3G

WEIGHTS

	1st Weighing	2nd Weighing	Tail Up (i.e. Horizontal flight.)
Main Port	7620	7610	7890
Main Stbd.	7690	7730	7980
Tail	1380	1380	860
Totals	16,690	16,720	16,730

Average Tare Weight - 16,714 lbs.

Witnessed by: H. E. Davenport, D.O.T.
H. Bowen - Inspection, NWI.

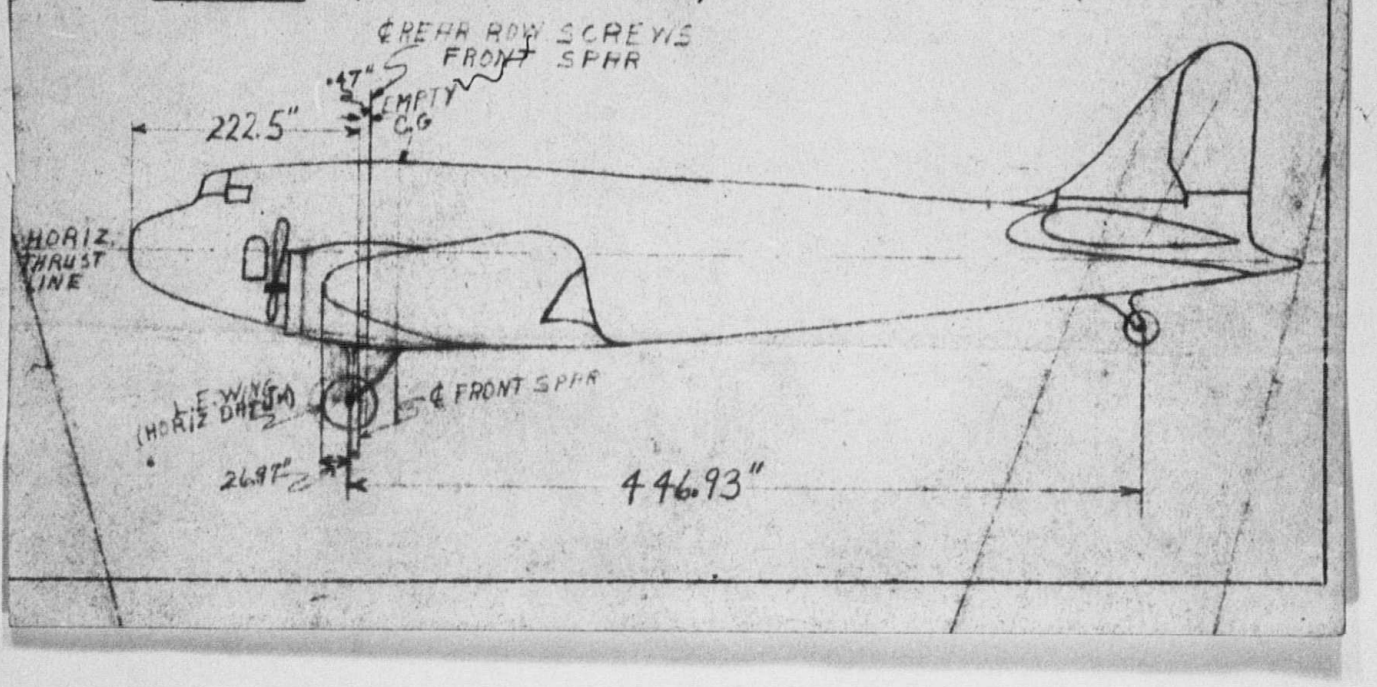
C.G. Calculation

C.G. Limits - 47.1" to 70.6" aft of Datum
Datum - L.E. of Centre Section of Wing.

Gross take-off weight - 25,200 lbs. (Cert. of Airworthiness #5425, 15 Apr.'47)
Gross Landing weight - (24,400 lbs. passengers
(25,200 lbs. cargo
Disposable load - cargo = 8470 lbs., (ie. 25,200 - 16,730)

This Aircraft is used for cargo only.

C.G. empty - (Thrust line Horizontal)



Main Wheel Axle
C.L./Axle to C.L. tail wheel/= (360.83 + 82.6 + 3.5)
= 446.93"

Main Wheel
C.L./Axle to C.G. = $\frac{(446.93 \times 860)}{(16,730)}$ = 23".

C.L. of front spar to C.L. Axle = (3.5 - .47) = 3.03".
C.G. to front spar = (23 - 3.03) = 19.97".
C.L. of front spar to L.E. Centre Section = (222.5 - 192.5) = 30"

C.G. to L.E. of Centre Section - (19.97 + 30) = 49.97".

Permissable cargo that can be carried with full fuel etc.

WEIGHTS

Fuel	-	804 U.S. gals @ 6 lbs. per gal. =	4824 lbs.
Oil	-	58 U.S. gals @ 7.6 lbs. per gal =	441 lbs.
Pilots	-	2 at 170 lbs. each	340 lbs.
			5605 lbs.

Disposable load = 8470 lbs.
Cargo that can be carried = (8470 - 5605) = 2865 lbs.

C.G. limits with minimum load (no baggage and considering only those loading forward of the empty C.G.)

	Weight	Arm	Moment
Weight A/CEmpty	16,730	+ 50"	836,500
Pilots	340	-122.6"	- 41,700
Fuel-404 U.S.gals.main Tanks -337 Imp gals.	2,424	+ 48	116,200
Oil 58	441	- 8"	- 3,528
Totals	19,935	45.45	907,472

It is noted that with this loading the C.G. is ahead of limits therefore ballast must be added in Compartment H.

	Weight	Arm	Moment
Weight of A/C	19,935	45.45	907,472
Ballast	100	368	36,800
Totals	20,035	47.2	944,272

When no baggage is carried, a ballast of 100 lbs. must be carried in Compartment H

Rear C.G. - Cargo carried in rear compartments.

	Weight	Arm	Moment
Weight A/C with forward C.G. loadings	19,935	45.45	907,472
Fuel - 400 U.S. gals. (334 Imp gals)	2,400	83.5	200,400
Cargo - Compartment G	1,070	302	323,100
- Compartment F	1,645	219	360,100
Cargo -Front Compt(L.H.)	150	-77	- 11,550
Totals	25,200 lbs.	70.55"	1,779,522

(For this loading version - 150 lbs. must be carried in L.H. front compartment.)

FORWARD LOADING (ie. Cargo at front)

	WEight	Arm	Moment
Weight A/C with forward C.G.loadings	19,935	45.45	907,472
Cargo - L.H.front Comp.	650	-45	- 25,250
Cargo	400	-77	-30,800
Cargo Rear Comp.(G)	1,070	+302	+323,800
" " " (F)	745	219	+163,000
Totals	22.800	58.65"	1,338,222 in.lbs.

The C.G. for this loading is 58.65" aft of datum.

Note: 1. Gasoline Rear tanks were not calculated as this is actually a forward C.G. check. Disposable load allows for this to be carried however.

2. It is observed that any alternative loading will have C.G. within limits.

3. If less fuel and more cargo is carried, and take-off weight of A/C is 25,200 lbs. and front cargo compartments are fully loaded, the remainder of the cargo must go in the rear fuselage compartments.

This is to certify that no change in weights or equipment have been made to aircraft CF-ECN since original issue of W & B Report.

Dated: Nov. 22, 1949.

Signed: Engineer.

This is to certify that no change in weights or equipment have been made to this aircraft CF-ECN since original issue of the W & B Report.

Dec 7/50

DC3C (SIC3G) Weight and Speed Limitations

1. The following is a summary of the maximum take-off and landing weights which have been authorized for the DC3C (SIC3G) aircraft.

(a) Scheduled Air Carrier Operations:

Landing - 24,400 lbs.
Take-off - 25,200 lbs.

(b) For Cargo Operations only:

Take-off and landing - 26,900 lbs. (Dump Valves not required)
A flap setting of 15 degrees is required to meet take-off and climb requirements at weights in excess of 25,200 lbs.

(c) For Non-Scheduled Passenger Operation only:

Landing - 25,200 lbs.
Take-off - 25,200 lbs. (Dump Valves not required)

(d) The weight limitations given in (a) and (c) above may be increased as follows for Domestic operations only, provided the take-off and landing weights are reduced at altitudes above sea level in accordance with weight limitation charts prepared by the operator and approved by the Department:

Landing - 26,000 lbs. at sea level.
Take-off - 26,200 lbs. at sea level. (Dump Valves not required).

(e) The weight limitations given in (a) above may be increased as follows for International operations provided they are conducted in accordance with the operating rules set forth in United States Civil Air Regulations Part 61, Paras. 61.7121 to 61.7125 inclusive:

Landing - 26,000 lbs. at sea level.
Take-off - 26,200 lbs. at sea level.

2. Maximum landing and take-off weights may be increased 146 lbs. when complete de-icer is installed, except that no allowance may be made for de-icers at take-off and landing weights above 25,200 lbs.

.....2

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3. Airspeed Limits.

	Up to 24,800 lbs.	24,800 to 25,200 lbs.	25,200 to 26,200 lbs.	26,200 to 26,900 lbs.
Level flight or climb	217 mph	211 mph	205 mph	200 mph
Glide or dive	262 "	257 "	250 "	241 "
Flaps extended	112 "	112 "	112 "	112 "

(All speeds True Indicated)

Superintendent, Air Regulations.

OTTAWA, Ontario.
June 17, 1949.

/MIM
/ZC
/MM

82

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	2 Engine Revolution Counters
Altimeter	2 Oil Pressure Gauges
Airspeed Indicator	2 Oil Temperature Gauges

Navigation Lights and Landing Lights.....22-11-49

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First Aid Kit

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft on all flights..22-11-49

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		22, Aug. 1947	H. Gibson
Inspected Feb. 3/48 by AID Inspector at Edmonton.	Satisfactory.	Feb. 3, 1949.	Department of Transport Civil Aviation Division CANADA.
Inspected at Edmonton by D.A.I. on November 22, 1949.	Satisfactory.	Nov. 21, 1950.	Department of Transport Civil Aviation Division CANADA.
Inspected at Edmonton by DAI on 7-12-50	Satisfactory	Dec. 6, 1951.	Department of Transport Civil Aviation Division CANADA

Weighed empty as Landplane 23-1-48 and weights changed from 16,340 lbs. to 16,714 lbs. .....

Department of Transport Civil Aviation Division CANADA. FEB 3 1948

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

90

2
11-48

Edmonton, Alta. Jan. 18th, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-14	Douglas DC3 CF-ECN Serial No. 4702	5008-E3-14

TRANSPORT - RECORDS
JAN 22 P.M. 1951
File 5008-E3-14

39785

REGISTERED

D.A.S.,
Ottawa.

Attention: CCA

1. Further to our accident report submitted on the 5th instant, herewith for cancellation, C of R No. 5425 and C of A #1879 covering CF-ECN.

2. We regret that at this date, we have as yet been unable to obtain from the pilot, an accident report in accordance with Information Circular 0/36/50. However, we are pressing the matter further.

for D.C.A.S.

KFS/M
Enc.

Miss. Mick to cancel C of R & C of A. JHH

Cancelled 18.1.51

R

COPY

92

Montreal, P.Q.,
January 16, 1951.

Mr. K. F. Saunders,
District Inspector of Air Regulations,
Department of Transport,
Edmonton, Alta.

Dear Sir:

Re: Accident to Aircraft CF-ECN.

1. Accident occurred January 2, 1951.

2. On the ice of Great Slave Lake about thirty miles west of Yellowknife, N.W.T.

3. Aircraft is a Douglas DC3.

4. Pilot's name was W. H. Gieg.

5. There were no injuries to any persons.

7. Damage to aircraft.

Left wing tip bent up. The nose of the aircraft was pushed in at the bottom port side damaging instrument panel and lossening engine control pedestal. Right side of undercarriage torn off, tail wheel strut torn loose, right wing rippled, fuselage crimped near freight door, left prop. and nose section came off, fuselage was dented in at station of small door behind port pilot's seat.

8. Type of flying - Private - McInnes Products Corp.

9. Summary of events:

The aircraft was loaded with 7800 lbs. of boxed frozen fish at McInnes Products fish camp on the ice of Great Slave Lake. We then proceeded to warm up the engines and carried out the normal pre-take-off check and run-up. The aircraft and engines were functioning normally. I then proceeded to take-off into wind. The aircraft became airborne suddenly before I attempted to lift it off the ice and immediately the right

....2.

91

wing began to drop. I corrected for this with left rudder and left aileron, and the right wing came up slowly then the left wing dropped and struck the ice, followed by the nose, which turned the aircraft so it ended up skidding on the belly, the left wheel and the right wing, facing almost 180 degrees from the direction of take-off.

10. Opinion as to the cause of the accident:

I find it very difficult to explain the cause. The only thing I can see is that it hit a hard snow bank which bounced us into the air before sufficient flying speed had been attained, so causing the right wing and immediately after, the left wing to stall.

Yours truly,

"W. H. Gieg"

C.A.K.

Typed 28-1-46 RS CAI

5

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DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

402 Blowey-Henry Bldg.,
Edmonton, Alta., January 20, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5802 -12916 5008-E3-14	Accident .... CF-ECN Pilot.....W. H. Gieg.	5802-195 5008-E3-14

W.G. C.A.R. 25

TRANSPORT - RECORDS
JAN 25 P.M. 1951
File 5008-E 3-14.

D.A.S.,
Ottawa.

Attention: C.C.A.

40270

1. Further to our registered letter of the 18th instant, in which we enclosed the Certificates of Registration and Airworthiness for cancellation.

2. Herewith, the pilot's accident report in conformance with Information Circular No. 0/36/50, which now closes this file insofar as this district office is concerned.

W.G.
Mr Gordon:
you may wish to follow this further. Possibility of frost on lifting surfaces & tail unit?
D Wallace
26/1/51

KFS/MN
Enc.

for DISTRICT CONTROLLER OF AIR SERVICES.

1 copy
25-1-51

COPY ON
5802-12916

R

VOL. 1

5008- E 3- 15

FILE No. 5008- E 3- 15

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM N. JUNE 28-1946-

TO

SUBJECT AIRCRAFT-INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION - INSPECTION & OPERATION

FILE TITLE CF - ECO-CESSNA, 140.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES

1.
3-46
L.P. 58825
D.L.L. Co

FILE No. 5008 - E3 - 15

VOLUME No. 1

VOL. 1
5008 - E3 - 15
1

DEPARTMENT OF TRANSPORT

FROM JUNE 1946
TO

SUBJECT AIRCRAFT-INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - ECO CESSNA 140

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
SEP 4 1946	20601	S.A.R.	~~18.12.46~~	DM	DEC
DEC 10 1946	B/F 18-12-46	SAR		GS	
JAN 3 1947	64084	S.A.R.		GJ	DEC 23 1946 JAN 1 1947
JAN		Files			JAN 21 1947
FEB 4 1947	68717	C.A.R.		M	FEB
FEB 1 1947	70682	C A R			
		C A R			MAY 16 1947 MAY 20 1947
MAY 16 1947	5157	C.A.R.			
MAY 20 1947		CRI			MAY 21 1947
c/c	5452	SAR			JUN 19 1947 JUN 19
		C.A.E.			
JUL 5 - 1947	10781	CAR			JUL 16 1947
SEP 30 1947	Requested	CAE.			SEP 7 - 47
OCT 1 - 47	20985	CAR.		GJ	OCT 7 - 47
		CAE			OCT 7 - 47
MAY 18 48	7038	CAR		HSP	
		CAE①		P.O.	MAY 26 1948
MAY 26 1948		& RL②			MAY 27 48
MAY 27 48		& AD③			
MAY 28 48		Trans Accounts④			MAY 28 48
AUG 31 48	21903	CAR			JUNE 21 48
SEP 16 48		CAI			SEP 16
	Mr Tinsley	CAR		RS	SEP 17 48
					SEP 17 48
DEC 8 - 48	35776	CAR		GJ	DEC 11 48
DEC 11 48		CAI			DEC 15 48

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10200

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Assembly and Rigging Instructions are attached.

Engine: Continental C-85-12.

Propeller: Sensenich 74FC-49.

Actual empty weight: 868.5 pounds.

Standard weight: 1,450 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	CESSNA AIRCRAFT COMPANY - JULY, 1946
Type	LAND MONOPLANE
Model	CESSNA 140
Serial No.	9283
Date	JULY 26, 1946

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-768-3
CESSNA
120
140

August 1, 1946

AIRCRAFT SPECIFICATION

An aircraft complying with the terms of this specification and conforming with the approved data on file with the Civil Aeronautics Administration will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer: Cessna Aircraft Company, Wichita, Kansas

I - Model 140 2 PCLM Approved March 21, 1946

Engine	Continental C-85-12 or C-85-12F (See item 103)		
Fuel	73 minimum octane aviation gasoline		
Engine limits	For all operations, 2575 rpm (85 hp)		
Airspeed limits (See NOTE 2)	Level flight or climb	115 mph True Ind.	
	Glide or dive	140 mph True Ind.	
	Flaps extended	82 mph True Ind.	
Propeller limits	Static rpm at maximum permissible throttle setting - Not more than 2110 rpm; not less than 2070 rpm		
	Diameter - not more than 74 in.; not less than 72.5 in.		
C.G. range	(+13.5)(22% MAC) to (+17.7)(29.2% MAC)		
Empty weight C.G. range	(+12.2) to (+14.5) (See NOTE 4)		
Datum	Leading edge of wing		
MAC	59 in. L.E. MAC (+0.5)		
Leveling means	Top edge of sheet along fuselage side aft of door		
Maximum weight	1450 lbs.		
No. seats	2 (+19.5)		
Baggage	80 lbs. max. (+37.5)		
Fuel capacity	25 gals. (Two 12.5 gal. tanks) (+23)		
Oil capacity	4.5 or 5 quarts (-31.5)		
Control surface movements	Elevator	Up 20°	Down 20°
	Elevator tab	Up 6°	Down 33°
	Rudder	Left 16°	Right 16°
	Aileron	Up 22°	Down 14°
	Flaps		Down 40°
	Stabilizer	Fixed	
Serial Nos. eligible	8001 and up		
Required equipment	Items 1, 201, 202, 601.		

II - Model 120 2 PCLM Approved March 28, 1946

(Same as Model 140 except for equipment installations; wing flaps not installed).

Engine	Continental C-85-12 or C-85-12F (See item 103)		
Fuel	73 minimum octane aviation gasoline		
Engine limits	For all operations, 2575 rpm (85 hp)		
Airspeed limits (See NOTE 2)	Level flight or climb	115 mph True Ind.	
	Glide or dive	140 mph True Ind.	
Propeller limits	Static rpm at maximum permissible throttle setting - Not more than 2110 rpm; not less than 2070 rpm		
	Diameter - not more than 74 in.; not less than 72.5 in.		
C.G. range	(+13.5)(22% MAC) to (+17.7)(29.2% MAC)		

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Empty weight C.G. range (+12.2) to (+14.5) (See NOTE 4)

Datum	Leading edge of wing		
MAC	59 in. L.E. MAC (+0.5)		
Leveling means	Top edge of sheet along fuselage side aft of door		
Maximum weight	1450 lbs.		
No. seats	2 (+19.5)		
Baggage	80 lbs. max. (+37.5)		
Fuel capacity	25 gals. (Two 12.5 gal. tanks) (+23)		
Oil capacity	4.5 or 5 quarts (-31.5)		
Control surface movements	Elevator	Up 20°	Down 20°
	Elevator tab	Up 6°	Down 33°
	Rudder	Left 16°	Right 16°
	Aileron	Up 22°	Down 14°
	Stabilizer	Fixed	
Serial Nos. eligible	8003 and up		
Required equipment	1, 201, 202		

Specifications Pertinent to All Models

Certification basis	Type Certificate No. 768 (CAR 04 in effect prior to Nov. 9, 1945)
Production basis	Production Certificate No. 4
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane - eligible - Skiplane - not eligible (b) All other countries except Australia and New Zealand.

Equipment:

Items included in required list under specifications pertinent to individual models may not be removed unless replaced by approved equivalent items.

The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly.

Values in inches shown in parenthesis after each item represent horizontal arms to the C.G. of the item measured minus (-) ahead and plus (+) to the rear of the datum.

A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.

Propellers and Propeller Accessories

1. Propeller - Sensenich 74FC-47, 74FC-49, 74FK-47 or 74FK-49 or any other fixed pitch wood propeller eligible for the engine speed and power ratings which meets the diameter and static rpm limits given under "Propeller limits" 11.0 lbs. (-50)

2. Propeller - McCauley 1A90 with the following limits:
   Static RPM at maximum permissable throttle setting, not more than 2220, not less than 2180.
   Maximum diameter, not more than 71 inches, not less than 69.5 in.
   Placard required: "Avoid continuous operation between 1950 and 2170 RPM". (See Note A)

Revised

Engine and Engine Accessories	
101. Starter (Delco-Remy 1109656)	16.0 lbs. (-25)
102. Carburetor air cleaner	3.0 lbs. (-45)
103. Continental C-85-12F engine	Use Actual Weight
Landing Gear and Floats	
201. Main landing gear wheels with brakes (Goodyear L6H/MBD) with 6.00-6 4-ply tires and tubes	36.0 lbs. (+ 2)
202. Tail wheel and tire	
(a) Scott 3-2413 Steerable	5.0 lbs. (+201)
(b) Scott - non-steerable, full swiveling	4.0 lbs. (+201)
Electrical and Radio Equipment	
301. Generator (Delco-Remy 1101876)	9.5 lbs. (-25)
302. Battery - 12 Volt 24 amp. hr.	23.5 lbs. (+56)
303. Landing light - Grimes G-3602 and installation	6.0 lbs. (+15)
304. Radio equipment (variable location)	13.0 lbs. (- 5)
Interior Equipment	
401. Cabin heater	4.0 lbs. (-26)
Miscellaneous (not listed above)	
600. Miscellaneous items as noted in approved weight and balance report.	
601. Wing flaps (Model 140 only)	6.0 lbs. (+55)

NOTE A. Item 2 is tentatively approved and the following is therefore pertinent to that part:

NOTICE TO ALL C.A.A. INSPECTION PERSONNEL

Owners should be advised that an Airworthiness Certificate issued under the terms of this tentative specification is subject to cancellation or revision upon final type certification of the model and that any of the values shown may be changed and/or that additional modifications may be required. Tentative Specifications are issued to assist the Industry in early utilization of models that become available and they are based on a preliminary evaluation of the certification data for model. The Inspector will, therefore, include the following statement on the reverse side of Page 1 of Form ACA 309:

"The Airworthiness Certificate for this aircraft is based on a tentative approval of the aircraft model and is subject to revision at the time of final approval. In addition, further modification of the aircraft may be required at that time. It will be the owners responsibility to comply with all pertinent provisions of the final AIRCRAFT SPECIFICATION and AIRWORTHINESS DIRECTIVE."

The foregoing will not apply to new production aircraft certificated at the factory by Factory Inspectors. In such cases, the standard procedure already in effect will be continued.

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NOTE 1. Weight and balance data including list of equipment in certificated weight empty and corresponding C.G. location, and loading instructions when necessary, must be submitted for each aircraft with original inspector's report and each subsequent report covering changes in such equipment.

NOTE 2. Significance of airspeed indicator markings must be shown under "Operations Authorized" on Form 309 installed in airplane.

NOTE 3. The following placard must be displayed in full view of pilot and co-pilot: "Intentional Spins with Flaps Extended Prohibited."

NOTE 4. If the empty weight C.G. of a particular airplane falls within the range given it is not necessary to check the critical forward and aft loading conditions. If the empty weight C.G. does not fall within the empty weight C.G. limits given, those conditions should be checked to determine whether the airplane will remain within the approved C.G. limits. In cases where it is possible to load an airplane in a manner not covered herein (i.e. extra tanks, extra seats, etc.) the usual complete calculations should be made.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information,
Civil Aeronautics Administration, Dept. of Commerce
Washington 25, D. C.

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SUPERSEDES P-644

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-676
SENSENICH
All Wood Propellers

March 20, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Drilling Dia.	Hub Drilling Thickness	Weight (lbs.)	Notes
A1	TC 385	40	2000	70-3/4"	55"	8	5/16"	4-5/8"	6"	3-3/4"	10	-
42K12335	TC 586	(Same as 90HASP-90)										
42K12335M	TC 586	(Same as 90HASP-90M)										
42K19593	TC 546	225	2100	96"	62"	8	7/16"	7"	9-1/4"	6"	29	
43K10107	TC 691	(Same as 72C-42)										
43K13605	TC 811	(Similar to 90JA-79 with same rating)										
43K15131	TC 586	(Serial Nos. up to BC146 incl. same as 86RA-62. Serial Nos. BC147 to B2285 incl. same as 86RA-61)										
43K15131A	TC 586	(Same as 86RA-61)										
43K19181	TC 546	(Same as 90LA-76)										
43K26215	TC 586	(Same as 90HA-86)										
44K15005	TC 586	(Similar to 85LYA with same rating)										
44K24605	TC 811	(Same as 90JA-81)										
60BA	TC 734	50	3000	60"	34"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60DA	TC 734	50	3000	60"	41"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60EA	TC 734	50	3000	60"	28"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
63	TC 489	37	2550	63"	36"	6	3/8"	4"	5-3/4"	3-1/4"	7	-
63B	TC 565	36	2400	63"	38"	6	3/8"	5"	6-3/8"	3"	7	-
66A	TC 731	65	3500	66"	35"	6	3/8"	4"	5-3/8"	3-3/16"	7	1
66CA	TC 765	155	3200	66"	66"-63"	8	7/16"	5"	7-3/8"	4"	11	1
69	TC 386	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	7	3
69A	TC 666	45	2575	69"	36"-28"	6	3/8"	5"	6-3/8"	2-1/2"	8	1
69B	TC 449	36	2400	69"	28"	6	3/8"	5"	6-3/8"	3"	8	3
69C	TC 537	40	2575	69"	26"-23"	6	3/8"	4"	5-3/8"	3-1/4"	8	1,4
69D	TC 554	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	8	3
69E	TC 581	45	2575	69"	35"-33"	6	3/8"	5"	6-3/8"	2-1/2"	8	1,3
69F	TC 581	42	2575	69"	33"	6	3/8"	4"	5-3/8"	3-3/16"	8	3
69J	TC 564	40	2575	69"	28"-26"	6	3/8"	4"	5-3/8"	3-1/4"	7	1,4
69M	TC 668	50	2500	69"	38"	6	3/8"	4-3/4"	6-1/4"	3-1/4"	8	-
70A	TC 734	80	2700	70"	56"-52"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70AB	TC 734	90	2500	70"	56"-46"	6	3/8"	4"	6-1/8"	4"	9	1
70AF	TC 734	80	2650	70"	56"-46"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70D	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70DF	TC 734	80	2500	70"	50"-44"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70F	TC 679	60	2400	70"	47"-43"	6	3/8"	4"	6"	3-1/4"	9	1,2
70L	TC 679	55	2300	70"	47"-41"	6	3/8"	4-3/8"	6"	3-1/4"	9	1,2
70LY	TC 718	65	2550	70"	40"-32"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	9	1
72	TC 591	40	2540	72"	30"	6	3/8"	5"	6-3/8"	2-3/4"	8	-
72A	TC 666	45	2500	72"	31"	6	3/8"	5"	6-3/8"	2-1/2"	7	-
72AB	TC 782	90	2500	72"	60"-40"	6	3/8"	4"	6-1/8"	4"	9	1
72B	TC 595	40	2575	72"	30"	6	3/8"	4"	5-3/4"	3-3/16"	8	-
72C	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72CK	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72DC	TC 734	75	2300	72"	55"-48"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	9	1
72DF	TC 734	90	2500	72"	55"-48"	6	3/8"	4"	6-1/8"	4"	9	1
72EB	TC 789	125	2600	72"	68"-62"	6	3/8"	4-3/4"	7"	4-3/4"	12	1
72EC	TC 789	125	2600	72"	68"-62"	8	3/8"	5-1/4"	7"	4"	12	1
72F	TC 691	65	2350	72"	50"-40"	6	3/8"	4"	6-1/8"	3-1/4"	10	1

* Production basis - Production Certificate No. 1

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
72GA	TC 782	85	2650	72"	54"-46"	6	3/8"	4-3/8"	3-1/8"	3-3/8"	10	1
72HAS	TC 538	235	3000	72"	67"-65"	6	3/8"	6-3/16"	8"	4-1/8"	16	1
72HBS	TC 538	235	3000	72"	67"-65"	8	3/8"	7"	8"	4-1/8"	16	1
72L	TC 678	50	2200	72"	41"	6	3/8"	4-5/8"	6-1/8"	3-1/2"	10	-
72LY	TC 678	55	2300	72"	41"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	10	1
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	56"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LY	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

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Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Drilling Dia.	Hub Drilling Thickness	Weight (lbs.)	Notes
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84M	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517	(Left hand of 90BA)										
90C	TC 517	(Same as 90A)										3
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90E	TC 517	(Left hand of 90C)										3
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586	(Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)										
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T	TC 586	115	1650	96"	69"	8	3/8"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
100CD	TC 546	225	2000	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1
102	TC 430	102	1400	102"	59"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102A	TC 464	102	1400	102"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	69"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CF	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

22026

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-233-2
CONTINENTAL
C-75-8, -8J, -8F, -8FJ, -8FH, -8FHJ
C-75-12, -12J, -12F, -12FJ, -12FH, -12FHJ
C-75-12B, -12BF, -12BFH
C-85-12, -12J, -12F, -12FJ, -12FH, -12FHJ

June 11, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan		
Model	C-75-8	C-75-12	C-85-12
Type	4HOA	- -	- -
Rating			
Maximum, except take-off, hp, rpm, at sea level pressure altitude	75-2275-S.L.	- -	85-2575-S.L.
Take-off (one minute), hp, rpm, at full throttle	75-2275	- -	85-2575
Fuel (Min. oct. aviation gasoline)	73	- -	- -
Bore and stroke, in.	4.062 x 3.625	- -	- -
Displacement, cu. in.	188	- -	- -
Compression ratio	6.3:1	- -	- -
Weight (dry), lbs.	177	182	180
C.G. location (with accessories where eligible)			
Fwd. of mounting lug rear face, in.	6.2	4.6	- -
Below crankshaft, in.	1.5	1.3	- -
Propeller shaft, SAE No. (See Note 4)	0 (Taper)	- -	- -
Carburetion	Stromberg NA-S3A1 carburetor, Part No. 40059	Stromberg NA-S3A1 carburetor, Part No. 40059 or 24716 for gravity system, Part No. 36019 for pump system	Stromberg NA-S3A1 carburetor, Part No. 40590 for gravity system, Part No. 40636 for pump system or Marvel-Shebler MA-3SPA carburetor Part No. 40439
Ignition, Dual	Bendix-Scintilla SF4R, SF4RN-8, or Eisemann LA-4 magnetos	Bendix-Scintilla SF4LN-8, or Eisemann LA-4 magnetos	Bendix-Scintilla SF4LN-8 or Eisemann LA-4 or Case 4-CAMA magnetos
Timing, °BTC	28 top; 30 bottom	- -	- -
Spark plugs	Champion M-26, C-26, or C-26S	- -	- -
Oil sump capacity, qts.	4	- -	5
NOTES	1,2,3,5	1,2,4,5	1,2,3,5

"- -" indicates "same as preceding model"

Certification basis	Type Certificate No. 233
Production basis	Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel, and oil inlet temperatures are as follows:

	Head	Barrel	Oil Inlet
C-75 series	550°F.	300°F.	220°F.
C-85 series	530°F.	300°F.	220°F.

NOTE 2. The following accessory provisions and typical engine accessories are eligible at the indicated weight increases:

	Weight (Lbs.)
Starter	
Delco-Remy (No. 1109656) Part No. 50309 (Models -12 only)	16
Generator	
Delco-Remy (No. 1101876), Part No. 40435 (Models -12 only)	10
Fuel Pumps	
AC Diaphragm type - Part No. 40585 (use with float type carburetor suitable for pump system)	2
AC Diaphragm type - Part No. 40281 (use with pressure type carburetor only, C-75-12B)	2
AC Diaphragm type - Part No. 40452 with adapter No. 50207, mounts on the fuel injector mounting pad only (use with float type carburetor suitable for pump system)	2
Miscellaneous	
Air filter and scoop, installation No. A-5810, or No. A-40522	3
Propeller hub assembly, Part No. A-3746 (for fixed pitch wood propellers)	4
Shielded ignition	3
Harrison oil radiator Model HE431-9 (Part No. 40601) and adapter Part 4763	4

NOTE 3. The C-75-8 engine does not incorporate provisions for generator and starter drives. The C-85 series engines are generally similar to the corresponding C-75 series engines but incorporate a different carburetor and intake manifold.

NOTE 4. Includes C-75-12B model, at weight increase of 3 lbs., incorporating a Stromberg PS-3 pressure carburetor, Part No. 40284. (See NOTE 2 for fuel pump)

NOTE 5. Includes additional models as listed on the heading of this specification, denoted by letter suffixes added to the basic model designation as follows:
"F" denotes an SAE No. 1 flanged crankshaft instead of "O" taper, at weight increase of 1 lb.
"J" denotes a fuel injector, Ex-Cell-O Model A-41 (Part No. 40572) instead of a carburetor, at weight increase of 3 lbs.
"H" denotes a special SAE No. 1 flanged crankshaft and special crankcase for the installation of a hydraulically operated controllable pitch propeller requiring oil supply through crankshaft.

Charles F. Dyce
Charles F. Dyce, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

GPO--Com. 51--p. 2

COMPUTED WEIGHT & BALANCE REPORT

DATE 7/26/46 — CESSNA AIRCRAFT COMPANY, WICHITA, KANSAS — MODEL 140

TYPE CERTIFICATE NO. 768 — AIRCRAFT SPECIFICATION A-768-1
PRODUCTION CERTIFICATE NO. 4 (Dated March 28, 1946)

STANDARD AVERAGE WEIGHT 858 — EMPTY C.G. 14.9 — SERIAL NO. 9283
ACTUAL EMPTY WEIGHT _____ — EMPTY C.G. _____ — NC NO. CF-ECO

This plane has Engine Bonding & Shielding, Ca bin Heater & Dual Brakes.

CORRECTED WEIGHT & HORIZONTAL BALANCE

ITEM	WEIGHT (LBS)	ARM	MOMENT
AIRCRAFT WEIGHT	858	14.9	12784
LESS —			
CORRECTED TOTAL	858	14.9	12784
PLUS +			
Engine Bond & Shield	4.5	-5	- 22.5
Cabin Heater	4.0	-26	- 104
Dual Brakes	2.0	-11	- 22
NEW EMPTY WEIGHT	868.5	EMPTY C.G. 14.5	12635.5

MAXIMUM WEIGHT — 1450 LBS. EMPTY WEIGHT C G RANGE + 12.2 TO + 14.5 (FURTHER CHECK NOT REQUIRED)

C.G. RANGE — 13.5 TO 17.7 INCHES AFT OF DATUM (WING LEADING EDGE)
22% TO 29.2% M.A.C.

MOST FORWARD C.G. LOCATION

ITEM	WEIGHT (LBS.)	ARM	MOMENT
EMPTY WEIGHT			
PILOT	170.0	19.5	3315
FUEL 7.08 GAL.	42.5	23.0	978
OIL 4.5 QTS.	8.5	-31.5	-268
TOTAL		MOST FWD. C.G.	

Fuel 6 lbs. Gal.
Oil 7.5 lbs. Gal.
Baggage 80.0 lbs Maximum

BALANCE = $\frac{-.5}{59.0}$ = % M.A.C.

MOST REARWARD C.G. LOCATION

ITEM	WEIGHT (LBS.)	ARM	MOMENT
EMPTY WEIGHT			
PILOT & PASSENGER	340.0	19.5	6630
FUEL GAL.		23.0	
OIL 4.5 QTS.	8.5	-31.5	-268
BAGGAGE LBS.		37.5	
TOTAL		MOST RWD. C.G.	

BALANCE = $\frac{-.5}{59.0}$ = % M.A.C.

PREPARED BY M.C.Stivers — APPROVED BY _____
DESIGNATED MANUFACTURING INSPECTION REPRESENTATIVE

EQUIPMENT LIST

Cessna Model 140

SERIAL NO. 9283
NC NO. CF-ECO

		WEIGHT		ARM
1.	Propeller Sensenich 74FC-49	11.0	Lbs.	(-50)
	Propeller Spinner ~~&~~ (Cessna Dwg. 0450016)	.25	Lb.	(-52)
101.	Starter (Delco-Remy 1109656)	16.	Lbs.	(-25)
102.	Carburetor Air Cleaner Installation (Continental)	3.	Lbs.	(-45)
201.	Main Landing Gear Wheels with Brakes			
	Goodyear L6H/MBD - 6.00 x 6 4 Ply Tires & Tubes	36.	Lbs.	(+ 2)
202.	Tail Wheel Scott 3-2413 Steerable	5.	Lbs.	(201)
301.	Generator (Delco Remy 1101876)	9.5	Lbs.	(-25)
302.	Battery - (12 Volt 24 Ampere Hr.)	23.5	Lbs.	(+56)
~~303.~~	~~Landing Light (Grimes G-3602 & Inst.)~~	~~6.0~~	~~Lbs.~~	~~(+15)~~
	Navigation Lights (Grimes B-1495 & A-2064)			
~~304.~~	~~Radio Receiver & Transmitter with Head Set~~	~~13.0~~	~~Lbs.~~	~~(- 5)~~
	~~Radio Loud Speaker~~	~~3.0~~	~~Lbs.~~	~~(+37)~~
	~~Fixed Antenna~~	~~.5~~	~~Lb.~~	~~(+14)~~
	Engine Bonding & Shielding	4.5	Lbs.	(- 5)
401.	Cabin Heater	4.	Lbs.	(-26)
	Dual Brakes (Cessna Dwg. 0411455)	7.	Lbs.	(-11)
	~~Pilot Brakes (Cessna Dwg. 0411454)~~	~~5.~~	~~Lbs.~~	~~(-11)~~
	Parking Brake	2.	Lbs.	(- 6)
	Safety Belt Air Associates M-264	1.	Lb.	(+24)
	Upholstery Soundproofing & Trim	30.	Lbs.	(+19)
	Glove Compartments	1.	Lb.	(- 5)
	Ash Trays			(0)
	~~Cigarette Lighter~~			(0)
	~~Carbureter Mixture Control~~	~~1.~~	~~Lb.~~	~~(0)~~
	Compass	.5	Lb.	(- 1)
	Airspeed	.5	Lb.	(- 1)
	Altimeter	.5	Lb.	(- 1)
	~~Sensitive Altimeter~~	~~1.~~	~~Lb.~~	~~(- 1)~~
	Oil Pressure Gauge	.5	Lb.	(- 1)
	Oil Temperature Gauge	.5	Lb.	(- 1)
	~~Turn & Bank~~	~~2.~~	~~Lbs.~~	~~(- 2)~~
	~~Rate of Climb~~	~~1.~~	~~Lb.~~	~~(- 1)~~
	~~Clock~~	~~.5~~	~~Lb.~~	~~(0)~~
	Ammeter	.5	Lb.	(0)
	Tachometer & Shaft	1.5	Lbs.	(-11)
601.	Wing Flaps	6.	Lbs.	(+55)

Sherman S. Graves

Sherman S. Graves,
Designated Manufacturing Inspection Representative 5004

7/26/46
(DATE)

ASSEMBLY OUTLINE MODEL 120 - 140

Requirement:

Men - three per plane

Tools - two 3/4" box end wrenches per group, one 3/8" - 7/16" end wrench per man, one 3/8", 7/16", and 1/2" socket on 1/4" drive rachet handle and universal extension per man, one #2 Phillipshead and one plain screwdriver per man, two 1" end wrenches per group, two 3/8" allen wrenches per group, two 5/8" end wrenches per group, two 5/8" sockets on 3/8" drive with 12" extension, and universals per group, one 9/16" and one 11/16" end wrench per man, one fibre hammer per man, one 1 1/2 lb. ball-peen hammer per man; one chain hoist minimum capacity 800 lbs., one pair side cutter pliers and one pair standard pliers per man. Six bullets 4" x .490, per group.

Assembly:

Assuming that the planes have been unloaded per instructions, the following outline pertains to the three man group.

1. Working as a team, two men should connect the wing struts to the fuselage, preparing for the wing assembly, while the third man is working on the tail section, assembling the tail wheel, and empennage. Rigging of the tail surfaces will also be accomplished by the third man.

2. Assembly of the wings, and rigging the ailerons will be accomplished by two men on the front section, who will need the assistance of the third man to assemble the wings. As wings are slipped into position, the bullets can be slipped through the wing and strut attachment points. Both wings can be assembled in this manner. Then the men can start working separately on each wing, putting the bolts in, and rigging the ailerons.

3. The plane can be hoisted from the floor, using the engine mount at the firewall as a lifting point. The gears can be secured in place, one man working on each side.

4. Fairings and propeller can be installed by the group.

The complete process falls into seven groups:

1. Removal from truck or box (see pages 2 or 3).
2. Erection (see pages 4 and 5)
3. Assembly and rigging (see pages 6 and 7).
4. Inspection (see page 9).
   - Fuel selector valve (see page 10).
   - Brake bleeding (see page 11).
5. Run-in (see page 12).
6. Weight and balance (see page 13).
7. Test Flight (see pages 14 and 15).

Note: The following items are included to assist in following these directions:

1. Wiring Diagram (see page 8).
2. Sample copy of Pre-Delivery Flight Test Report (see page 16).

UNLOADING TRUCK

1. Remove two wing racks, landing gears, and struts.

2. Starting from door, remove fuselages in the top row, then starting from front of truck, remove fuselages from front to rear on the bottom row. Therefore, this requires lifting them over fuselages in the rear of the truck. As fuselages are brought out of the truck, remove stub gears, and install landing gears. Slip the bolt in the landing gear and start the nuts. Then the fuselage can be pushed around on its wheels.

3. Remove two wings on right side of truck; remove stabilizer and elevator; then, rudder and fins.

4. Remove wings from wing racks. The wings can be stored awaiting assembly. A good method to use in storing these wings is to stand them on the leading edge, leaning the trailing edge against the wall. The leading edges should be padded to keep them off the floor. In this manner, the group of wings can be stored in two groups of six each.

UNCRATING

Each box will include one complete airplane.

The first step will be to remove the leg screws from the top of the box, and by the aid of three lifting rings, the lid lifted from the box. You will then take the leg screws out of the ends of the box, which will let the two ends and the two sides fall outward.

The first more component parts to be taken from the box will be the wings, placed one at each side of the fuselage. You will then take the stabilizer, elevator, and rudder out of their respective brackets. Then, by removing these brackets, you will be able to drop one side of the rack holding the fuselage, and carry the fuselage out sideways.

The landing gears and wheels will then be taken out and the airplane ready to assemble.

ERECTION MANUAL

Cessna Model 120 and 140

This manual is written as a step by step instruction for assembly of this airplane. Experience indicates that if those steps are followed in order, the airplane can be assembled in less man-hours.

All bolts, nuts, washers, cotter pins, and metal screws which are necessary to erect this airplane, will be in a cloth bag attached to the component part on which they will be used. A kit of extra bolts, nuts, washers, etc., brake fluid and touch-up paint is also included with each airplane.

A. Installing Landing Gear

1. Check brake line fittings for tightness, from master cylinder to outside fitting. Leaking fittings inside the fuselage discovered after the airplane is together often necessitates removal of the gear to facilitate tightening.

2. Insert landing gear into position and insert socket-head bolt through top of gear and the tubular landing gear fitting, which is accessible through the inspection opening in the fuselage. Install nut and tighten.

3. Take weight off of gears by blocking up fuselage. Insert tapered wedges through opening above gears. Line wedges up with holes in fitting and start bolts. It will be necessary to drive the wedges in, as the bolts are tightened. The wedges should be tightened enough for assurance that the landing gear is adequately wedged in the fitting.

4. Connect brake lines at fittings rear of landing gears.

B. Installing Wings

1. Mount wing struts to fitting through hole in fuselage, which is located in front of landing gear. Insert bolt in fitting from inside of cabin, with bolthead toward front of plane. Start nut on bolt, through the opening above the landing gear, and tighten.

2. Slip one wing in place, (both fittings should be started at the same time) and insert bolts. The bolt on the front fitting should be inserted with the head to the rear of the plane. On Models 140, when the opposite wing is installed, the flap torque tube should be lined up with the flaps. Tighten 3/16" bolts running through the center section spars adjacent to the wing attachment bolts. They are purposely left loose to facilitate wing installation.

3. Attach struts to wing fittings, insert bolts, and tighten. The struts are jig set at the factory to give the wing proper angle of dihedral and incidence, and should not be changed unless the airplane shows wing heaviness in flight. In the event the plane flys wing heavy, we recommend that the opposite wing be washed out by lengthening the adjustment on the rear strut fitting.

C. Installing Horizontal Stabilizer

1. The stabilizer attaches to the rear bulkhead of the fuselage with two 1/4" bolts through the front of the stabilizer, accessible through holes in top of stabilizer, at the center section. The rear part of the stabilizer is secured, when the vertical fin is installed.

   Note: This is the most convenient time to rig the elevator tab. Information will be found in rigging instructions.

D. Installing Vertical Fin

1. The vertical fin is anchored with 1/4" bolts through the same bulkhead to which the horizontal stabilizer is anchored. The rear spar of the fin is bolted with four 3/16" bolts at the extreme rear bulkhead on the tail cone, two of which, bolt into the rear spar of the stabilizer, and two through a lower point into the bulkhead.

E. Brake Bleeding

1. To bleed brakes, use a pressure oil can, one-half pint size. Remove the bleeder plug from the lower cylinder. By using a leather seal as a gasket, force the oil through the bottom cylinder, up through the brake lines into the master cylinder. Excess oil should be pumped through the master cylinder for assurance that all air bubbles will be removed.

F. Tire Inflation

1. Check tire inflation, which should be 16 lbs.

G. Wheel Toe-In

1. Check toe-in on the landing gear wheels, which should be 1/4" in, + or − 1/8". Changing toe-in is accomplished by adding or removing wedges located at the axle attachment point.

RIGGING CONTROLS ON MODELS 120 AND 140

To simplify the rigging of controls on Model 120 and 140, the following instructions will be covered by steps:

A. Flaps (Model 140 only)

1. The flaps are set in neutral position by two adjustable stops which are located in the trailing edge of the auxiliary spar ahead of the flaps. Set flaps to the contour of the wing.

2. Flap down travel is 40°. Adjustment is accomplished by changing turnbuckle in the cable system, located rear of baggage compartment.

3. The torque tube has slotted holes which allows flaps to equalize under air loads. Thus, the bolts must not be pulled down tight enough to crush the outer tube.

B. Ailerons

1. Place control wheels in neutral position and place a neutral bar across the top of both wheels, using tape or a clamp to secure them. Install chain over sprockets, leaving approximately nine links inboard of the chain guard on each side of the turnbuckle.

2. String cables back through system. Note: The aileron cables cross just back of the baggage compartment.

3. The ailerons on Models 120 and 140 are restricted in travel, which feature is built into the bellcranks. Stops in the bellcrank allow a total travel of 36°. In rigging the ailerons, it is important that the bellcranks are neutralized. Connect the cables and adjust bellcrank to a position in which the three bolts are equidistant to the adjacent rib. This measurement is 2 17/32". Cable tension should be approximately 30 lbs., with the control wheels in full-forward position. This position should also be maintained in checking the travel.

4. Adjust ailerons to neutral position, which is to the contour of the flaps. This adjustment is made by disconnecting the aileron push-pull tube (which operates from the bellcrank), and making adjustment on the rod end.

5. Check travel which should be 22° up and 14° down, with a tolerance of plus or minus 1°.

6. Any correction necessary on the travel can be made by tightening the direct cable and loosening the carry-through cable, or vice-versa, whichever the case may be. Note: After corrections have been made, check aileron in neutral position and make adjustment per instructions in Section B.-4.

C. Rudder

Rudder travel is 16° from centerline of the airplane, with a tolerance of plus or minus 1°. Travel is controlled by stops located on the extreme rear bulkhead. Adjustment is made by increasing or decreasing washer thickness under the head of the bolts which serve as stops.

1. Rig stops to allow correct travel of rudder.

2. Install cables, and with the rudder in neutral position, tighten turnbuckles until rudder pedals are neutral, 6" aft of the firewall, measuring to the hingeline of the brake pedal.

3. Check to make sure cables do not rub side holes in bulkheads.

D. Elevators

Elevator travel is 20° up and down with a tolerance of plus or minus 1°. This travel is controlled by two stops located in the rear spar of the vertical fin.

1. Set stops so elevator has correct travel when in contact with them.

2. With elevator in full down position, the measurement from instrument panel to centerline of control wheel, should be 7"

3. Tighten cables to approximately 30 lbs.

E. Rudder Tab

The rudder tab is a fixed tab located on the trailing edge of the rudder and can be set by bending in either direction, the amount desired.

F. Elevator Tab

The elevator tab is actuated by a cable which has a chain incorporated in each end. The chain in front is actuated by the finger-tip tab control, and the one at the rear operates a screw-jack, which is mounted in the right half of the stabilizer. The travel is 6° up and 33° down, plus or minus 1°.

1. Install cables. Turn tab control wheel to full-forward position, and screwjack to full up position. Then turn screwjack back 1/2 turn. Set the chain on sprockets at each end, allowing 1/2" to 1" overlap in direction of travel. Tighten cable tension to approximately 30 lbs.

2. To set tab travel, elevator MUST BE in neutral position.

3. Turn tab control to full-forward position, disconnect push-pull tube from tab and adjust it to hold the tab approximately 7°. (This can be done by screwing it in or out, whichever the case may be). Connect the push-pull tube to the tab and turn the tab control to the full rearward position. The tab should be approximately 34°.

4. Set stops between first and second bulkheads rear of the baggage compartment on the cables for correct travel, which is 6° up and 33° down.

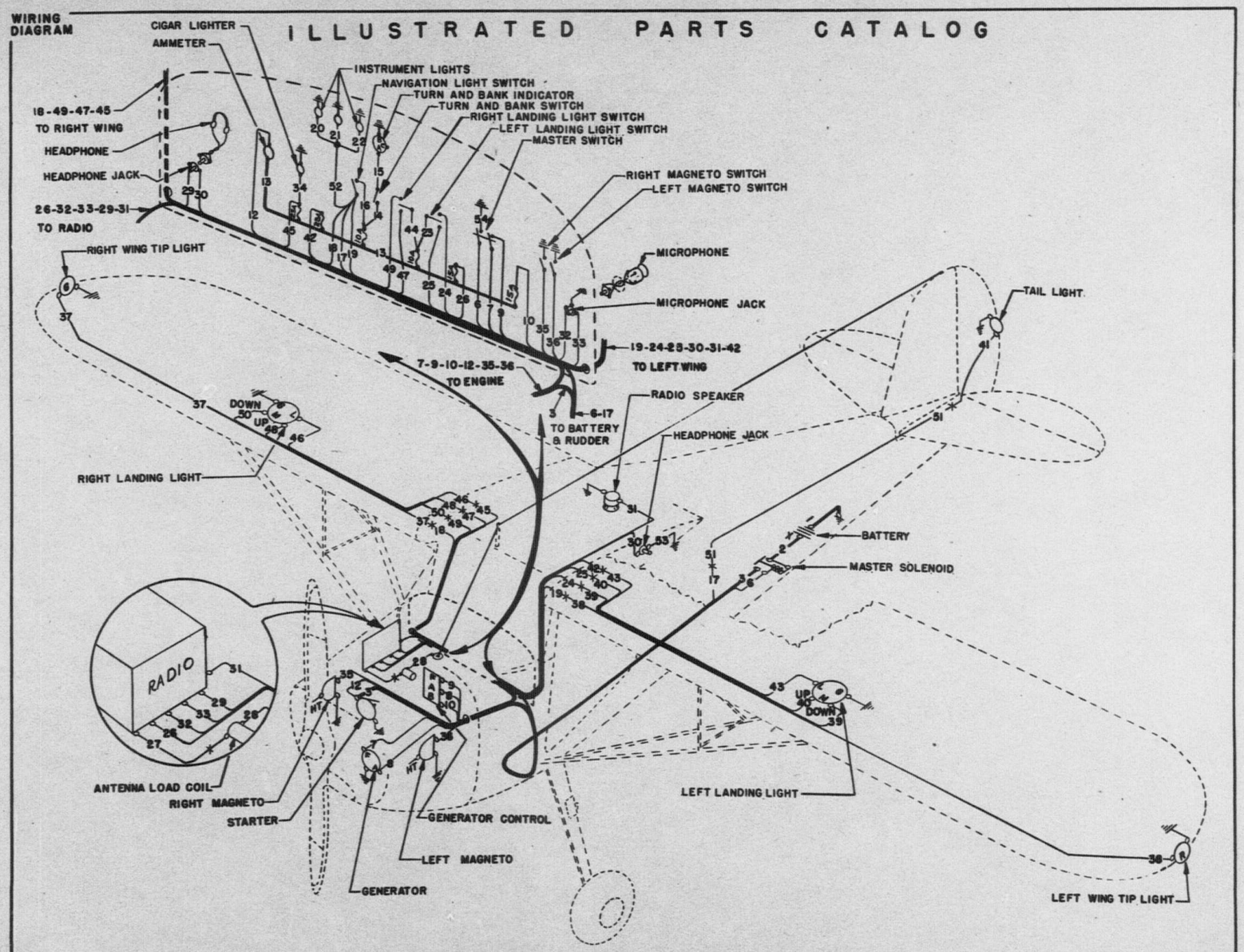


FIGURE 36-ELECTRICAL WIRING DIAGRAM

INSPECTION

1. Inspect wing and strut attachment bolts for tightness.
2. Inspect all bolts in empennage for tightness.
3. Inspect hinge bolts for tightness on all control surfaces.
4. Inspect all turnbuckles for safety wire.
5. Inspect landing gear bolts for tightness.
6. Inspect fuel selector valve for proper location. (See instructions covering this inspection and check.)
7. Inspect and bleed brakes. (See instructions covering this inspection and check.)

Note: A wiring diagram is attached for checking purposes. (See page 8.)

CHECKING FUEL SELECTOR VALVE

Important:

There is no sure way to check fuel selector valve setting until there is fuel in the tanks. The selector valves, therefore, must be checked and set in its proper location. After the wing tanks have been filled with gasoline, the fuel selector valve can be checked by opening the drain-cock at the fuel strainer bulb mounted on the firewall and turning the selector valve in the cabin. When you have gas flow in both tanks, and off at the selector-off position, the selector is in the correct position. This is the only way the valve can be set and be correct. The right tank will drain when the valve reads "right tank", the left tank will drain when the valve reads "left tank", and no gas will flow at the "off position." Resetting is accomplished by removing the handle retaining screw in the selector valve and turning the handle to a new position and testing again as outlined above.

Note:

The handle end of the valve is the indicator.

BRAKE BLEEDING

To bleed brakes, use a pressure oil can, one-half pint size. Remove the bleeder plug from the lower cylinder. By using a leather seal as a gasket, force the oil through the bottom cylinder, up through the brake lines into the master cylinder. Excess oil should be pumped through the filler opening in the master cylinder, for assurance that all air bubbles will be removed.

PRE-FLIGHT CHECK

1. Start engine and allow it to run slowly until the oil pressure builds up. Then run the engine at 1200 RPM a few minutes, allowing it to warm up. Check full static RPM, which should be between 2020 and 2120 at sea level.

2. Throttle engine to approximately 1600 and check each magneto. The RPM should not drop to exceed 75 RPM. It has been found that in extremely hot weather conditions, if the engine is run too long on the ground, it becomes very hot; thus, in checking the magnetos under these conditions, the RPM will drop out of limits.

3. Throttle engine back and check the idle, which should be between 500 and 550 RPM.

4. Check instruments for operation; oil pressure 30 to 40 lbs. at cruising RPM on Models 140; ammeter should show charge of approximately 3 to 5 amps at 1600.

5. Taxi plane around and check brake operation; set parking brake and check operation.

After the above checks have been satisfactorily made, the plane is ready for test flight.

WEIGHT AND BALANCE

Included with each trucked airplane, will be weight and balance forms completely made out and signed. Therefore, it is not necessary to run a weight and balance in the field. If extra equipment, not included in truck shipment, is installed, the weight and balance can be computed using the equipment list, included with the forms.

PRE-DELIVERY FLIGHT TEST PROCEDURE WHEN AIRPLANES ARE SHIPPED BY TRUCK

The following outline has been designed to assist the distributor with his flight test procedure and filling out the flight test report, which must be returned to the Chief Test Pilot at the factory:

1. Control System:

   All movable controls must be checked for ease of movement and to make sure they are traveling in the proper direction. This must be done before starting a flight test.

2. Engine:

   The static RPM should be within the limits of 2020 and 2120. This figure varies slightly with temperature and atmospheric pressure. The propeller can also make a slight difference. The static RPM must be recorded, and it should lie between 2675 and 2775 in level flight. The ignition system is checked for satisfactory operation of both left and right magnetos. The drop on a single magneto should not exceed 100 RPM; however, the left magneto will usually have a little more drop than the right one. All engine controls should operate smoothly, and where a mixture control is installed, it is fairly sensitive in its operation. Any items on the report which are not installed, in the airplane being flown, should either be marked "none" or merely crossed off. Application of carburetor heat control should result in a drop of 100 RPM at cruising throttle. The oil pressure should run between 30 and 40 pounds at cruising power. The oil temperature, at cruising power, should be within a range of 110° to 180° Fahrenheit.

3. Fuel System:

   In order to be sure the fuel system is functioning properly, the test pilot, while in the air, should fly on each tank separately. Also turn the selector valve in the "off" position until the engine stops, and then returning to either tank. In this test, the engine should regain power within five seconds after the selector valve is turned on. Correct operation of the gasculator or fuel sump should be checked on the ground by draining a small portion of gasoline from it.

4. Lubrication System:

   Most of the items are covered under the oil instruments in the engine section. The rest of the check would determine that the oil system is in tact and operating satisfactorily.

5. Electrical System:

   All components of the electrical system are checked for satisfactory operations. The ammeter, under cruising conditions, should show a positive charge of 5 amps.

6. Flight Instruments:

The indicated airspeed at 2350 RPM, usually lies between 100 and 107 MPH, depending on the pressure, altitude, and temperature conditions. Indicated airspeed at the stall, power off, flaps up, should lie between 40 and 44 MPH. To permit correction of the readings to standard conditions, the outside air temperature can be estimated and the pressure altitude should be observed and recorded. The rest of the instruments are checked for proper functioning. The compass is compensated in flight over a known course of a known bearing; usually, a section line. The errors are recorded in the "Error" column, and the true bearings are recorded in the "Steer" column. This flight should be done with the instrument panel shield removed, to allow the test pilot to compensate the compass by use of the compensating screw.

7. The Airplane in General:

These items are self-explanatory. The fire extinguisher and the First Aid Kit are not required items, so in most cases you will write "none". Log books are furnished by Cessna and should be with the airplane in the glove compartment. Airplane and engine operating manuals are not available at the present time, but will be furnished with each airplane at a later date.

8. Special Equipment and Instruments:

Engine shielding is available either with or without a radio installation.

9. General Remarks:

The airplane must be checked very carefully in the air, for proper rigging. The airplane should trim for level flight and fly hands-off for a great length of time in smooth air. If there are any discrepancies in this, refer to the rigging instructions which accompanied the airplane in shipment.

10. Propeller Data:

The propeller manufacturer, model, diameter, and pitch are recorded in this section, as well as the serial number of the propeller, itself.

The items called for on the front page of the form are self-explanatory. The CAA certificate number is the NC number. The name and address of the distributor should be inserted on the line beginning with the word "purchaser".

The attached flight test report form is filled out as a sample and will aid you in filling out your flight test forms.

Using this procedure, and filling out this form, is a part of the requirement for CAA certification under our Approved Type Certificate. It is required the first time the airplane is assembled and flown. When completed, the original form is retained with the airplane, and the copy must be promptly forwarded to:

Cessna Aircraft Company
Wichita, Kansas

Attention: Mr. Morton W. Brown, Chief Test Pilot

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Cessna

Cessna Aircraft Company

PRE-DELIVERY FLIGHT TEST REPORT

SAMPLE

Airplane Model 140 Mfg. Serial No. 8054

Engine Mfg. Continental Motors Model C-85-12

Engine No. 00000-6-12

C. A. A. Certificate No. NC 89050

Purchaser A. B. C. FLYING SERVICE

FLYTOWN, KANSAS

PRE-DELIVERY FLIGHT TEST REPORT

CONTROL SYSTEMS

Elevators	O. K.
Ailerons	O. K.
Rudder	O. K.
Elevator Tabs	O. K.
Rudder Tab	O. K.
Flaps	O. K.
Brakes	O. K.
Landing Gear	O. K.
Tail Wheel and Lock	O. K.

ENGINE

R. P. M. Maximum	Static	2020
	Air	2725
Ignition	~~Battery~~	----------
	Magneto	L, O.K. R, O.K.
Throttle		O. K.
Mixture Control		NONE
Propeller Control		NONE
Spark Control		NONE
Carburetor Heat Control and Gauges		O. K.
Oil Pressure		35 #
Fuel Pressure		NONE
Oil Temperature		150° F.
Head Temperature		NO GAUGE
Tachometer		O. K.
Manifold Pres. Gauge		NONE
Exhaust Gas Analyzer		NONE

FUEL SYSTEMS

	L.	R.
Tank	O. K.	O. K.
Auxiliary Tank	NONE	
Gauges	O. K.	O. K.
Sump Drain	O. K.	O. K.
Selector Valve	O. K.	O. K.

LUBRICATION SYSTEM

Tank	O. K.
Cooling	O. K.
Screens	O. K.

ELECTRICAL SYSTEM

Battery	NONE	
Generator	NONE	
Ammeter	O. K.	
Master Switch	O. K.	
Navigation Lights	O. K.	
Landing Lights	LEFT ONLY	O. K.
Instrument Lights	O. K.	
Starter	NONE	
Radio: Receiver	NONE	
Transmitter	NONE	
Antenna	NONE	

FLIGHT INSTRUMENTS

Airspeed:

Cruise, IAS 104 @ 2350 R.P.M. --- "HG

Stall, IAS 42

Outside Air Temp. 50° F.

Pressure Altitude: 1600'

STRUMENTS (Cont'd)

Altimeter O. K.

Rate of Climb O. K.

Turn and Bank O. K.

Clock O. K.

Directional Gyro NONE

Gyro Horizon NONE

Compass:

	Error		Steer
N	0	N	N
E	+2	E	92
S	0	S	S
W	+2	W	272

AIRPLANE IN GENERAL

Cabin Interior O. K.

Safety Belts O. K.

Cabin Cold Air Vents O. K.

Upholstery O. K.

Trim O. K.

Fire Extinguisher:

NONE

Log Books O. K.

Airplane & Engine Manual None as yet available

First Aid Kit NONE

SPECIAL EQUIPMENT & INSTRUMENTS

Engine Shielding O. K.

Vacuum Pump NONE

Vacuum Gauges NONE

Vacuum Regulator NONE

GENERAL REMARKS

Lateral Trim O. K.

Directional Trim O. K.

Longitudinal Trim O. K.

PROPELLER DATA

Sensenich 74FC-49

Serial No. G-0000

P. 49", D. 74"

TEST FLOWN

Date 4/30/46 Time :50

Date Time

Date Time

Total Time :50

Pilot M.A.B.

SEAR

Supervisor of

Nautical Service

CLASS OF SERVICE	
Full Rate	
Day Letter	
Night Message	
Night Letter	
Evening and Sunday Message	

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

CHECK
2
TIME FILED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

FILE NOS. ~~5008-2~~
5008-E3-15
~~5008-E5-16~~

OTTAWA ONTARIO JUNE 29th, 1946

DISTRICT INSPECTOR AIR REGULATIONS
420 FEDERAL BUILDING
VANCOUVER BRITISH COLUMBIA

AR40 RETELETYPE V41 REGISTRATION MARKINGS CF DASH EASY CHARLIE OBOE AND CF DASH EASY CHARLIE PETER ALLOTTED CESSNA AIRCRAFT VANCOUVER U FLY

CF-ECD

CIVIL AVIATION

File Copy

VIA D. O. T. TELETYPE

1946 JUN 28 AM 8 57

OW3

CONTROLLER CIVIL AVIATION OTTAWA

VAI PLEASE WIRE REGISTRATION MARKS ALLOTTED VANCOUVER U FLY FOR MODEL 240 CESSNA SERIAL NO. 9283 AND MODEL 120 CESSNA SERIAL NO. 9291 BEING PURCHASED FROM CESSNA AIRCRAFT CO. WICHITA KANSAS.

DIAR VANCOUVER

CFM U FLY. 140 9283 120 9282

CF-ECO
CF-ECP

OK
28/6/46

3 8 6-44

ORIGINAL ON FILE 5008-E314 - COPY FOR FILE 5008-E3-15

CONFIRMATION

DEPARTMENT OF TRANSPORT

TO Controller of Civil Aviation, Ottawa.

June 27th, 1946.

V. 41. Please wire registration letters allotted Vanouver U-Fly for Model one-four nought Cessna serial Nine-two-eight-three and Model one-two-nought-Cessna model number nine-two-eight-two being purchased from Cessna Aircraft Company. Wichita, Kansas.

D.I.A.R.

1 copy
H.M.M.

2

1

B. 1
2,000,000-9-45

Port of Vancr.B.C Aug. 2nd 19 46
Arriving per Fltway (CPR BNDR CUSTOMS)
Imported by Vancouver Airways Ltd.
Goods Exported to Canada Direct from Wichita Kansas USA
Via direct to Vancr.B.C
(Country through which carried in transit if any)

CUSTOMS, CANADA
EW
ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

Report No.
Entry No. Outport
Port 17070

Marks and Numbers	Number of Packages	Description of Goods Ex ½ of 1% MFN	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	War Exchange Tax $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applied
	1	aircraft & complete parts thereof NOP not incldg. engines, under regulati ns prescribed by the Minister	1		2016.	20%	403.	20										
		Engines, when imported for use only in the eqpt. of aircraft	1		497.	17½%	86.	98										440
		Products of petroleum NOP - lighter than .8836 specific gravity (40.3.A.P.I) at 60 degrees Fahrenheit - gasoline	25gl.		5.	1½gl.		.25										268
		Lubricating oil composed wholly or in part of petroleum NOP			2.	17½%		.35										2718
				2520.81	2520.		490.	78	3010.	78			240.	89		.75		
		The Cessna Aircraft Co. July 29th																

National Revenue Canada
CUSTOMS AND EXCISE
DUTY PAID
AUG 2 1946
VANCOUVER, B. C.

National Revenue Canada
CUSTOMS AND EXCISE
CHECKED
AUG 2 1946
VANCOUVER, B.C.

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.) payable to non-residents.

Currency pounds Amount $ 2507.28

The space below this line is reserved for Customs-Excise Officers' use only, and must not be filled in by the importer.

INITIALS		
	DUTY	$ 490.78
	W.E. TAX	
	SALES TAX	240.87
	EXCISE TAX	.75
	TOTAL	$ 732.40

Sales Tax Licence No.
Power of Attorney No. 4237/4270
which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

Form M-A — Invoice of goods for entry in Canada, under Treaty or Preference Rates, when the goods have been sold by the Exporter prior to shipment.

(Place and Date) WICHITA, KANSAS, U.S.A. JULY 29, 1946

Invoice of (General nature or class of merchandise) AIRPLANE AND ACCESSORIES purchased

by VANCOUVER'S U-FLY LIMITED of VANCOUVER, B.C., CANADA

from THE CESSNA AIRCRAFT COMPANY of WICHITA, KANSAS, U.S.A.

to be shipped from WICHITA, KANSAS, U.S.A. VIA FLYAWAY

CUSTOMER'S ORDER NO. 6160 OUR ORDER No. 21853 TERMS: CASH

Country of Origin	Marks and Numbers on Packages	QUANTITIES AND DESCRIPTION OF GOODS	Fair Market Value at time and place of shipment. (See clause 4 of certificate of value hereon.)	Selling Price to the Purchaser in Canada @	Selling Price to the Purchaser in Canada Amount
U.S.A.	CAL	INVOICE NO. 4817			
		1 CESSNA MODEL 140 AIRPLANE, SERIAL NO. 9283, MARKINGS CF-ECO, LESS ENGINE, AND INCLUDING ADDITIONAL EQUIPMENT INSTALLED	$2,005.50		$2,005.50
		1 85 H.P. CONTINENTAL ENGINE, SERIAL NO. 22863-6-12	495.00		495.00
					$2,500.50
		25 GALS. GASOLINE @ .21 GAL.			5.25
		5 QTS. SAE 40 OIL @ .30 QT.			1.50
		SALES TAX ON OIL			.03
					$2,507.28

VANCOUVER, B.C. — National Revenue Customs and Excise — CHECKED — AUG 2 1946

NONE

NOTE: These facts must be shown

Amount of: Freight, if any, prepaid and charged.....

Freight, if any, prepaid and not charged.....

Freight, if any, allowed to be deducted by importer on settlement.....

I, the undersigned, do hereby cer[illegible] SECRETARY-TREASURER OF THE

(1) That I am the (a) .....exporter of the goods in the within invoice mentioned or described;

(a) Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.

(2) That the said invoice is in all respects correct and true;

(3) That the said invoice contains a true and full statement showing the price actually paid or to be paid for the said goods, the actual quantity thereof, and all charges thereon;

(4) That the said invoice also exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—

(a) Is the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit;

(b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and

(c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever;

(5) That no different invoice of the goods mentioned in said invoice has been or will be furnished to anyone; and

(6) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said exporter and purchaser or by any one on behalf of either of them, either by way of discount, rebate, salary, compensation or in any manner whatsoever other than as shown in the said invoice.

(A) That each article on this invoice is bona fide the produce or manufacture of the Country specified on the invoice as its Country of Origin;

That each manufactured article on the invoice in its present form ready for export to Canada has been finished in such specified country of Origin, and not less than one-half the cost of production of each such article has been produced through the industry of *.....entitled to the benefits of treaty or convention rates or British Preferential Tariff.

*Insert here name of country or countries.

Dated at WICHITA, KANSAS, U.S.A. this 29TH day of JULY, 1946

THE CESSNA AIRCRAFT COMPANY

.....Per

FOR: F. A. BOETTCHER, SEC'Y-TREAS.

(Individual Signature and Title)

Note.—When invoicing goods which have been finished in a country specified on the invoice as its country of origin from materials originating in a country or countries entitled to the benefits of treaty or convention rates or the British Preferential Tariff, the names of the countries contributing to one-half the cost of production should be shown in the space provided in the certificate.

In the calculation of the cost of production for the purpose of determining the qualification for entry under the Intermediate Tariff, none of the following items are to be included or considered, viz:—

1. Outside packages and expenses of packing thereinto.
2. Manufacturer's or exporter's profit or the profit or remuneration of any trader, broker, or other person dealing in the article in its finished manufactured condition.
3. Royalties.
4. Customs or excise duty or tax paid or payable on imported materials.
5. Carriage, insurance, etc., from place of production or manufacture to port of shipment.
6. Any other charges incurred or to be incurred subsequent to the completion of the manufacture of the goods.

8

Vancouver, B.C., August 21st, 1946.

Cessna 140 - CF-HCO - Serial #9283
Vancouver's U Fly Limited 5008-K3-15

D.I.A.R.,
Vancouver, B.C.

1. This aircraft was inspected at Vancouver on August 3rd, 1946, for a Certificate of Airworthiness. Aircraft is new and satisfactory. Total time of aircraft is 33 hours.

2. Engine installed is a Continental 85 Serial # 22263 - 6 - 12. Propeller installed Sensenich Model 74 F.K.49, Serial #K.0355.

3. Instruments installed:

Air Speed	1
Altimeter	1
Oil temperature gauge	1
Oil pressure gauge	1
Tachometer	1
Compass	1
Fuel gauges	2
Fire ext. qt. size	1
Ammeter	1

4. It is recommended that a Certificate of Airworthiness be issued.

Resident Inspector, A.I.D.

cc:CCA ✓
CAE
NCT/u.

5008-E3-15

420 Federal Bldg.,
Vancouver, B.C., Aug. 3rd, 1946.

Paramatta Airways, Ltd.,
850 W. Hastings St.,
Vancouver, B.C.

Dear Sirs: Cessna 140 - CF-ECO

This letter will constitute your authority to commercially operate the above noted aircraft for a period of thirty days ending September 2nd, 1946.

This authority is valid for day flying only.

Total all-up weight is not to exceed 1450 lbs.

Yours truly,

District Inspector, Air Regulations

W.
Cc-CCA

Form ACA 502
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
(Rev. 3-1-44)

6

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the full legal and beneficial title to the following aircraft:

MANUFACTURER OF AIRCRAFT: Cessna
MODEL: 140
MANUFACTURER'S SERIAL NO.: 9283
C.A.A. identification mark: CF-ECO

MANUFACTURER OF ENGINE: Continental
MODEL: C-85-12
SERIAL NO.: 22263-6-12

That such title to said aircraft is not subject to any mortgage, or other encumbrance, except as follows:

_____ in the sum of $_____, in favor of
(Mortgage, mechanic's lien, etc.)

_____ whose address is

_____

For and in consideration of the sum of one dollar and other valuable consideration ~~DOLLARS~~,
The Cessna Aircraft Company, the undersigned, whose
(Seller)
address is Wichita, Kansas,
does this 30th day of July, 19 46, sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto _____
(Purchaser)

Vancouver's U-Fly

whose address is Vancouver A. M. F., Vancouver, British Columbia, Canada, and to its executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF, we have set our hand and seal this 30th day of July, 19 46

THE CESSNA AIRCRAFT COMPANY

R. G. Largent _____ [SEAL]
(Seller's signature)
General Accountant

ACKNOWLEDGMENT

STATE OF KANSAS
COUNTY OF SEDGWICK } ss:

(INDIVIDUAL OR PARTNER)

On this _____ day of _____, 19____, before me personally appeared the above-named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed.

(CORPORATION)

On this 30th day of July, 1946, before me appeared R. G. Largent; to me personally known, who, being by me duly sworn, says that he is the General Accountant of the Cessna Aircraft Company corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of the Board of Directors and said R. G. Largent acknowledged the foregoing bill of sale to be the free act and deed of said corporation.

Given under my hand and official seal the day and year above written.

Amber L. Hunt
Notary Public.

My commission expires July 13, 1949
[SEAL]

Form No. 140. Bill of Sale (Absolute) BC 1-44. THE WILLSON STATIONERY CO., LTD., VANCOUVER, B. C.

This Indenture

made the 3rd day of August in the year of our Lord one thousand nine hundred and forty-one.

In Pursuance of the "Bills of Sale Act"

Between

Vancouver's - M- Fly Limited, of 908 Credit Foncier Bldg., 850 West Hastings Street, Vancouver, B.C.

(hereinafter called the Grantor) of the First Part

Insert full Names, Addresses and Occupations of Parties

AND

Paramatta Airways Limited of 908 Credit Foncier Bldg., 850 West Hastings Stret, Vancouver, B.C.

(hereinafter called the Grantee) of the Second Part.

Whereas, the Grantor is possessed of the goods and personal chattels hereinafter set forth, described and enumerated, and hath contracted and agreed with the Grantee for the absolute sale to him of the same, upon the terms and considerations hereinafter set forth.

Now this Indenture Witnesseth, that in pursuance of the said Agreement, and in consideration of the sum of (#4000.00) four thousand Dollars of lawful money of Canada, paid by the said Grantee to the said Grantor, at or before the sealing and delivery of these presents (the receipt whereof is hereby acknowledged), the said Grantor **has bargained,** sold, assigned, transferred and set over, and by these presents **Doth bargain,** sell, assign, transfer and set over unto the Grantee:

All those the said goods and personal chattels described and enumerated as follows:

One Cessna #140 Aircraft

of Official Canadian Registration CF-ECO

Form No. 140. Bill of Sale (Absolute) BC 1-44. THE WILLSON STATIONERY CO., LTD., VANCOUVER, B. C.

This Indenture

made the 3rd day of August in the year of our Lord one thousand nine hundred and forty-one.

In Pursuance of the "Bills of Sale Act"

Between Vancouver's-Mt. Fly Limited, of 908 Credit Foncier Bldg., 850 West Hastings Street, Vancouver, B.C.

(hereinafter called the Grantor) of the First Part

AND

Insert full Names, Addresses and Occupations of Parties

Paramatta Airways Limited of 908 Credit Foncier Bldg., 850 West Hastings Stret, Vancouver, B.C.

(hereinafter called the Grantee) of the Second Part.

Whereas, the Grantor is possessed of the goods and personal chattels hereinafter set forth, described and enumerated, and hath contracted and agreed with the Grantee for the absolute sale to him of the same, upon the terms and considerations hereinafter set forth.

Now this Indenture Witnesseth, that in pursuance of the said Agreement, and in consideration of the sum of ($4000.00) four thousand Dollars of lawful money of Canada, paid by the said Grantee to the said Grantor, at or before the sealing and delivery of these presents (the receipt whereof is hereby acknowledged), the said Grantor **has bargained,** sold, assigned, transferred and set over, and by these presents **Doth bargain,** sell, assign, transfer and set over unto the Grantee:

All those the said goods and personal chattels described and enumerated as follows:

One Cessna #140 Aircraft

of Official Canadian Registration CF-ECO

All of which goods and personal chattels are now in the possession of Vancouver-U-Fly Limited and are situate, lying and being in, upon or about the Vancouver Airport in the Municipality of Richmond ~~in the County of~~ in the Province of British Columbia. And all the right, title, interest, property, claim and demand whatsoever, both at law and in equity, otherwise howsoever, of the said Grantor, of, in, to, and out of the same, and every part thereof:

To have and to hold the said hereinafter assigned goods and personal chattels and each and every of them and every part thereof, with the appurtenances, and all the right, title and interest of the said Grantor thereto and therein, as aforesaid, unto and to the use of the said Grantee, to and for his sole and only use Forever:

And the said Grantor **Doth** hereby Covenant, Promise and Agree with the said Grantee, in manner following, that is to say:

That the said Grantor is now rightfully and absolutely possessed of and entitled to the said hereby assigned goods and personal chattels, and every of them, and every part thereof: **And** that the said Grantor now has in himself good right to assign the same unto the said Grantee, in manner aforesaid, and according to the true intent and meaning of these presents; **And that the said** Grantee shall and may from time to time, and at all times hereafter, peaceably and quietly have, hold, possess and enjoy the said hereby assigned goods and personal chattels and every of them, and every part thereof, to and for his own use and benefit without any manner of hindrance, interruption, molestation, claim or demand whatsoever, of, from or by him, the said Grantor, or any person or persons whomsoever; And that free and clear, and freely and absolutely released and discharged, or otherwise, at the cost of the said Grantor, effectually indemnified from and against all former and other bargains, sales, gifts, grants, titles, charges and incumbrances whatsoever:

4

ACKNOWLEDGMENT OF OFFICER OF CORPORATION

I HEREBY CERTIFY that, on the 3rd day of August, 1946, in the City of Vancouver, in the Province of British Columbia, Lloyd Michaud, who is personally known to me, appeared before me and acknowledged to me that he is the President of Vancouver's U-Fly Limited, and that he is the person who subscribed his name to the annexed instrument as President of the said Vancouver's U-Fly Limited and affixed the seal of the said Vancouver's U-Fly Limited to the said Instrument, that he was first duly authori„ed to subscribe his name as aforesaid and affi✗ the said seal to the said Instrument

IN TESTIMONY WHEREOF I have hereunto set my Hand and Seal of Office at the City of Vancouver in the Province of British Columbia, this 3rd day of August, one thousand nine hundred and forty-six

T. Cuthbert Williams

A Commissioner for taking Affidavits within the Province of British Columbia

ACKNOWLEDGMENT OF OFFICER OF CORPORATION

I HEREBY CERTIFY that on the 3rd day of August, 1946, in the City of Vancouver, in the Province of British Columbia, C. A. MacArthur, who is personally known to me, appeared before me and acknowledged to me that he is the President of Paramatta Airways Limited, and that he is the person who subscribed his name to the annexed instrument as President of the said Paramatta Airways Limited and affixed the seal of the said Paramatta Airways Limited to the said Instrument, that he was first duly authorized to subscribe his name as aforesaid and affix the said seal to the said Instrument

IN TESTIMONY WHEREOF I have hereunto set my Hand and Seal of Office at the City of Vancouver in the Province of British Columbia, this 3rd day of August, one thousand nine hundred and forty-six

P. Williams

A Commissioner for taking Affidavits within the Province of British Columbia

And moreover, that the said Grantor, and all persons rightfully claiming, or to claim, any estate, right, title, or interest of, in or to the said hereby assigned goods and personal chattels and every of them, and every part thereof, shall and will from time to time, and at all times hereafter upon every reasonable request of the said Grantee, but at the cost and charges of the said Grantee, make, do and execute, or cause or procure to be made, done and executed, all such further acts, deeds and assurances for the more effectually assigning and assuring the said hereby assigned goods and personal chattels unto the said Grantee, in manner aforesaid, and according to the true intent and meaning of these presents as by the said Grantee or his Counsel shall be reasonably advised or required.

Wherever the singular or masculine are used throughout this Indenture, the same shall be construed as meaning the plural or the feminine or body corporate or politic where the context or the parties hereto so require, and shall include the parties, hereto, their and each of their heirs, executors, administrators, successors and assigns, respectively.

In Witness Whereof the Grantor has hereunto set his hand and seal the day and year first above written.

Signed, Sealed and Delivered
IN THE PRESENCE OF

L. Michaud.

SIG. OF WITNESS: G. W. R. Carruthers

ADDRESS 909 Credit Foncier Bldg. Vancouver B.C.

OCCUPATION Student-at-Law

C.A. MacArthur

This is the paper-writing marked "A" referred to in the Affidavit of
A. W. R. Carruthers
sworn before me this
3rd day of August A.D. 1946.

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking Affidavits within British Columbia.

"BILLS OF SALE ACT"

BRITISH COLUMBIA, TO WIT: } I, of the Paramatta Airways Limited City of Vancouver.

in the Province of British Columbia, the Grantee in the foregoing Bill of Sale named, make oath and say: That the sale therein made is bona fide and for valuable consideration, namely, the consideration of the sum of

dollars; as set forth in the said Bill of Sale; and not for the purpose of enabling me this deponent to hold the goods and chattels mentioned therein as against the creditors of the said grantor; and that said Bill of Sale is not given for the purpose of protecting the goods and chattels mentioned therein against the creditors of the grantor or of preventing such creditors from obtaining payment of any claim against the grantor.

Sworn before me at the City of Vancouver in the Province of British Columbia, this 3rd day of August A.D. 1946

H. Williams

~~A Notary Public in and for the Province of British Columbia,~~
A Commissioner for taking affidavits within British Columbia.

Dated August 3rd 1946.

Vancouvers-U-Fly Limited

—TO—

Paramatta Airways Limited

Bill of Sale

(ABSOLUTE)

THE WILLSON STATIONERY CO. LTD., VANCOUVER, B. C.

"BILLS OF SALE ACT"

British Columbia } I, G. W. R. Carruthers of 908 Credit Foncier Bldg., Vancouver, B. C. make oath and say
TO WIT: } as follows:

1.—That the paper-writing hereunto annexed, and marked "A," is a true copy of a Bill of Sale and of every Schedule or Inventory thereto annexed, or therein referred to, and of every attestation of the execution thereof, as made and given and executed by Vancouvers-U-Fly Limited

2.—That the Bill of Sale was made and given by the said Vancouvers-U-Fly Limited on the 3rd day of August. , in the year of our Lord one thousand nine hundred and forty-six

3.—That I was present and did see the said Vancouvers-U-Fly Limited , in the said Bill of Sale mentioned, and whose name is signed thereto, sign and execute the same on the said 3rd day of August in the year aforesaid.

4.—That the said Vancouver's-U-Fly Limited. at the time of making and giving the said Bill of Sale, resided and still resides at 908 Credit Foncier Building, Vancouver, B.C., and then was and still is a body Corporate duly incorporated under the laws of the Province of British Columbia

5.—That the name G. W. R. Carruthers set and subscribed as the witness attesting the due execution thereof, is of the proper handwriting of me, this deponent, and that I reside at Vancouver B.C. and am a Student-at-Law.

Subscribed to and sworn before me this 3rd day of August A.D., 1946 at the City of Vancouver in the Province of British Columbia } G. W. R. Carruthers

H. Williams

~~A Notary Public in and for the Province of British Columbia.~~
A Commissioner for taking affidavits within British Columbia.

Eco. 13

2413
8-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... C. A. MacArthur

Date of Application..... August 3rd, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
PARAMATTA	850 W HASTINGS ST	CAN.
AIRWAYS LTD.	VANCOUVER, B.C.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
CORMIE ALLAN MACARTHUR	PRESIDENT	2777 W 23rd AVE VANCOUVER, B.C.	CAN.
DELAFOT PAUL THOMPSON	SECRETARY	746 SW MARINE DR. VANCOUVER, B.C.	CAN.

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)..... COMMERCIAL

Usual Station..... TRAIL, B.C.

Date of manufacture or reconstruction.....

Crew required..... ONE

Accommodation for what number of passengers..... ONE

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

Inc Co (1946)

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by CESSNA AIRCRAFT

Type CESSNA 140 Maker's No. 9283

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	32' 10"	—
Length o/a in feet	21' 6"	—
Height o/a in feet	6' 3¼"	—

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 890 LBS.

Total weight authorized (fully loaded) in lbs. 1450 Air speed 100 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments
2. Gauges
3. Lights
4. Signals
5. Fire Extinguishers
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	CONTINENTAL			
Pusher or Tractor	TRACTOR			
Right or Left Hand				
No. of Cylinders	4			
H.P.	85'			
Bore	4 1/16"			
Stroke	3 5/8"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on August 3rd, 1946

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet M.1

Registration recommended with the following special conditions M.1

Date August 24th, 1946 Signature R. Leavitt Guest.
D.I.A.R.

Registration approved and Registration Mark C.F. - ECO allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

14 2 8-45

Vancouver, B.C., Aug. 27th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-15	Cessna CF-ECO - Paramatta Airways, Ltd.	5008-E3-15

A20601

TRANSPORT-RECORDS
SEP 4 A.M.
File 5008-63-15

C.C.A.,
Ottawa.

1. - Attached please find the following data:

Application in duplicate
Copy Customs Entry showing duty paid
Customs invoice
Copy report from Resident Inspector, A.I.D.
Copy letter temporary authority for thirty days
Bill of Sale transferring ownership to Vancouver's U-Fly, Ltd.
Bill of Sale transferring ownership to Paramatta Airways, Ltd.

2. Fee of Five Dollars was paid August 3rd, 1946, reference Financial Receipt No. 76549 and further Five Dollars fee was paid on the same date and covered by Financial Receipt No. 76551, both forwarded with our Cash Book folio No. 5500.

3. C.A.A. tag ACA 186 is on file at this office.

R. Gordon Guest.

W.
Encls. 8

Ser No 9

TGS/JS

15

Ottawa, December 3, 1946.

CESSNA CF-ECO - PARAMATTA AIRWAYS, Ltd. 5008-E3-15

AIR MAIL

District Inspector, Air Regulations,
420 Federal Bldg.,
Vancouver, B.C.

1. Reference is made to your letter of August 27, 1946, with which you enclosed application for registration of the subject aircraft and co-related documents.

2. The application does not bear any "maker's number," and it is requested that you confirm that the application refers to Cessna 140, CF-ECO, manufacturer's serial No.9283.

(S. Graham),
Superintendent, Air Regulations.

16

5008-E3-15

420 Federal Bldg.,
Vancouver, B.C., Dec. 27th, 1946

TRANSPORT RECORDS
JAN 2 A.M. 1946
5008 E 3-15
File

Paramatta Airways, Ltd.,
850 Hastings St., W.,
Vancouver, B.C.

Dear Sirs: Cessna 140 - CF-ECO. ✓ 64084

This letter will constitute sixty days' extension of temporary Certificate of Airworthiness for the above noted aircraft--such extension not valid after Feb. 26th, 1947.

This authority is valid for day flying only.

Total all-up weight is not to exceed 1450 lbs.

Yours truly,

District Inspector, Air Regulations

W.
Cc-CCA ✓

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

17 2 8-45

Vancouver, B.C., Dec. 10th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-15	Cessna CF-ECO 140 - Paramatta Airways, Ltd.	5008-E3-15

SAR

TRANSPORT RECORDS
DEC 13 A.M. 1946
5008-E3-15
File

AIR MAIL.

C.C.A.,
Ottawa, Ont.

1. Reference your letter of Dec. 3rd our letter of August 27th, 1946, enclosing application for registration of the above noted aircraft refers to Cessna 140, CF-ECO, manufacturer's serial No. 9283.

B. Carter Smith.
D.I.A.R.

W.

noted
esl

4075 (R)
1522 (A)

20

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4075

NATIONALITY AND REGISTRATION MARKS CF-ECO

1. Type and description	Cessna 140
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	9285
4. Name of owner	Paramatta Airways Ltd.
5. Address of owner	850 W. Hastings Street, Vancouver, B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Trail, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 3rd, day of August, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECO and is of Canadian nationality.

Given at Ottawa this 30th, day of November, 1946.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

21

5008-E3-15

REGISTERED

Ottawa, January 15 , 1947

Paramatta Airways Ltd.,
850 W. Hastings Street,
Vancouver, B.C.

Dear Sir:-

Enclosed please find Certificate of Registration No. 4075 and Certificate of Airworthiness No. 1522 for your Cessna 140 aircraft CF-ECO , Serial No. 9283.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

DIAR-VANCOUVER

24

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

23 2 8-45

Vancouver, B.C. 27th January, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CF-ECO Cessna 140	5008-E3-15

68717

TRANSPORT - RECORDS
FEB 3 A.M.
File 5008-E3-15

C.C.A.
Ottawa.

1. Attached please find copy of letter from Mr D. P. Thompson in connection with accident to the above noted aireraft.

D.T.A.R. G.C. Gibson for.

RCG/DB
Encl.

Mr. Walker
Engine - any information
or engine hist DOS 5/47
air mail

ENTERED
IN ACCIDENT
RECORDS

PARAMATTA AIRWAYS LIMITED

22

C
O
P
Y

Williams Lake, B.C.
January 22, 1947.

Mr R. Carter Guest,
District Inspector
Air Regulations,
420 Federal Bldg.
Vancouver, B.C.

Dear Sir:

Pilots Report
CF-ECO

With regard to the damage done to CF-ECO on January 21st at Big Lake, B.C. The accident occured during my attempted landing on the frozen lake. The air was turbulent with gusty winds and there was eight inches of snow on the ice. Immediately after I rounded out the wind appeared to drop off and the aircraft began to mush. Before I could check my descent with throttle the plane struck the ice with slight port drift. This caused the port ski to catch in the snow piveting the aircraft on the port wing tip and nose on to its back.

The apparent damage is to the port wing, wing,struts, propeller tips, engine cowling, fin and rudder.

I intend to come down to Vancouver with the aircraft and will drop in to your office.

Yours truly,

"D. P. Thompson.

noted
22-2-47

Ottawa, February 7th, 1947. 24

5008-E3-15

5008-E3-15 Cessna 140 - CF-ECO

PSW/YD

AIR MAIL

District Inspector, Air Regulations,
420 Federal Bldg.,
Vancouver, B.C.

1. With reference to your letter of the 27th ultimo regarding the accident to Cessna 140 aircraft CF-ECO on January 21st, 1947.

2. May information be forwarded please as to whether any passengers were being carried at the time and whether injury was suffered by any occupants of this aircraft as a result of the accident.

(S. Graham)
Superintendent, Air Regulations

25

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Vancouver, B.C. 10th February, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CF-ECO - Cessna 140	5008-E3-15

70682

TRANSPORT - RECORDS
FEB 15 A.M.
File 5008-E3-15

C.C.A.
Ottawa.

1. With reference to your letter dated 7th February, 1947, while Mr Thompson was visiting Vancouver this accident was discussed at greater length, and he stated that he was alone in the aircraft at the time of the accident. He was proceeding to Big Lake to pick up an injured party and it was while attempting a landing in order to transport this man from Big Lake to a doctor that the accident occurred.

R. C. Carter Ernest.
D.I.A.R.

RCG/DB

21-1-47

ENTERED
IN ACCIDENT
RECORDS
R.L.

2m

27

DEWS/TH

OTTAWA, March 21st, 1947.

Seabee - CF-ECO 5008-E3-)5

District Inspector, Air Regulations,
910 Confederation Bldg.,
1253 McGill College Ave.,
Montreal 2, Que.

1. It has come to our attention that Mr. Edwards of the Curtis-Reid Flying Service, while ferrying a Seabee, CF-ECO or CF-ECU, to Canada had a forced landing immediately after takeoff at East Farmingdale, Long Island, with three passengers aboard the aircraft, and it is desired to know, please, if this accident had been reported to you.

(S. Graham),
Superintendent, Air Regulations.

30

Vancouver, B. C., March 14th, 1947.

CF-ECO Cessna 140 - 5008-E3-15

A 5157

TRANSPORT-RECORDS
MAY 16 A.M.
File 5008.C 3-15

D.I.A.R.,
Vancouver, B. C.

1. This aircraft was inspected on completion of repairs and is now considered airworthy.

2. Herewith, copy of Log Book Entry covering repairs, and Flight Test Report.

3. It is noted that radio has been installed in this aircraft. Reference our letter to Brisbane requesting installation authority, drawings, etc.

(N. C. Terry),
Resident Inspector, A.I.D.

NCT/RA
cc:cca
cc:cae

COPY

79.

BRISBANE AVIATION CO. LTD.

Vancouver AMF, B. C.

March 11th, 1947.

Mr. R. Carter Guest,
District Inspector, Air Regulations,
Department of Transport,
420 Federal Building,
Vancouver, B. C.

Dear Sir:

This is to certify that I have air tested aircraft 6F-ECO for a period of thirty minutes. I executed all normal manoeuvers and found that the aircraft performed satisfactorily.

Yours truly,

R. W. Berryman,
Flight Instructor.

J.

Copy

78

Vancouver A.M.F., B. C.
March 8, 1947.

The following work was completed on the Cessna 140 aircraft, CF-ECO, at Brisbane Aviation Company Limited, Vancouver A.M.F., B. C. on March 8th, 1947.

Fuselage

Dismantled. Trimming removed and fuselage flushed out with soda solution and rinsed, and polished. Cowlings repaired and propeller replaced with serviceable used propeller.

Starboard Wing

Replaced with new factory wing.

Landing Gear

New axle installed in port leg. Skiis removed and wheels fitted.

Tail Group

New fin installed and rudder tip replaced.

General

Aircraft assembled, inspected and compass swung. Aircraft inspected and found satisfactory. General Electric Trans-Receiver Serial No. 4127 installed.

Signed H. Thomas - A-1429.

Control cables renewed and inspected for freedom, soundness and correct action.

Signed H. Thomas.

Signed G. K. Haddon.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3/5 — 2 — 6-46

Vancouver, B.C., May 13th, 1947
PLACE DATE

FILE	SUBJECT	OUR FILE
5008-E3-15	Cessna 140 - CF-ECO - Paramatta Airways, Ltd.	5008-E3-15

TAKE A

A 5452

TRANSPORT-RECORDS
MAY 19 A'
File 5008. C13-15

C.C.A.,
Ottawa, Ont.

1. Attached please find the following data:

Copy report from Resident Inspector, A.I.D. dated May 12th, 1947
Copy log book entry covering float installation, signed by H.F. Rodgers, (b) Air Engineer
Copy C.A.A. 186 tag covering floats and seats
Affidavit from Edo Aircraft Corporation re certified weight and C.G. location

2. Certificate of Airworthiness No. 1522 has been amended as follows:

Seaplane:
Item 32 - 1556 lbs. ✓
Item 31 - 194 " ✓
Item 25 - 1033 " ✓

Mr Jones
Trans of P.A.

for G.C. Upson
D.I.A.R.

W.
Encls. 4

noted
DSJ

Item 9 add "and marine" ✓
Section D add "life preservers" ✓

Vancouver, B. C., May 12th, 1947.

CF-ECO Cessna 140 - Paramatta Airways Ltd.

5008-E3-15

D.I.A.R.,
Vancouver, B. C.

1. Float Installation on the marginally noted aircraft was checked with Cessna Installation Drawings on May 8th, 1947, and considered satisfactory.

2. Herewith copy of Log Book Entry covering Float Installation by H. F. Rodgers, "B" Engineer, and C. Peters, "A" and "C" Engineer, also C.A.A. 186 Tag covering Floats and Seats, Affidavit from Edo Aircraft Corporation in duplicate, Certified Weight and C.G. Location.

3. It is recommended that C. of A. be amended for Seaplane.

(N. C. Terry),
Resident Inspector, A.I.D.

NCT/RA
cc:cca
cc:cae
Encl. 7



33

LOG BOOK ENTRY
CESSNA 140 CF-ECO

May 7, 1947.

I hereby certify that seaplane fittings and accessories covered by Cessna Release Note 47-7413 and seaplane propellor type McCaulley CF7142 serial #2413 have been installed in accordance with Cessna Drawings #040112 and #040111. Float installation has been done in accordance with Edo Drawing #88-03-00 and that no unapproved modifications or materials have been incorporated and that all workmanship is up to standard.

McCaulley propellor covered by Cessna Release Note #47-9873.

I hereby certify I have inspected all engine and flying controls for security, locking and proper operation.

H. F. Rodgers
Air Engineer "B"

32

Copy

May 8, 1947.

R. Carter Guest
Inspector of Air Regulations
420 Federal Building
Vancouver B.C.

Dear Sir:

This is to certify that Aircraft CF-ECO has been fitted with Edo Foats Serial No. 88-89 and No. 88-90 and that the said aircraft is airworthy. Enclosed are Tags AB 186.

Yours very truly,

G. Peters
Engineer.

PREPARED BY
CHECKED BY
APPROVED BY

EDO AIRCRAFT CORPORATION
COLLEGE POINT LONG ISLAND, N.Y.

S.O.# 592 Float Serial # ~~88-89~~ 88-90

PAGE 31
REPORT
FLOAT MODEL 88-1650
AIRPL. MODEL Cessna 140

A F F I D A V I T

This will certify that floats Model 88-1650, Serial No. ~~88-89~~ 88-90 together with water rudder and all attachment struts, wires and fittings for installation on Cessna 140 furnished on Edo Sales Order No. 592, were weighed by the Inspection Dept. and the complete gear was found to weigh 204 pounds.

The center of gravity of the complete gear is located 38.07 in. aft of the fuselage Station 0, or 19.61 inches aft of leading edge of the wing.

Thos E Fakenham
EDO AIRCRAFT INSPECTOR

Sworn to and subscribed before me this 17th day of February, 1947

Frank J Riccardi
NOTARY PUBLIC

FRANK J. RICCARDI
NOTARY PUBLIC, STATE OF NEW YORK
Residing in Queens County
Queens Co. Clk's No. 2152; Reg. No. 83-R-7
Commission Expires March 30, 1947

HTP/RS

Ottawa, Ontario, June 18, 1947.

36

5008-E3-15

Cessna 140 CF-ECO

5008-E3-15

AIR MAIL

District Inspector, Air Regulations,
420 Federal Building,
Vancouver, B.C.

1. May the following amendments be made in addition to those as quoted in your letter of May 13, 1947:

Item 13 add "and marine", Section D, add "Life Preserver to be provided for each occupant when operating Marine aircraft".

(S. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT A10781

INTRA-DEPARTMENTAL CORRESPONDENCE

37 2 6-46

Vancouver, B.C., June 25th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna 140 - CF-ECO - Paramatta Airways, Ltd.	5008-E3-15

TRANSPORT-RECORDS
JUL 4 P.M.
File 5008-C3-15

Controller of Civil Aviation,
Ottawa.

1. Amendments as requested in your letter dated June 18th have been made today to Certificate of Airworthiness No. 1522 for the above noted aircraft.

D.I.A.R. G.C. Clysdem

W.

LM

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

39 2 6-46

Vancouver, B. C., September 25th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-15	CF-ECO Cessna 140 - Serial No. 9283 - Paramatta Airways Ltd.	5008-E3-15

TRANSPORT-RECORDS
SEP 30 AM
FILE 5008-E3-15

Controller of Civil Aviation,
Ottawa.

A20985

1. This is to advise that Certificate of Registration No. 4075 and Certificate of Airworthiness No. 1522, for the marginally noted aircraft, were renewed to be not valid after August 2nd, 1948.

2. Enclosed please find Inspection Report by Resident Inspector, A.I.D.

District Inspector,
Air Regulations.

RA
Encl. 1

3:8

Vancouver, B. C., August 13th, 1947.

CF-ECO Cessna 140 - Serial No. 9283 -
Paramatta Airways Ltd. 5008-E3-15

D.I.A.R.,
Vancouver.

1. This aircraft was inspected at Williams Lake, B. C. on June 24th, 1947.

2. Total time of aircraft - 145 hours 20 min.

3. Engine installed - Continental 85, Serial No. 22263-6-12.
Total time of engine - 201 hours 10 min.

4. Propeller installed - Sensenich Model 74, F.K. 49, Serial #K.0355.

5. Instruments installed to specification. Compass checked. Fire Extinguisher installed.

6. General Electric Trans-Receiver Radio installed, Serial No. 4127.

7. Aircraft is considered satisfactory and it is recommended that C. of A. and R. be renewed.

(N. C. Terry),
Resident Inspector, A.I.D.

NCT/RA
cc:ecca
cas

A 61 /RM

40

5008-E3-15

REGISTERED

OTTAWA, Ontario,
February 5th ~~1947~~, 1948.

Paramatta Airways Ltd.,
850 W. Hastings Street,
Vancouver, B.C.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- ECC

The Certificates of Registration and Airworthiness must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

cc. D.I.A.R. Vancouver, B.C.

Vancouver, B.C. 12 May, 1948 41

5008-E3-15. CF-ECO - Cessna 140 - Serial No. 9283. 5008-E3-15.
Mr. Lloyd Garner.

D.I.A.R.,
Vancouver, B.C.

1. This aircraft was inspected at Vancouver, B.C. on 11 May, 1948 for Change of Ownership.

2. Total time of aircraft - since new - 294:55 hrs.

3. Engine installed. Continental C85-12. Serial No. 22263-6-12.
Total time of engine - since new - 297:30 hrs.
Total time of engine - since overhaul - 297:30 hrs.

4. Propellor installed. McCauley Metal. Serial Number 2413.

5. Radio installed. General Electric Transceiver. Serial No. 4127.

6. Instruments installed to specifications. Seat Belts and Fire Extinguisher installed.

7. Aircraft considered airworthy, and it is recommended that the Certificates of Registration and Airworthiness be re-issued.

(N.C. Terry)
Resident Inspector, A.I.D.

NCT/P
cc: CCA

42

5008-E3-15.

420 Federal Building,
Vancouver, B.C.,
11 May, 1948.

Mr. Lloyd Garner,
Duncan, V.I., B.C.

Dear Sir:

This letter will constitute temporary Certificates of Registration and Airworthiness for Cessna 140 aircraft, CF-ECO, for a period of ninety days to be not valid after 10 August, 1948, pending issue of permanent Certificates of Registration and Airworthiness.

All-up weight of this aircraft is not to exceed 1556 lbs. as a Seaplane. VFR Day Flying Only.

This authority does not permit the operation of Radio Apparatus, unless this equipment has been duly licensed by the Department of Transport, Radio Division.

This authority does not include permission to operate this aircraft commercially for hire or reward unless you are in possession of a License issued by the Air Transport Board and also an Operating Certificate issued by the Department of Transport.

Yours truly,

Department of Transport Civil Aviation Division CANADA

District Inspector Air Regulations.

P.
cc: CCA

4 3

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4075

NATIONALITY AND REGISTRATION MARKS CF-ECO

1. Type and description	Cessna 140
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	9283
4. Name of owner	Paramatta Airways Ltd.
5. Address of owner	850 W. Hastings Street, Vancouver, B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Trail, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 3rd, day of August, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECO and is of Canadian nationality.

Given at Ottawa this 30th, day of November, 1946.

T. P. Richardson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate for which there shall be payable a fee of $5.

2. In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

September 26th, 1947. Renewed to be not valid after August 2nd, 1948.

G C Capsmith

District Inspector Air Regulations.

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister of Transport.

Form No. 140. Bill of Sale (Absolute) THE WILLSON STATIONERY CO., LTD., VANCOUVER, B. C.

This Indenture,

made the 11th day of May in the year of our Lord one thousand nine hundred and Forty-eight

In Pursuance of the "Bills of Sale Act"

Between

PARAMATTA AIRWAYS LIMITED, a body corporate duly incorporated under the Laws of the Province of British Columbia and having its Registered Office at 908 Credit Foncier Building, 850 West Hastings Street, Vancouver, B.C. (hereinafter called the Grantor) of the First Part

Insert full Names, Addresses and Occupations of Parties

AND

DAVID LLOYD GEORGE GARNER of the City of Duncan, Province of British Columbia, Logger

(hereinafter called the Grantee) of the Second Part.

Whereas, the Grantor is possessed of the goods and personal chattels hereinafter set forth, described and enumerated, and hath contracted and agreed with the Grantee for the absolute sale to him of the same, upon the terms and considerations hereinafter set forth.

Now this Indenture Witnesseth, that in pursuance of the said Agreement, and in consideration of the sum of Four Thousand Six Hundred Dollars

($4,600.00)- - - -

All of which goods and personal chattels are now in the possession of the Grantor - - - - - - - - - - - - - - - and are situate, lying and being in, upon or about Vancouver Airport, A.M.F. Vancouver, B. C.
~~in the~~ of
in the County of Vancouver in the Province of British Columbia.
And all the right, title, interest, property, claim and demand whatsoever, both at law and in equity, otherwise howsoever, of the said Grantor, of, in, to, and out of the same, and every part thereof:

To have and to hold the said hereinafter assigned goods and personal chattels and each and every of them and every part thereof, with the appurtenances, and all the right, title and interest of the said Grantor thereto and therein, as aforesaid, unto and to the use of the said Grantee, to and for his sole and only use Forever:

Provided that Twenty-six Hundred Dollars ($2600.00) having been paid on account of purchase moneys herewith and the balance of Two housand Dollars ($2,000.00) being evidenced by post-dated cheque payable 25th May 1948 in the amount of Two Thousand Dollars ($2,000.00), the Grantor to have a lien for balance of unpaid purchase moneys thereon until the said cheque of Two Thousand Dollars ($2,000.00) shall have been paid on or before 25th May 1948

And the said Grantor **Doth** hereby Covenant, Promise and Agree with the said Grantee, in manner following, that is to say:

That the said Grantor is now rightfully and absolutely possessed of and entitled to the said hereby assigned goods and personal chattels, and every of them, and every part thereof: **And** that the said Grantor now has in himself good right to assign the same unto the said Grantee, in manner aforesaid, and according to the true intent and meaning of these presents; **And that the said** Grantee shall and may from time to time, and at all times hereafter, peaceably and quietly have, hold, possess and enjoy the said hereby assigned goods and personal chattels and every of them, and every part thereof, to and for his own use and benefit without any manner of hindrance, interruption, molestation, claim or demand whatsoever, of, from or by him, the said Grantor, or any person or persons whomsoever; And that free and clear, and freely and absolutely released and discharged, or otherwise, at the cost of the said Grantor, effectually indemnified from and against all former and other bargains, sales, gifts, grants, titles, charges and incumbrances whatsoever:

And moreover, that the said Grantor, and all persons rightfully claiming, or to claim, any estate, right, title, or interest of, in or to the said hereby assigned goods and personal chattels and every of them, and every part thereof, shall and will from time to time, and at all times hereafter upon every reasonable request of the said Grantee, but at the cost and charges of the said Grantee, make, do and execute, or cause or procure to be made, done and executed, all such further acts, deeds and assurances for the more effectually assigning and assuring the said hereby assigned goods and personal chattels unto the said Grantee, in manner aforesaid, and according to the true intent and meaning of these presents as by the said Grantee or his Counsel shall be reasonably advised or required.

Wherever the singular or masculine are used throughout this Indenture, the same shall be construed as meaning the plural or the feminine or body corporate or politic where the context or the parties hereto so require, and shall include the parties, hereto, their and each of their heirs, executors, administrators, successors and assigns, respectively.

In Witness Whereof the Grantor has hereunto set his hand and seal the day and year first above written.

Signed, Sealed and Delivered
IN THE PRESENCE OF

SIG. OF WITNESS:

ADDRESS

OCCUPATION

PARAMATTA AIRWAYS LIMITED

Per C. A. MacArthur
President

D. B. MacArthur
Signing Officer

This is the paper-writing marked "A" referred to in the Affidavit of

C. A. MacArthur

sworn before me this

11th day of May A.D. 19 48

J. T. Jackson.
A Notary Public in and for the Province of British Columbia.
A Commissioner for taking Affidavits within British Columbia.

"BILLS OF SALE ACT"

Acknowledgment of Officer of Corporation

I, C. A. MacArthur of Williams Lake, B. C.

President of the Paramatta Airways Limited
(State whether President, Secretary or Director) (Name of Corporation)

make oath and say as follows:—

1. That the paper-writing hereto annexed and marked "A" is a true copy of a bill of sale, and of (*or, when an original bill of sale is filed,* is a bill of sale together with) every schedule or inventory thereto annexed or therein referred to as made, given, and executed by the said Paramatta Airways Limited (Name of Corporation)

2. That I, as President (State whether President, Secretary or Director) of the said Corporation, being duly authorized so to do, did affix the seal of the said Corporation to the said bill of sale, did sign the said bill of sale as President (State whether President, Secretary or Director) of the said Corporation, and did duly deliver the said bill of sale as the act and deed of the said Corporation on the 11th day of May 1948

3. That the head office or chief place of business of the said Corporation in British Columbia is situate at 908 Credit Foncier Bldg., 850 West Hastings Street, Vancouver, in the said Province.

[State fully the whereabouts of the head office or chief place of business, such as street and number (if any).]

Subscribed to and sworn before me this
11th day of May 1948

J. T. Jackson
A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

C. A. MacArthur

"BILLS OF SALE ACT"

BRITISH COLUMBIA, TO WIT: } I, David Lloyd George Garner of the City of Duncan

in the Province of British Columbia, the Grantee in the foregoing Bill of Sale named, make oath and say: That the sale therein made is bona fide and for valuable consideration, namely, the consideration of the sum of Forty-Six Hundred Dollars ($4,600.00) dollars; as set forth in the said Bill of Sale; and not for the purpose of enabling me this deponent to hold the goods and chattels mentioned therein as against the creditors of the said grantor; and that said Bill of Sale is not given for the purpose of protecting the goods and chattels mentioned therein against the creditors of the grantor or of preventing such creditors from obtaining payment of any claim against the grantor.

Sworn before me at the City of Vancouver in the Province of British Columbia, this 11th day of May A.D. 19 48

J. V. Jackson.

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

Lloyd Garner.
David Lloyd George Garner

Dated 11th May 19 48

PARAMATTA AIRWAYS LIMITED

—TO—

DAVID LLOYD GEORGE GARNER

Bill of Sale

(ABSOLUTE)

The Willson Stationery Co. Ltd., Vancouver, B. C.

BURNS & JACKSON,
Barristers, etc.,
908 Credit Foncier Bldg.,
650 West Hastings Street,
Vancouver, B. C.

"BILLS OF SALE ACT"

British Columbia } I, of
TO WIT: } make oath and say as follows:

1.—That the paper-writing hereunto annexed, and marked "A", is a true copy of a Bill of Sale and of every Schedule or Inventory thereto annexed, or therein referred to, and of every attestation of the execution thereof, as made and given and executed by

2.—That the Bill of Sale was made and given by the said on the day of , in the year of our Lord one thousand nine hundred and

3.—That I was present and did see the said , in the said Bill of Sale mentioned, and whose name is signed thereto, sign and execute the same on the said day of in the year aforesaid.

4.—That the said at the time of making and giving the said Bill of Sale, resided and still resides at and then was and still is

5.—That the name set and subscribed as the witness attesting the due execution thereof, is of the proper handwriting of me, this deponent, and that I reside at and am

Subscribed to and Sworn before me this day of A.D., 19 at the of in the Province of British Columbia.

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

46 2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant: Lloyd Garner

Date of Application: May 11, 1948.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Lloyd David George GARNER	Duncan, B.C.	Canadian.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private): Commercial.

Usual Station: Duncan.

Date and place of manufacture or reconstruction: Witchita, Ks., USA 1946

Crew required: One.

Accommodation for what number of passengers: One.

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air **Heavier.** made by **Cessna.**

Type **140** Maker's No. **9283.**

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	32'10"	
Length o/a in feet	21'6"	
Height o/a in feet	6'3½"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil

Total weight authorized (fully loaded) in lbs Air speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments **Altimeter, airspeed, Turn & bank.**
2. Gauges
3. Lights
4. Signals
5. Fire Extinguishers **One.**
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	**Continental.**			
Pusher or Tractor	**Tractor.**			
Right or Left Hand				
No. of Cylinders	**4.**			
H.P.	**85.**			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on **11 May, 1948**

Particulars accurate as corrected **Yes.**

Modifications from type are indicated on annexed sheet **No.**

Registration recommended with the following special conditions

Satisfactory.

Date **12 May, 1948** Signature R. Carter Smith

D.I.A.R.

Registration approved and Registration Mark C.F. **E C O** allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Vancouver, B.C. (PLACE) 12 May, 1948. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E3-15.	CF-ECO - Cessna 140 - Serial No. 9283. Mr. Lloyd Garner.	5008-E3-15.

TRANSPORT-RECORDS
MAY 17 P.M.
File 5008-E3

A 7038

C.C.A.,
Ottawa, Ont.

1. Attached please find the following data:-

Application Forms for re-registration (in duplicate)
Bill of Sale from Paramatta Airways Limited, 908 Credit Foncier Building, 850 West Hastings Street, Vancouver, B.C. to David Lloyd George Garner, Duncan, B.C.
Certificate of Registration No. 4075.
Certificate of Airworthiness No. 1522.
Copy of temporary Certificates of Airworthiness and Registration valid for ninety days ending 10 August, 1948.
Copy of Inspection Report by Resident Inspector, A.I.D.

2. Fee of $5.00 was paid on 11 May, 1948, reference Financial Receipt No. 32708, which will be forwarded with the next Cash Book Folio Sheet.

3. May Certificates of Registration and Airworthiness be re-issued, please.

R. Carter Smith
D.I.A.R.

P.
Attach-7

6961 (R)
1522 (A)
nva 11-5-49

/RM

48

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6961

NATIONALITY AND REGISTRATION MARKS..... CF-ECO

1. Type and description.....	Cessna 140
2. Name and address of constructor.....	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number.....	9283
4. Name of owner.....	Lloyd David George Garner,
5. Address of owner.....	Duncan, B.C.
6. Nationality of owner.....	Canadian
7. Usual station of aircraft.....	Duncan, B.C.
8. Purpose.....	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 11th day of May 19 48, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECO and is of Canadian nationality.

Given at Ottawa this 19th day of May 19 48.

.....
Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after May 11th, 1949, unless endorsed.

VALID IN CANADA ONLY
ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #E-10800 AND SUBJECT TO THE CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1522

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Paramatta Airways Ltd. (11.5.48) GARNER
2. Christian name Lloyd David George
3. Address Duncan, B.C. 650 W. Hastings Street, Vancouver, B.C.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-RCO

DESCRIPTION OF AIRCRAFT

7. Type Cessna Serie 140 Constructor's No. 9285
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A.

CLASS OF AIRCRAFT

9. Land and/or marine Land and Marine (18.6.47)
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 32' 10"
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6¼"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: C85-12

21. International power of the engine or engines at

(a) Sea Level 85 H.P. at 2575 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: One Types: Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	969 lbs.
	(b) Seaplane	1033 lbs. (13.5.47)
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	150 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: Two	
(b) Capacity of tanks: 21 Imp. gals.	
27. Oil	9 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (S.P.) 194 lbs. (13.5.47)	(L.P.) 252 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1450 lbs.
Seaplane	1556 lbs. (13.5.47)
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Fourteen hundred and fifty pounds
Seaplane: Fifteen hundred & fifty-six pounds (13.5.47)
Skiplane:

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of L.P. 13.5 / S.P. 25 inches and 17.7 / 28.8 inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2575 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2575 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated August 5, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 30th, day of November, 19 46.

Superintendent, Air Regulations.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant
Life Preserver to be provided for each occupant when operating Marine aircraft (18.6.47)

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		August 8,1947. Aug 2/48 May 11th, 1949.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/RM

AC-5-60

5008-E3-15

REGISTERED

OTTAWA, May 19th, 1948.

Mr. L.D.C. Garner,
Duncan,
B.C.

Dear Sir:

Enclosed please find Certificate of Registration No. 6961 and Certificate of Airworthiness No. 1522 for your Cessna 140 aircraft CF-ECO, Serial No. 9283.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until May 11th, 1949.

Yours truly,

NOTED

MAY 31 1948

Revenue Audit
Dept. of Transport.

(W. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Vancouver, B.C.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3
2-46

PLACE DATE

YOUR FILE	SUBJECT	OUR FILE

JULY 28, 1948

ALL TIMES ARE PACIFIC STANDARD

WEATHER REPORTS AT VANCOUVER AIRPORT FOR JULY 22, 1948.

0955PST SPECIAL E25@12D2R-L= ←6 FC3SC7

1020PST SPECIAL B9@01 1/2 L-F 114/58/57-4 985 FS7SC3 E25@

1046PST SPECIAL B5@-03/4R-F ←2 FS6SC3NS1 E20@

1112PST SPECIAL E6@-03/4RF →6 FS7SC1NS1 VSBY 1 1/2S E20@

1127PST SPECIAL B6@-01 1/4R-F 122/58/57-3 988 FS6SC3NS1 E20@

1200PST SPECIAL B10@05R-F 11 FC4SC4NS2 6@ E20@

We hereby certify that the above is a true and exact copy of the original document.

Meteorologist in Charge

METEOROLOGICAL OFFICE
VANCOUVER - A.M.F. - B.C.

52

P.O. Box 871,
Duncan, B.C. July 24th, 1948

District Inspector Air Regulations,
Federal Bldg.,
Vancouver, B.C.

Dear Sir: **Re Accident CF-ECO**

On Thursday July 22nd I was flying in a Cessna 140, CF-ECO from Duncan to Vancouver. Due to the weather conditions decreasing I landed at the mouth of the Fraser River, hit a sand bank and turned the aircraft over on its back causing considerable damage to the aircraft. The aircraft was towed into Vancouver Airport. This accident occurred at 1200 hrs.

Yours faithfully,

"Lloyd Garner"

Noted
10-9-48
JHL

Entered on
Accident
Cards

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Vancouver, B. C., August 26th, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-15 5802-21324	Accident to CF-ECO - Cessna 140	5008-E3-15 5802-15-83

TRANSPORT-RECORDS
AUG 30 P.M.
File 5008-E3-15

C.C.A.,
Ottawa, Ont.

A21903

1. The following correspondence is forwarded herewith in connection with an accident which occurred to Cessna 140 CF-ECO aircraft, Pilot David Lloyd George Garner, Private Pilot Licence No. 6927, on the 22nd of July, 1948.

Pilot's report dated July 24th, 1948
Air Engineer's report dated August 3rd, 1948
Weather report

2. No personal injuries resulted from this accident.

3. It is recommended that his explanation be accepted but that he be warned to exercise more care in his future flying.

(3) Mr. Drawes: (1) Weather at Vancouver was below limits at 1020 hrs. and remained so to 1200 hrs. Agree with minute (2) please. PBW. 8/9/48

4. Pbw. Concur. CR. 8.9.48

(5) Warning on 5802-21324 done

for G Clapham
D.I.A.R.

ENTERED IN ACCIDENT RECORDS
K.S.T.

(2) C.A.R.
Concur with D.I. the cancellation of airworthiness & registration are in order also subject to certificate
BHB 3-9-48

5802-21324
Copy
20/8/48
WKD

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

58 2
6-46

Vancouver, B.C. 2nd December, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-15	Accident to CF-ECO - Cessna 140	5008-E3-15

TRANSPORT
DEC 8
File 5008-E3-15

D.A.S.
Ottawa.

A35776

1. Further to our letter of 26th August, 1948, enclosed herewith are Certificate of Registration No. 6961 and Certificate of Airworthiness No. 1522 for cancellation as the above noted aircraft has been written off; see attached copy of letter from the owner, Mr Lloyd Garner.

G. Clyburn
for D.C.A.S.

Enc. 3

Inv Jones
Licence cancellation
C of A to C.A.P.
(noted
W

C
O
P
Y

Duncan, B.C.
Sept. 2/48.

Inspector Air Regs.
Civil Aviation Div.
Dept of Transport
Vancouver

Dear Sir,

This is to notify you that aircraft Cessna 140 CF-ECO has been considered a complete write-off and cannot be repaired.

Yours truly,

"Lloyd Garner"

/RM

CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E3-15

REGISTERED

OTTAWA, May 19th, 1948.

Mr. L.D.G. Garner,
Duncan,
B.C.

Dear Sir:

Enclosed please find Certificate of Registration No. 6961 and Certificate of Airworthiness No. 1522 for your Cessna 140 aircraft CF- ECO , Serial No. 9283.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until May 11th, 1949.

Yours truly,

(S. Graham)
Superintendent, Air Regulations.

Encls.

/RM

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6961

NATIONALITY AND REGISTRATION MARKS CF-ECO

1. Type and description	Cessna 140
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	9283
4. Name of owner	Lloyd David George Garner,
5. Address of owner	Duncan, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Duncan, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 11th day of May 19 48, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECO and is of Canadian nationality.

Given at Ottawa this 19th day of May 19 48.

H. L. Patterson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after May 11th, 1949, unless endorsed.

VALID IN CANADA ONLY
ISSUED IN LIEU OF UNITED STATES
DEPARTMENT OF COMMERCE CERTIFICATE
OF [redacted]WORTHINESS FOR EXPORT #E-10200
AND SUBJECT TO THE CONDITIONS
CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1522

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Paramatta Airways Ltd. (11.5.48) GARNER,
2. Christian name Lloyd David George,
3. Address Duncan, B.C., 850 W. Hastings Street, Vancouver, B.C.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-ECO

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series 140 Constructor's No. 9283
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A.

CLASS OF AIRCRAFT

9. Land and/or marine Land and Marine
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal Land and Marine 25/6/47
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 32' 10"
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6¼"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: C85-12

21. International power of the engine or engines at

(a) Sea Level 85 H.P. at 2575 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: One Types: Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (ncluding water in the radiators):	(a) Landplane	869	lbs.
	(b) Seaplane	1033	lbs.
	(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	150	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks: Two		
(b) Capacity of tanks: 21 Imp. gals.		
27. Oil	9	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks: One		
(b) Capacity of tanks: 1 Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full: S.P. 194 lbs. L.P. 252		lbs.
32. Maximum total weight authorized		lbs.
Landplane	1450	lbs.
Seaplane	1556	lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Fourteen hundred and fifty pounds
Seaplane: One thousand five hundred and fifty-six pounds
Skiplane: .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the-load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of L.P. 13.5 inches and 17.7 inches behind the prescribed datum. S.P. 25. 28.8

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2575 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2575 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated August 5, 1946, ... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 30th day of November, 1946.

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

une 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

25/6/47- **Life Preserver to be provided for each occupant when operating Marine aircraft**

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
June 24th, 1947	Satisfactory	August 3,1947. August 2nd, 1948. May 11th, 1949	T. Richardson. G Capern H Patterson

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

FILE No. 5008 - E3 - 19

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM OCT. 1946

TO

VOL. 1 — 5008 - E3 - 19

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - ECS - REPUBLIC RC-3 SEABEE

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 21 1951	17112	CAR		RJ	JUN 22 1951
JUL 6 1951	19511	CAR		RJ	JUL 11 1951
JUL 10 1951 DEC 23 1951		CAR			
JAN 8 1952	50236	CAR		RJ	JAN 8 1952
JAN 8 1952		R.J.G.			JAN 8 1952
JAN 8 1952 JUL 25 1952	Re Marine Jones	CAR		RJ	JAN 9 1952 JUL 25 1952

Cancelled

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

1
6-49

1.
3-46
P. 58825
L.L. Co.

FILE NO. 5008 - E 3 - 19

VOLUME NO.

5008 - E3 - 19 VOL. 1

DEPARTMENT OF TRANSPORT

FROM OCT. 1946
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - ECS REPUBLIC SEABEE

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
NOV 5 - 1946	2 9599	SAR		GJ	NOV 5 - 1946
DEC 12 1946	61317	SAR		H.T.	
		C.A.I.			DEC 23 1946
DEC 30 1946	63836	SAR			
		CAI ①			MAY 15 1947
MAY 15 1947		Treas.			MAY 15 1947
		CAR			MAY 17 1947
MAY 21 1947	5704	CAR			MAY 26 1947
JUN 4 - 1947	7310	CAR			
		CAI ②			JUN 19 1947
JUN 19 1947		CAI ③			JUN 19 1947
JUN 21 1947		Treas. ④			JUN 21 1947
					JUN 27 1947
MAY 10 48	5758	CAR		GJ	MAY 13 48
MAY 19 48	7235	CAR		GJ	MAY 21 48
MAY 21 1948					
MAY 28 1948	7614	CAR		GJ	JUN 8 - 48
FEB 28 1949	46035	CAR		GJ	MAR 1 - 1949
MAR 11 1949	47643	CAR		GJ	MAR 14 1949
		CAE			MAR 14 1949
MAY 13 1949	6851	CAR		GJ	MAY 13 1949
JUN 24 1949	12615	CAR		GJ	JUN 25 1949
JUL 28 1949	17265	CAR		GJ	AUG 2 - 1949
		CAE			AUG 2 - 1949
MAY 20 1950	7705	CAR		GJ	MAY 22 1950
	12568	CAR		GJ	JUL 7 - 1950
		CAE		F.D.	JUL 7 - 1950
DEC 19 1950	16100	CAR			DEC 20 1950
DEC 20 1950		CAE			DEC 21 1950

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102-R

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	X
NIGHT MESSAGE	2
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			PSR/LK File 5008-E3-19

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

OTTAWA OCTOBER 18 1946

DISTRICT INSPECTOR AIR REGULATIONS
910 CONFEDERATION BLDG
1253 MCGILL COLLEGE AVE
MONTREAL 2 P Q

AH78 FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION QUOTE CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10695 COVERING REPUBLIC RC-3 AIRCRAFT SERIAL NUMBER 84 CANADIAN REGISTRATION CF-ECS PURCHASED BY CURTISS-REID FLYING SERVICE LTD CARTIERVILLE AIRPORT BOX 365 STATION O MONTREAL QUEBEC CANADA BEING PREPARED UNQUOTE

CIVIL AVIATION

CHG: TRANSPORT AIR (2221)

DVS PIC/N

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6129

CANADIAN NATIONAL TELEGRAPHS

(47)

W M ARMSTRONG GENERAL MANAGER TORONTO

1946 OCT 17 PM 5 42

MOA358 42/33 GOVT DL=WASHINGTON DC 17 NFT

J A WILSON,DIRECTOR OF AIR SERVICES=

0664 DEPT OF TRANSPORT OTTAWA A27805

aR78

=CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10695, COVERING REPUBLIC RC-3 AIRCRAFT SERIAL NUMBER 84, CANADIAN REGISTRATION CF-ECS, PURCHASED BY CURTISS-REID FLYING SERVICE LTD, CARTIERVILLE AIRPORT, BOX 365, STATION O, MONTREAL QUEBEC, CANADA, BEING PREPARED=

CHARLES F DYCER CIVIL AERONAUTICS ADMINISTRATION.

5008-E3-19

ENTERED ON CARDS

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

8-45

910 Confederation Building,
Montreal 2, Que., November 2, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-19	Seabee CF-ECS	5008-E3-19

A29999

TRANSPORT-RECORDS
NOV 4 P.M.
File 5008-E3-19

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. The following documents regarding the subject aircraft are enclosed herewith:

(a) Application for Certificates of Registration and Airworthiness as a commercial aircraft in the name of Curtiss-Reid Flying Service Limited

(b) Fees $10.00 (Department Receipt No. 84333) will be forwarded under Cash Book Folio No. 3321

(c) Proof of ownership - Copy of Bill of Sale

(d) Customs Entry

(e) Copy of your wire regarding export certificate

(f) Copy of our letter of authority

2. This application appears in order and issue of certificates is recommended.

J. L. Blondeau

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:AE. 1 Cert 9

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate) Triplicate

The Controller of Civil Aviation.
Department of Transport,
Ottawa

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... CF-ECS $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... W.R.J. Oliver

Date of Application ..... Oct 12/46

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CURTISS-REID FLYING SERVICE LTD.	St. Laurent, Que.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
W.R.J.OLIVER	President	525 Clarke Ave.	Canadian
H.H.WALKER	Director	3255 Cedar Ave.	"
S.B.MILLEN	"	639 St. James St.	"
MRS.G.W.OLIVER	"	525 Clarke Ave.	"
MISS I.OLIVER	"	525 Clarke Ave.	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Commercial, passenger and Freight

Usual Station ..... Curtiss-Reid Airport (Cartierville)

Date of manufacture or reconstruction ..... October 1946

Crew required 1

Accommodation for what number of passengers 3

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air **Lighter** made by **Republic Seabee Corporation**

Type **RC-3 Seabee** Maker's No. **84**

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	37'8"	
Length o/a in feet	28'	
Height o/a in feet	9'7"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil **2192 lbs.**

Total weight authorized (fully loaded) in lbs **3150** Air speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments **Sensitive Altimeter, Compass, Turn & Bank, Airspeed, Tachometer Clock**
2. Gauges **Oil Pressure Oil Temp.-Manifold Pressure, Gasoline, Suction**
3. Lights **Navigation**
4. Signals
5. Fire Extinguishers **One**
6. Parachutes
7. Tools
8. Other Equipment **Anchor - 2 Way Radio**

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type **6A8B7F**	**Franklin**			
Pusher or Tractor	**Pusher**			
Right or Left Hand	**Left**			
No. of Cylinders	**6**			
H.P.	**215**			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on **October 24/46** By **Eng. P. Pascal**

Particulars accurate as corrected **Yes**

Modifications from type are indicated on annexed sheet **No mods**

Registration recommended with the following special conditions

Registration recommended

Date **Oct 25/46** Signature **J. L. Blondeau**

Registration approved and Registration Mark C.F. **ECS** allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

6

October 24th 1946.

Department of Transport,
Civil Aviation Branch,
Confederation Building,
Montreal, Que.

BILL OF SALE

Dear Sirs;

KNOW ALL MEN BY THESE PRESENTS: That Republic Aviation Corporation is the owner of the full legal and beneficial title to Aircraft CF-ECS. That such title to said Aircraft is not subject to any mortgage, or other encumbrance.

For and in consideration of the sum of One Dollar and other Valuable Considerations Republic Aviation Corporation Farmingdale, New York does this 15th day of October 1946, sell, grant, transfer, and deliver all of their above-described right, title, and interest in and to the above described Aircraft, together with such equipment installed therein unto Curtiss-Reid Flying Service Ltd. Box 365 Station "O" Montreal. And to their executors, administrators, and assigns, to have and to hold all and singular, the said Aircraft forever.

In testimony Whereof, I have set my hand and seal this 15th day of October 1946.

REPUBLIC AVIATION CORPORATION

M.G.Veckman,
Assistant Treasurer.

B. 1
600,000-2-46

Port of DORVAL, P.Q. OCTOBER 23RD, 1946.
Arriving per AIRWAY.
Imported by CURTISS-REID FLYING SERVICE LTD.,
Goods Exported to Canada Direct from U.S.A.
Via MONTREAL. (DORVAL) P.Q.
(Country through which carried in transit if any)

CUSTOMS, CANADA
ENTRY FOR HOME CONSUMPTION

Through B. of L. produced

Sending Port Numbers of Manifests:

AE 3 387X1

Report No. 1/3248
Entry No.
Outport
Port 685 HOCT 24'46

THE A. W. KYLE COMPANY
DUPLICATE

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	Sales Tax $	Rate of Excise Tax	Excise Tax $	Tariff Item Applied
CF-ECS.	ONE	REPUBLIC RC/3 AMPHIBIAN "SEABEE" AIRPLANE												
		AS:-AIRCRAFT, NOT INCLUDING ENGINES, UNDER												
		REGULATIONS PRESCRIBED BY THE MINISTER.		747.42	747.	20%	149.40							
		ENGINES, WHEN IMPORTED FOR USE ONLY IN												
		THE EQUIPMENT OF AIRCRAFT.		1017.56	1018.	17½%	178.15							
					1765.		327.55		1492.95		359.40			
		AIRCRAFT SERIAL NO. 84.												
		"AIR-COOLED MOTOR CORPN-ENGINE MODEL 6A0-215/B6F.												
		SERIAL NO. 23091.												
		REPUBLIC AVIATION CORPORATION, FARMINGDALE, L.I. U.S.A.												

POWER OF ATTORNEY AND SALES TAX LICENSE NUMBER CHECKED AND VERIFIED AT, MONTREAL, QUE., TO BE CHECKED IN EVERY OTHER PARTICULAR AT PORT OF ENTRY.

Power of Attorney Cld.

NATIONAL REVENUE CANADA CASHIER CAISSIER 10 24 1946 DUTY PAID Droits Acquittés MONTREAL, P.Q.

CANADA CUSTOMS 23 OCT 1946 Montreal, P.Q.

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.) payable to non-residents.

Currency U.S. FUNDS. Amount $3706.25

Cheques etc. must be made payable to the Receiver General of Canada.

INITIALS

DUTY	727
SALES TAX	359
EXCISE TAX	
TOTAL	$1086.95

Sales Tax Licence No. 9555.
...er of Attorney No. ...
...ch has been checked by me against this entry registered in the name of the importer.

CUSTOMS-EXCISE CLERK

The spaces below this line are reserved for Customs-Excise Officers' use only, and must not be filled in by the importer.

LANDING WAITER HOLD

..... Pkgs.

Computing Clerk

EXAMINE ..... Pkgs.

Div. 1	Div. 2	Div. 3	Div. 4	Div. 5

CARTAGE

FORM 1

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of owner, agent or attorney.
(II) The duly authorised agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) F.POWELL, do hereby declare as follows:—(1) That I am (II) ATT'Y FOR CURTISS-RETD FLYING SERVICE LTD. the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) ARE the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invcices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at MONTREAL. this 23RD. day of OCTOBER. 19 46.

.....*Witness.*

(*Signature*).....

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (4) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day of 19 ,

.....*Witness.*

(*Signature*).....

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) Or affirmed.

I, (1) the undersigned importer of the (2) mentioned in this entry, do solemnly (3) that such (4) are imported by me for the manufacture of (5) in my own factory situated at (6) and that no portion of the same will be used for any other purpose or disposed of until so manufactured.

Sworn (7) before me this day of 19

.....

Collector or Title of Official authorized to Administer Oaths.

(*Signature*).....

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE — FORM 6101 B

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER, TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	4
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

C
O
P
Y

To DISTRICT INSPECTOR AIR REGULATIONS
A 910 CONFEDERATION BLDG
MONTREAL

OTTAWA ONTARIO OCTOBER 18 1946

AR78 FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION QUOTE CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10695 COVERING REPUBLIC RC-3 AIRCRAFT SERIAL NUMBER 84 CANADIAN REGISTRATION CF-ECS PURCHASED BY CURTISS-REID FLYING SERVICE LTD CARTIERVILLE AIRPORT BOX 365 STATION O MONTREAL QUEBEC CANADA BEING PREPARED UNQUOTE

CIVIL AVIATION

3

5008-E3-19

910 Confederation Building,
Montreal 2, Que., November 2, 1946.

Curtiss-Reid Flying Service Ltd.,
Cartierville Airport,
Cartierville, Que.

Gentlemen:

Re: Republic Seabee CF-ECS

This letter will constitute your temporary authority not valid after January 1, 1947, for the commercial operation of the subject aircraft under visual day flying conditions.

No more than three passengers in addition to the pilot can be carried in this aircraft.

The maximum all-up weight of this machine is 3150 pounds and the weight empty, as supplied by the manufacturer, has been established at 2192 pounds.

Yours truly,

JB

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:AR

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11

2
8-45

910 Confederation Building,
Montreal 2, Que., December 7, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-19	Seabee CF-ECS ✓	5008-E3-19

TRANSPORT RECORDS
DEC 11 A.M 1946
5008 E 3 - 19
File

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

61317

1. Enclosed herewith is report from Curtiss-Reid Flying Service regarding minor accident sustained by the subject aircraft.

2. This machine has been flown back to the factory for repairs.

3. Copy of our letter to Mr. A. J. Edwards in connection with this accident is enclosed herewith.

J. L. Blondeau

J. L. Blondeau,
District Inspector, Air Regulations.

jlb:ar

23/12/46

1-12-46

ENTERED
IN ACCIDENT
RECORDS
20-12-46
16

2

C O P Y

10

CURTISS-REID FLYING SERVICE LIMITED

1st December 1946.

Mr. J. L. Blondeau,
Civil Aviation Division,
Department of Transport,
Confederation Building,
Montreal, P.Q.

Dear Sir:

The following flight report will cover the mishap which caused damage to Seabee CF-ECS.

I took the aircraft off from the Cartierville Airport to give dual water landing to a student. It was dusk, with a condition of no wind which created a very glassy surface on the river at Cartierville where the landing was attempted. The approach was made with student on controls, receiving instruction to land the aircraft. Action was not as prompt as should have been for round-out, at which time I took control to avoid contact with water by increasing power and easing control column back; but action was too late to avoid contact which caused damage to the forward plate of the hull.

CURTISS-REID FLYING SERVICE LTD

(sgd) A. J. Edwards
Chief Flying Instructor

9

5008-E3-19

910 Confederation Building,
Montreal 2, Que., December 7, 1946.

A. J. Edwards, Esq.,
Curtiss-Reid Flying Service Ltd.,
Cartierville Airport,
Cartierville, Que.

Dear Sir:

Receipt is acknowledged of your letter of December 1, 1946, regarding minor accident to Seabee CF-ECS.

In connection with this accident it is desired to point out that glassy water conditions, particularly at dusk time, are not considered to be conditions under which landing dual instruction should be given, unless the student has previously had a reasonable amount of water flying practice under normal conditions, and your attention is drawn to the necessity of being, in future, very cautious regarding such training.

It is also pointed out that structural damage to aircraft invalidates the Certificate of Airworthiness and obviously the temporary authority which you have been given, and your flying this aircraft back to the factory for repairs without authority having been obtained from this office was not entirely regular. No objection would have been raised regarding this flight had permission been requested but no passengers would have been permitted to be carried. We are informed that a non-revenue passenger was carried during this flight to New York and your attention is also drawn to this matter.

Yours truly,

JB

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:AR

DEC 13 A.M. 1946
5008-E3-19
File

5008-E3-19

61618

910 Confederation Building,
Montreal 2, Que., Dec. 12, 1946.

Curtiss-Reid Flying Service,
Cartierville Airport,
Cartierville, Que.

Gentlemen:

Re: Republic Seabee CF-ECS ✓

In reply to your verbal request, permission is hereby granted for the carrying of non-revenue passengers in the subject aircraft, while being flown from New York to Montreal, following repairs to this machine at the factory, provided same has been certified as airworthy by the manufacturer before it leaves their plant.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

16 2 8-45

910 Confederation Building,
Montreal 2, Que., Dec. 28, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Seabee CF-ECS	5008-E3-19

63836

TRANSPORT - RECORDS
DEC 30 A.M. 1946
File 5008-E3-19

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. The following documents regarding the subject aircraft are enclosed herewith:

(a) Application for Certificates of Registration and Airworthiness as a commercial aircraft in the name of Ancienne Lorette Airways Reg'd.

(b) Fees $5.00 (Department Receipt No. 84419), will be forwarded under Cash Book Folio 3328.

(c) Proof of ownership: Copy of Bill of Sale.

(d) Copy of our letter of authority.

2. The radio installation in this machine has been inspected by our Radio Division, and found satisfactory.

3. With reference to the minor accident sustained by this machine on December 1, 1946, and resulting damages, it is desired to inform that this aircraft was flown back to the factory for repairs, and satisfactory report from the manufacturer regarding these repairs has been received.

4. This application now appears in order, and issue of certificates is recommended.

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg
Encl.

15 2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate) triplicate.

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... Seabee CF-ECS $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect. Ancienne Lorette Airways Registered
Rosaire Fiset

Signature of Applicant ..... Jules Hallé ..... H. Fournier

Date of Application .....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ANCIENNE LORETTE AIRWAYS ✓		
REG'D.	ANCIENNE LORETTE, P.Q.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Rosaire Fiset		Champigny, Ancienne Lorette, P.Q.	Canadian
Hector Fournier		17 3rd St., Limoilou, P.Q.	Canadian
Jules Halle		189 St. John St. Quebec, P.Q.	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) .....
Commercial

Usual Station ..... Quebec Airport

Date of manufacture or reconstruction ..... October 1946.

Crew required 1

Accommodation for what number of passengers 3

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Lighter made by Republic Seabee

Type RC-3 Seabee Maker's No. 84

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	37'8"	
Length o/a in feet	28'	
Height o/a in feet	9'7"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	2192 lbs.	
Total weight authorized (fully loaded) in lbs 3150	Air speed	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Sensitive Altimeter, Compass, Turn & Bank, Airspeed, Clock Tachometer
2. Gauges Oil Pressure, Oil Temp. Manifold Pressure, Gasoline, Suction
3. Lights Navigation
4. Signals
5. Fire Extinguishers One
6. Parachutes
7. Tools
8. Other Equipment Anchor, Two way radio

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type 6A8B7F	Franklin			
Pusher or Tractor	Pusher			
Right or Left Hand	Left			
No. of Cylinders	6			
H.P.	215			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on Dec 17/46 by Eng P. Pascal

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet No unapproved mods

Registration recommended with the following special conditions

Registration recommended

Date 20/12/46 Signature J.L. Blondeau

Registration approved and Registration Mark C.F. FCS allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

14

CURTISS-REID FLYING SERVICE LIMITED

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

December 17th 1946.

Department of Transport,
CivilnAviation Branch,
Confederation Building,
Montreal, Que.

BILL OF SALE

Dear Sirs;

KNOW ALL MEN BY THESE PRESENTS: That Cutiss-Reid Flying Service is the owner of the full legal and beneficial title to Aircraft CF-ECS. That such title to said Aircraft is not subject to any mortgage, or other encumbrance.

For and in consideration of the sum of One Dollar and other Valuable Consideration Curtiss-Reid Flying Service Ltd., Montreal does this 17th day of December 1946, sell, grant, transfer and deliver all of their above-described right, title and interest in and to the above-described Aircraft, together with such equipment installed therein unto Ancienne Lorette Airways Reg'd. Ancienne Lorette, P.Q. And to their executors, adminstrators, and assigns, to have and to hold all and singular, the said Aircraft forever.

In testimony whereof, I have set my hand and seal this 17th day of December, 1946.

CURTISS-REID FLYING SERVICE LTD.

W.R.J.Oliver,
President.

cc/17.

5008-E3-19

910 Confederation Building,
Montreal 2, Que., December 20, 1946.

Ancienne Lorette Airways Reg'd.,
Ancienne Lorette, Que.

Gentlemen:

Re: Seabee CF-ECS

This letter will constitute your authority not valid after February 19, 1947, for the commercial operation of the subject aircraft under visual day flying conditions only.

The maximum all-up weight of this machine must not exceed 3150 pounds. The weight empty of this machine has been established at 2192 pounds.

No more than three passengers may be carried in this aircraft in addition to the pilot.

Yours truly,

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:AR

5008-E3-19

910 Confederation Building,
Montreal 2, Que., December 20, 1946.

TRANSPO RECORDS
DEC 23 A.M. 946
5008 E 3- 19
File

Ancienne Lorette Airways Reg'd.,
Ancienne Lorette, Que.

Gentlemen:

Re: Seabee CF-ECS ✓ 63275

This letter will constitute your authority not valid after February 19, 1947, for the commercial operation of the subject aircraft under visual day flying conditions only.

The maximum all-up weight of this machine must not exceed 3160 pounds. The weight empty of this machine has been established at 2192 pounds.

No more than three passengers may be carried in this aircraft in addition to the pilot.

Yours truly,

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:AR

DEPARTMENT OF TRANSPORT
AIR SERVICES
OTTAWA
NEW YORK
Oct 30 8 47 AM '46

C. A. A.

Approved Operating Limitations

for the

Republic Model RC-3

This Manual must be carried in the aircraft at all times

Serial Number	Registration Number
84	CF-ECS

Those parts of the information contained herein noted as limitations are mandatory. All other data pertain to recommended operating practice and are not considered mandatory.

Approved by: J. E. Bondurant

Director, Aircraft and Components Service

Date: October 29, 1946

TABLE OF CONTENTS

OPERATING LIMITATIONS

		PAGE
1.	Airspeed Limitations.	2
2.	Powerplant Limitations.	2, 3
3.	Maneuvers.	4
4.	Flight Load Factors.	4
5.	Normal Operating Procedures	5
6.	Emergency Operating Procedures.	5
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10.	Weight.	10

LOG OF REVISIONS

Revision Number	Page No.	Date	C.A.A. Inspector	Revision Number	Page No.	Date	C.A.A. Inspector

1. AIRSPEED LIMITATIONS.

The airspeed indicator is marked to include airspeed limitations for Normal Category Operation; markings for both Normal and Utility Category Operations as required by CAR 03.6100 are listed in Table 1. All speeds listed are true indicated airspeeds

TABLE I - AIRSPEED INDICATOR MARKINGS

SPEED	SYMBOL	Limits			
		Normal Category		Utility Category	
		Lower	Upper	Lower	Upper
Never Exceed Speed	Red Radial Line		148		159
Caution Range	Yellow Arc	117	148	117	159
Normal Operating Range	Green Arc	61	117	53	117
Flap Operating Range	White Arc	58	105	47	105
Maneuvering Speed	No Marking		117		117

2. POWER PLANT LIMITATIONS.

Powerplant limitations are included in Tables II, III and IV for take-off, maximum continuous and fuel octane. Color coding for instrument marking is as follows:

Red Radial Lines - Maximum or minimum (where applicable) indicators for safe operation

Green Arc - Normal operating range.

Yellow Arc - Take-off and precautionary ranges.

TABLE II - TAKE OFF POWER PLANT LIMITATIONS

Condition	Reading	Marking
Maximum RPM	2500	Red Radial
Take-off RPM	2400 to 2500	Yellow Arc
Maximum Oil Temperature	260°F	Red Radial
Maximum Oil Pressure	65	Red Radial
Precautionary Oil Pressure	60 to 65	Yellow Arc

TABLE III, MAX. CONT. OPERATION LIMITS		
Condition	Reading	Marking
Maximum Continuous RPM	2000 to 2500	Green Arc
Maximum RPM	2500	Red Radial Line
Maximum Oil Temperature	260°F	Red Radial Line Green Arc to Low Limit of Indicator
Oil Pressure	30 to 60	Green Arc
Fuel Pressure	2 to 9	Green Arc

TABLE IV - FUEL OCTANE RATING
Minimum Octane Rating of Fuel Required for satisfactory operation of power plant at limits of Tables II and III is 80 OCTANE

3. Maneuvers.

No Acrobatic maneuvers including spins are approved for the Normal Category Seabee.

For Utility Category Operation, no acrobatic maneuvers are approved except those listed in Table V.

TABLE V - PERMISSIBLE MANEUVERS-UTILITY CATEGORY SEABEE

MANEUVER	ENTRY SPEED
Spin	Stall
Lazy Eights	115
Steep Turns	100
Chandelles	120
Stalls (except whip stalls)	Stall

4. Flight Load Factors.

The positive load factor made good by the airplane structure is indicated in Table VI

TABLE VI - FLIGHT LOAD FACTOR

CATEGORY	FACTOR
Utility (Gross Wgt. 2810 lbs.)	4.4 g
Normal (Gross Wgt. 3150 lbs.)	3.8 g

5. Normal Operating Instructions.

a. Controls and Indicators.

All controls are designed so that they are pushed against the panel for take-off.

Indicators are provided for gear up and gear down. The landing gear is down when the green signal is on and is up when the red signal is on.

b. Take-Off.

Seaplane: Place flaps in fully extended position before starting take-off run.

Landplane: Flaps are to be in full up position throughout the take-off run.

c. Propeller Reversal.

To reverse propeller:

(1) Close doors.
(2) Idle engine.
(3) Place normal propeller control in low pitch.
(4) Reverse propeller by using reverse pitch control located overhead of pilot.

WARNING
DO NOT EXCEED 1750 RPM WHILE IN REVERSE PITCH. (Reverse operation in excess of 1750 rpm will cause bearing failure and possible shaft rupture.)

d. Passenger Limits.

For Utility Category Operation not more than two persons are to be aboard the plane.

6. Emergency Operating Procedures.

To shut off fuel flow in emergencies pull control knob under pilot's seat forward.

Seat backs may be used as life preservers.

7. Operating Placards.

WARNING
REVERSING PROPELLER WHILE IN FLIGHT IS PROHIBITED. (Violation may result in complete loss of control.)

8. Performance.

Sea Level Performance is as indicated in Table VI.

TABLE IV - PERFORMANCE (SEA LEVEL)

	Value			
	Landplane		Seaplane	
	Normal	Utility	Normal	Utility
(a) Stalling speed at max. weight flaps down.	58	47	58	47
(b) Stalling speed at max. weight with L.G. & flaps retracted	61	53	61	53
(c) T.O. Distance over 50' obstacle	2080	*	2480	*
(d) Airspeed at 50' height at T.O.	79.3	*	75.5	*
(e) Landing Distance over 50' obstacle	990	*	1285	*
(f) Steady Rate of Climb at Sea Level	553	751	553	751
at I.A.S.	77.8	77.8	77.8	77.8
with power: H.P.	208	208	208	208
R.P.M.	2500	2500	2500	2500
Man. Pr. In. Hg	28.1	28.1	28.1	28.1
and Configuration	Flaps & Gear Up	Flaps & Gear Up	Flaps & Gear Up	Flaps & Gear Up
(g) Stalling Speed (b) at 0° bank	61	53	61	53
Stalling Speed (b) at 10° bank	62	54	62	54
Stalling Speed (b) at 20° bank	63	55	63	55
Stalling Speed (b) at 30° bank	65	57	65	57
Stalling Speed (b) at 40° bank	70	60	70	60
Stalling Speed (b) at 50° bank	76	65	76	65
Stalling Speed (b) at 60° bank	86	74	86	74

For variations of take off and landing distances and rate of climb with altitude and temperature changes see Tables VIIa, VIIb, VIIc, VIId.

*To be considered as Normal Category until additional information is furnished.

9. Charts.

DISTANCE REQUIRED TO CLEAR 50' OBSTACLE

FLAPS UP — WEIGHT - 3150 LBS.
LAND TAKE-OFF — NORMAL CATEGORY

TEMP °F / P. ALT	-40	-20	0	20	40	60	80	100
S. L.		1240	1442	1657	1870	2123	2420	2785
2000	1370	1603	1870	2150	2480	2840	3260	3825
4000	1840	2150	2515	2920	3355	3990	4865	5990
6000	2520	2975	3515	4085	5040	6200	8070	
8000	3535	4210	5115	6450	8340			

FLAPS DOWN — WEIGHT - 3150 LBS.
WATER TAKE-OFF — NORMAL CATEGORY

TEMP °F / P. ALT	0	20	40	60	80	100
S. L.	1720	1980	2300	2643	3078	3700
2000	2305	2670	3145	3720	4525	5995
4000	3150	3770	4662	6055	8525	14280
6000	4640	6010	8660	14065		
8000	8270	13905				

TOTAL LANDING DISTANCES

WATER LANDINGS - NORMAL CATEGORY

PRESSURE ALT. \ TEMP °F	0	10	20	30	40	50	60	70	80	90	100
S. L.	1200	1212	1226	1239	1252	1266	1279	1295	1309	1326	1340
2000	1245	1259	1275	1291	1307	1322	1338	1353	1370	1384	1401
4000	1300	1316	1334	1350.5	1368	1385	1404	1421	1440	1454	1470
6000	1360	1382	1398	1418	143[illegible]	1456	1473	14915	1509	1525	
8000	1430	1450	1471	1490	1507	1524	1540				

LAND LANDINGS - NORMAL CATEGORY

PRESSURE ALT. \ TEMP °F	-40	-30	-20	-10	0	10	20	30	40	50	60	70	80	90	100
S.L	946	956	966	975	986	996	1007	1017	1028	1038	1048	1058.5	1068	1079	1089
2000	978	988	1000	1010	1022	1032	1044	1056	1066	1076	1087	1097.5	1109	1119	1134
4000	1013	1025	1037	1049.5	1062	1072.5	1084	1096	1108	1119	1132	1144	1157	1170	1182
6000	1052.5	1066	1077.5	1090.5	1103	1117	1128	1142	1156	11685	1180.5	11955	1210	1226	1240
8000	1094	1108	1122.5	1137	1150	11645	1180	1194	1209	1224	1239	1254	1269	1284	1299

Total Landing Distance = Distance From Clearance of 50' Obstacle to End of Roll

VARIATION OF RATE OF CLIMB

WITH ALTITUDE AND TEMPERATURE

FLAPS UP
GEAR UP

NORMAL CATEGORY

RATE OF CLIMB - FT/MIN

PRESS ALT	TEMPERATURE - °F														
	-40	-30	-20	-10	0	10	20	30	40	50	60	70	80	90	100
S.L.	795	780	765	750	735	720	705	690	675	660	645	633	622	607	590
2000	673	656	641	625	612	598	582	567	553	538	525	513	501	488	473
4000	550	535	520	505	490	475	460	445	431	417	404	392	381	367	354
6000	428	413	398	383	368	353	339	325	311	297	283	271	260	247	234
8000	306	290	275	261	247	232	218	204	190	177	165	152	140	128	116
10000	185	169	153	138	124	110	96	82	69	56	44	31	19	9	0

Weight data as per CAA regulation 03.620 (c & d) is as indicated in Table VII and VIII.

TABLE VII - WEIGHT

Maximum Weight - Normal Category			3150 lbs.
- Utility Category			2810 lbs.
Actual Weight Empty			2192 lbs.
Weight Empty C.G. 121.29 inches aft of datum 37.76 °/° MAC			
Useful Load - Normal Category			958 lbs.
- Utility Category			618 lbs.
Useful Load Composition:	Normal		Utility
Pilot	170 lbs.	Pilot & Chute	190 lbs.
Passengers (3) each	170 lbs.	Pass. & Chute	190 lbs.
Oil (Maximum)	12 qts.	Oil (Maximum)	12 qts.
Fuel (Maximum)	75 gals.	Fuel	65 gals.
Baggage (Maximum)	200 lbs.	Baggage	
Aft C.G. Limit 118.3 inches aft of Datum (33.0 °/° MAC)			
Fwd C.G. Limit 111.5 inches aft of Datum (22.3 °/° MAC)			

TABLE VIII- LOADING SCHEDULES
Normal Category

Pilot	Passengers		Max. Fuel U.S.Gals.	Max. Baggage Pounds
	Front Seat	Rear Seat		
1	1	2	42	0
1	1	1	71	0
1	0	2	71	0
1	0	1	75	144
1	0	0	75	200

Utility Category

Pilot	Passengers		Max. Fuel U.S. Gals.	Max. Baggage Pounds
	Front Seat	Rear Seat		
1	1	0	35	0
1	0	1	35	0
1	0	0	65	14

CF-ECS
#84

Weight & Balance Report
removed from file
and forwarded to D.I.A.R.
Montreal.
10 3/49

Form ACA 26
(Rev. 10-15-40)

19

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10695

Certificate of Airworthiness

(FOR EXPORT)

TO CANADA

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report, including Equipment List, is attached and made part of the certificate.

Temporary Approved Operating Limitations is attached.

Engine: Franklin 6A8-215-B8F.

Propeller: Hartzell - hub HC-12x20-2,
blades L-8427.

Actual empty weight: 2192 pounds.

Maximum weight: Normal - 3150 pounds.
Utility - 2810 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	REPUBLIC AVIATION CORPORATION - OCTOBER, 1946
Type	AMPHIBIAN MONOPLANE
Model	REPUBLIC RC-3
Serial No.	84
Date	OCTOBER 15, 1946

Charles F. Dycer

Charles F. Dycer, Director
Aircraft & Components Service

CF-ECS

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

A-769-1
REPUBLIC
RC-3
(Normal & Utility Categories)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D. C.

TENTATIVE AIRCRAFT SPECIFICATION — September 16, 1946

An aircraft complying with the terms of this specification and conforming with approved data pertaining to the approval listed herein will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer	Republic Aviation Corporation Farmingdale, New York
Model RC-3	4 PCAmM (Normal Category) 2 PCAmM (Utility Category)
Engine	Franklin 6A8-215-B8F
Fuel	80 min. octane aviation gasoline
Engine limits	For all operations, 2500 rpm (215 hp)

Airspeed limits	Normal	Utility
Cruising (True Ind.)	117	117
Maneuvering (True Ind.)	133	136
Glide or dive (True Ind.)	148	159
Flaps extended (True Ind.)	105	105

C.G. range	(+111.5) (22.3% MAC) to(+118.3) (33% MAC)
Datum	Nose of airplane - located 97.5 in. ahead of wing leading edge
MAC	63 inches. (L.E. of MAC at +97.5)
Leveling means	Lugs on front and rear left-hand, and rear right-hand door frames
Maximum weight	Normal — 3150 lbs. Utility - 2810 lbs.
Number of seats	Four - 2 (+62), 2 (+96)
Baggage	200 lbs. maximum (+119)
Fuel capacity	75 gals. maximum (tank in hull at +116)
Oil capacity	3 gals. (+136)
Control surface movements	Elevators - 28° up; 28° down Elevator tabs- 25° up; 25° down Ailerons - 20° up; 20° down Rudder - 30° left 30° right Flaps - 0° up; 30° down
Serial nos. eligible	6 and up
Required equipment	Items 1, 101, 102, 200, and 201.

Specifications Pertinent to all Models

Certification basis	Type Certificate No. 769 (CAR 03 effective November 13, 1945).
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Amphibian Skiplane - not eligible (b) All other countries except Australia, Great Britain and New Zealand.

20/44

Equipment: Items included in required lists under specifications pertinent to individual models may not be removed unless replaced by approved equivalent items.

The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly.

Values in inches shown in parenthesis after each item represent horizontal arms to the C.G. of the item, measured minus (-) ahead and plus (+) to the rear of the datum.

A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.

Propeller and Propeller Accessories		
1. Propeller - controllable and reversible pitch-Hartzell HC12x20-2 with L8427 blades		64 lbs. (+178)
Diameter - 84 in. max., 82 in. min.		
Pitch setting at 27 in. station:		
Normal operation	+18°	
Reverse thrust operation	-12°	
Engines and Engine Accessories - Fuel and Oil System		
101. Fuel pumps - AC Spark Plug Corp. Model B-F(2)		4 lbs. (+148)
102. Oil cooler-Heat Exchange Inc. Model 100		13 lbs. (+140)
Landing Gear		
200. 7.00-8 wheels and brakes (Goodrich Model 6056A) with 7.00-8 4-ply tires		26 lbs. (+93)
201. Goodyear Model PD-173 tail wheel with smooth contour 6-ply tires		5 lbs. (+241.5)
Electrical and Radio Equipment		
300. Battery - Autolite CF129 Form 221		52 lbs. (+14)
301. Generator		21 lbs. (+128)
302. Starter		24 lbs. (+128)
303. Voltage regulator		1 lb. (+130)
304. Cross country instrument panel (optional)		+2 lbs. (+40)
305. a. Radio Receiver & transmitter - Hallicrafter CA-4		9 lbs. (+35)
b. Radio Receiver & transmitter - Hallicrafter CA-2 (optional)		1 lb. (+35)
306. Landing light - Grimes D3150 (optional)		2 lbs. (+35)
Interior Equipment		
400. a. Anchor and hemp line (See NOTE 1)		16 lbs. (+40)
b. Anchor and cotton braided line (See NOTE 1)		11 lbs. (+40)
c. Anchor and nylon line (See NOTE 1)		8 lbs. (+40)
401. Life preservers - front seats (See NOTE 3)		4 lbs. (+67)
Life preservers - rear seats		4 lbs. (+101.5)
402. Fire extinguisher		7 lbs. (+65)

NOTE 1. When anchor or line are removed add equivalent weight of ballast to anchor compartment cover.

NOTE 2. Approximately 45 lbs. of ballast required at (+4.5).

NOTE 3. Cushions on backs of front and rear seats are approved life preservers, Republic No. SK17-15944.

NOTE 4. The following placards shall be placed on the instrument panel in full view of the pilot:

THIS AIRPLANE MUST BE OPERATED AS A NORMAL OR UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH THE APPROVED OPERATING LIMITATIONS APPLICABLE IN EACH CASE.

ALL MARKINGS AND PLACARDS ON THIS AIRPLANE APPLY TO NORMAL CATEGORY. FOR UTILITY CATEGORY, REFER TO THE "APPROVED OPERATING LIMITATIONS" DOCUMENT FOR AIRSPEED, WEIGHT AND MANEUVER LIMITS.

WARNING - REVERSING PROPELLER IN FLIGHT PROHIBITED
OPERATE REVERSE LEVER WITH PROPELLER IN LOW PITCH ONLY
MAXIMUM RPM - 1750 IN REVERSE PITCH

NOTICE TO ALL C.A.A. INSPECTION PERSONNEL:

Owners should be advised that an airworthiness certificate issued under the terms of this tentative specification is subject to cancellation or revision upon final type certification of the model and that any of the values shown may be changed and/or that additional modifications may be required. Tentative Specifications are issued to assist the industry in early utilization of models that become available and they are based on a preliminary evaluation of the certification data for the model. The Inspector will, therefore, include the following statement on the reverse side of Page 1 of Form ACA 309:

"The airworthiness certificate for this aircraft is based on a tentative approval of the aircraft model and is subject to revision at the time of final approval. In addition, further modification of the aircraft may be required at that time. It will be the owners responsibility to comply with all pertinent provisions of the final AIRCRAFT SPECIFICATION and AIRWORTHINESS DIRECTIVE."

The foregoing will not apply to new production aircraft certificated at the factory by Factory Inspectors. In such cases, the standard procedure already in effect will be continued.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this Specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D.C.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-242-1
AIRCOOLED MOTORS
Franklin 6AS-215-B7F
6AS-215-B8F
6AS-215-D9F

November 18, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Aircooled Motors, Inc. Syracuse, New York.		
Model 6AS-215-	B7F	B8F	D9F
Type	6 HOA-Direct Drive	--	--
Rating			
Maximum, except take-off: hp,rpm, full throttle at sea level pressure altitude	215-2500-S.L.	--	--
Take-off, hp,rpm, full throttle	215-2500	--	--
Fuel (minimum octane aviation gasoline)	80	--	--
Bore and stroke, inches	5.00 x 4.25	--	--
Displacement, cubic inches	500	--	--
Compression ratio	7:1	--	--
Weight (dry), lbs.(includes cooling fan, air housings and oil cooler)	446 (with Marvel carburetor), 447 (with Bendix carburetor)	--	--
C.G. location			
Fwd. of rear mount C.L., in.	12.8	--	--
Below prop. shaft, in.	0.5	--	--
Propeller shaft, SAE No.	20	--	--
Carburetion	Marvel-Chebler MA4-5 with 1-13/16 in. venturi or Bendix PS-5 carburetor	--	--
Ignition, dual	Two Delco-Remy battery ignition units No. EX42213, spark coils No. 14666	Two Eisemann LA-6 magnetos	Left, magneto, Bendix Scintilla S6LN-31, Part No. 14645; Right, Delco-Remy battery ignition unit, Part No. 14612
Timing, °BTC	32 (4° static)	32	32(magneto), 32(4°static with battery unit)
Spark plugs	Champion J-10 or Auto-Lite AH-4	--	--
Oil sump capacity, qts.	13	--	--
NOTES	1,2,3	1,2,3	1,2,3

"--" indicates "same as preceding model"
"---" indicates "does not apply"

Certification basis — Type Certificate No. 242
Production basis — Production Certificate No. 9

NOTE 1. Maximum permissible temperature limits are 550°F cylinder head spark plug gasket, 525°F cylinder head wall type thermocouple, 325°F cylinder barrel, and 260°F oil inlet.

NOTE 2. The following accessories provisions and typical engine accessories are eligible at the indicated weight increases:

Accessory	Wt. lbs.
Starter- Delco-Remy Part. No. 14540 (12 volt)	24.
Generator-Delco-Remy Part. No. 14648 or 148424 (35 amp.)	20.
Fuel Pump-AC Diaphragm type Part Nos. 14523 and 14844	5. (2.5 each)

NOTE 3. Carburetor fuel pressure limits:
Marvel-Chebler MA4-5, 3 to 5 psi.
Bendix PS-5, 9 to 14 psi.

Charles F. Dyer
Director, Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Department of Commerce
Washington 25, D. C.

...persedes P-703

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

P-712
HARTZELL
HC-12x20-1 Propeller
HC-12x20-2 Propeller

November 5, 1946

AIRCRAFT PROPELLER SPECIFICATION NO. 845

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and applicable portions of 03.4 and 04.4 of the Civil Air Regulations.

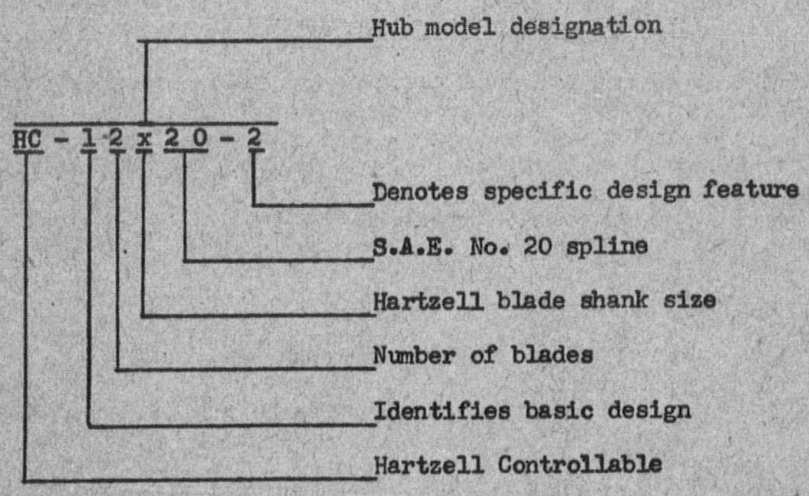
Manufacturer	Hartzell Propeller Company Piqua, Ohio
Model	HC-12x20-1 and -2
Limits	Dependent on blade model installed
Pitch	Hydraulically controllable. Pitch range HC-12x20-1 is 10°. Pitch range HC-12x20-2 is 32°. (See NOTE 3).
Blade shank size	3.577" diameter, special (Hartzell "X")
Engine shaft	SAE #20 spline
Hub material	Alloy steel
Blade material	Special fabric base plastic - stainless steel or brass tipping.
Number of blades	Two
Hub models eligible	HC-12x20-1, HC-12x20-2 (See NOTE 1)

Blade Models Eligible (See Notes 2 & 5)	Max. HP	Max. RPM	Propeller Diameter	Weight Complete (Lbs.)
8628	215	2600	86"	60
8628C	185	2300	86"	60
8627	215	2600	86"	62
8427	215	2600	84"	62
8227	215	2600	82"	62
8027	215	2600	80"	62

Certification basis	Type Certificate No. 845
Production basis	Production Certificate No. 10

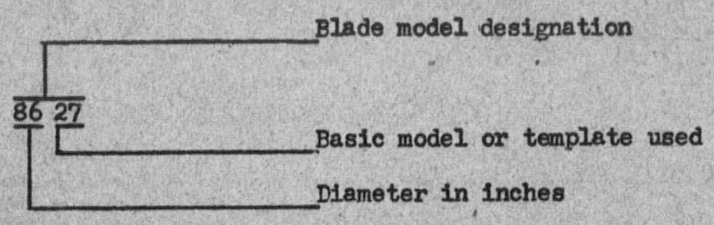
NOTE 1. Hub Model Designation. Hub model designation denotes type, basic model, blade shank size, shaft size, and special variations.

For example:



NOTE 2. Blade Model Designation. The blade model designation number consists of four digits. The first group of two digits denotes the diameter of the propeller in inches. The second group of two digits denotes the basic model number of templates used.

For example:



NOTE 3. Pitch Control. Eligible with Hartzell manually controlled, hydraulically operated pitch control mechanism.

NOTE 4. Feathering. Not applicable.

NOTE 5. Left Hand Models. The left hand version of an approved model propeller is eligible at the same rating and diameter as listed for the right hand model. It is designated by an "L" preceding the blade model designation.

NOTE 6. Interchangeable Blades. Only blades listed in the same group of the following listed groups are sufficiently similar aerodynamically and vibrationwise to permit interchangeability in the same diameter without a flight test. Blades with different model numbers, however, should not be incorporated in the same propeller, and reference should always be made to the ratings of the blades.

Group (a) 8628 and 86280

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D.C.

21424

COPY

INCOMING CORRESPONDENCE

20

ORIGINAL ON FILE 5008-E5-4 COPY FOR FILE 5008-E3-19

LEJG.

CAR

CANADIAN NATIONAL TELEGRAPHS

TRANSPORT-RECORDS
FEB 26 A.M.
File 5008-E3-19

DAY LETTER COLLECT

72376

R FISET
ANCIENNE LORETTE AIRWAYS
QUEBEC AIRPORT

910 CONFEDERATION BUILDING
MONTREAL 2 QUEBEC FEBRUARY 18 1947

AR 879 RETEL TEMPORARY AUTHORITY GRANTED OPERATE EASY EASY DOG AND EASY CHARLIE SUGAR EXTENDED NOT VALID AFTER APRIL SEVENTEENTH FORTY SEVEN SUBJECT CONDITIONS PREVIOUS AUTHORITY

J L BLONDEAU

C I V I L A V I A T I O N

15.45 hrs

HK

5504(R)
1938(A)

IncCo (1946)

8
11-46

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6101-B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	21
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK | RECEIVERS NO. | TIME FILED | CHARGE TO DEPT. OR ADDRESS

DAY LETTER COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

To R FINN
A ARCTURUS LORETTE AIRWAYS 910 CONFEDERATION BUILDING
ARCTURUS LORETTE AIRPORT PQ MONTREAL 2 QUEBEC APRIL 20 1947 AM

Orig 5008-E5-4 5342 5008-E3-19

AR RY RETEL TEMPORARY AUTHORITY GRANTED OPERATE EASY EASY DOG AND EASY CHARLIE SUFAR EXTENDED NOT VALID AFTER JUNE SIXTEENTH FORTY SEVEN SUBJECT CONDITIONS PREVIOUS AUTHORITY

J L [illegible]
CIVIL AVIATION

24.20 hrs. EK

OK for issue

Ltr per return F.B. 21/5

checked MJ

/38

2462A
8-41

22

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5504

NATIONALITY AND REGISTRATION MARKS CF-ECS.

1. Type and description	Republic RC-3
2. Name and address of constructor	Republic Aviation Corporation Farmingdale, N.Y., U.S.A.
3. Constructor's serial number	84
4. Name of owner	Ancienne Lorette Airways, Reg'd.,
5. Address of owner	Ancienne Lorette, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Quebec Airport
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 2nd day of November 19 46 in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECS and is of Canadian nationality.

Given at Ottawa this 29th day of April 19 47

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/RM

23

5008-E3-19

Ottawa, Ontario.
May 1st, 1947.

REGISTERED

Ancienne Lorette Airways, Reg'd.,
Ancienne Lorette,
P.Q.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5504 and Certificate of Airworthiness No. 1938, together with Engine and Journey and Aircraft Log Books, for your Republic RC-3 aircraft, CF-RCS.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Montreal, P.Q.

30

HTP/ZG

Ottawa, May 26th, 1947.

5008-E3-19 Republic RC3 CF-RCS 5008-E3-19

District Inspector, Air Regulations,
910 Confederation Bldg.,
1253 McGill College Ave.,
Montreal 2, P. Q.

1. Subject to the receipt of the original Certificates of Airworthiness and Registration for this aircraft, re-registration will be issued in the name of Ancienne Lorette Airways Limited.

(S. Graham),
Superintendent, Air Regulations.

/js

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5504

NATIONALITY AND REGISTRATION MARKS CF-ECS

1. Type and description	Republic RC-3
2. Name and address of constructor	Republic Aviation Corporation Farmingdale, N.Y., U.S.A.
3. Constructor's serial number	84
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5. Address of owner	Ancienne Lorette, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Quebec Airport
8. Purpose	Commercial

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Given at Ottawa this 29th day of April 19 47

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

29 2 6-46

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

910 Confederation Building,
Montreal 2, Que., May 16, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Seabee CF-ECS	5008-E3-19

A 5704

TRANSPORT-RECORDS
MAY 21 A.M.
File 5008-E3-19

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. The following documents regarding the subject aircraft are enclosed herewith:

(a) Application for Certificates of Registration and Airworthiness as a commercial aircraft in the name of Ancienne Lorette Airways Limited.

(b) Fees $5.00 (Department Receipt No. 20217), forwarded under Cash Book Folio 3338.

(c) Proof of ownership:

Copy of Bill of Sale transferring ownership of this aircraft from Ancienne Lorette Airways Reg'd. to Ancienne Lorette Airways Limited.

(d) Copy of our letter of authority for operation.

2. This application appears in order, and issue of certificates is recommended.

originals not received

J L Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg
Encl.

78

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) triplicate.

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....**$5.00** Rosaire Fiset

Certificate of Airworthiness.....**$5.00** Hector Fournier
(See note below)

The particulars given below are true in every respect. Jules Hallé. Omer Rousseau

Signature of Applicant Ancienne Lorrette Airways Ltd.

Date of Application April 7th 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Ancienne Lorrette Airways Ltd.	Ancienne Lorrette Que.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Rosaire Fiset		Champigny Que.	Canadian
Hector Fournier		17th 3rd. Street Limoilou	Canadian
Jules Hallé		189 St-John Quebec	Canadian
Omer Rousseau		44½ St-Joseph Quebec	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....Commercial

Usual Station.....Quebec Airport

Date of manufacture or reconstruction.....

Crew required.....One

Accommodation for what number of passengers.....Three

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier — made by: Republic Aviation Corp.

Type: Republic SeaBee — Maker's No.: 84

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	37'8"	
Length o/a in feet	28'0"	
Height o/a in feet	10'1"	

Cubic Capacity (of Airship or Balloon):

Weight equipped, but without load, fuel, or oil: 2192

Total weight authorized (fully loaded) in lbs: 3150 — Air speed: 103 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Compass, Turn&Bank, Airspead, Altimeter, Clock, Tachometer
2. Gauges: Manifold Pressure, Oil Pressure & Temperature, Fuel Press.&Quan. Amp. Meter.
3. Lights: Navigation, Mooring, Instruments, Cabin.
4. Signals:
5. Fire Extinguishers: One
6. Parachutes:
7. Tools:
8. Other Equipment: Control Lock, 4 Life Saver Jackets, Anchor, Safety Belts — Two way Radio

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 500			
Pusher or Tractor	Pusher			
Right or Left Hand	Right			
No. of Cylinders	6			
H.P.	215			
Bore	5			
Stroke	4.25			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 7/5/47 by Eng R. E. Forten

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet No mods

Registration recommended with the following special conditions

Registration Recommended

Date 7/5/47 Signature L. L. Blondeau ECS

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

L'AN MIL NEUF CENT QUARANTE SEPT, le dix-neuvième jour du mois de mars,

DEVANT RAYMOND BELANGER, Notaire à Québec, Province de Québec, Canada,

COMPARAISSENT:-

Messieurs Hector Fournier de Québec, marchand, Jules Hallé de Québec, ingénieur civil et Rosaire Fiset de Champigny, pilote, seuls propriétaires de la raison sociale "ANCIENNE LORETTE AIRWAYS REGD",

LESQUELS déclarent vendre avec les garanties ordinaires de droits et comme franc et quitte de toutes dettes, sauf ce que ci-après stipulé à Ancienne Lorette Airways Ltd., corporation légalement constituée agissant aux présentes par tous ses directeurs et officiers savoir: Monsieur Hector Fournier de Québec, président, Monsieur Omer Rousseau du même lieu, vice-président, Monsieur Jules Hallé du même lieu, secrétaire, et Monsieur Rosaire Fiset de Champigny, trésorier, ce qui suit:

1o. Un avion de marque Republic R.C.3. Sea Bee, amphibie, enregistré sous les lettres C.F.-E.C.S.

2o. Un avion de marque Piper Cub J.3 enregistré sous les lettres C.F.-E.E.D.

3o. Tous les droits, titres, privilèges et entreprises d'aviation faites par la Société connue sous les nom et raison sociale de "ANCIENNE LORETTE AIRWAYS REGD".

Cette vente est faite pour et en considération de la somme de huit mille trois cent six dollars ($8306.00) qui a été payée des avant de l'exécution des présentes, dont quittance générale et finale.

De plus, les comparants déclarent que la Société connue sous le nom de ANCIENNE LORETTE AIRWAYS REGD n'a aucune dette envers qui que ce soit.

soit.

DONT ACTE A QUEBEC SOUS le numéro mille deux cent cinquante deux des minutes du notaire soussigné.

EN FOI DE QUOI les parties ont signé avec le notaire et en sa présence , lecture faite.

(SIGNE) Hector Fournier
" Omer Rousseau
" Jules Hallé
" Rosaire Fiset
" RAYMOND BELANGER
Notaire.

VRAIE COPIE DE LA MINUTE DEMEUREE DE RECORD EN MON ETUDE.

Raymond Bélanger
Notaire.

JE CERTIFIE UNE COPIE VRAIE: RJ.

No. 1252

Québec, le 19 mars 1947

V E N T E

_____ par _____

ANCIENNE LORETTE AIRWAYS REGD

_____ fav _____

ANCIENNE LORETTE AIRWAYS LTD

RAYMOND BELANGER
Notaire
385, Blvd. Carrot
QUEBEC.

COPY

5008-M3-19 24

910 Confederation Building,
Montreal 2, Que., May 16, 1947.

Ancienne Lorette Airways Limited,
Ancienne Lorette Airport,
Ancienne Lorette, Que.

Gentlemen:

Re: Seabee CF-HCS

This letter will constitute your authority not valid after July 15, 1947, for the operation of the subject aircraft as a commercial machine under visual day flying conditions only.

The maximum all-up weight must not exceed 3,150 pounds. The weight empty has been established at 2,192 pounds. No more than three passengers may be carried in this aircraft in addition to the pilot.

This letter does not include authority for the operation of the radio equipment in this machine until such time as you have obtained a radio license in the name of Ancienne Lorette Airways Limited.

This letter supersedes our previous letter given for operation of this aircraft to Ancienne Lorette Airways Reg'd.

Yours truly,

JB

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

30 2 6-46

910 Confederation Building,
Montreal 2, Que., June 3, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-19	SEABEE CF-ECS	5008-E3-19

A 7310

TRANSPORT-RECORDS
JUN 4 A.M.
File 5800 E.C. 3-19

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. With reference to your letter of May 26, 1947, in connection with the subject aircraft, please find attached original Certificates of Registration No. 5504 and Airworthiness No. 1938, which are to be re-issued in the name of Ancienne Lorette Airways Limited.

J P Fournier
per D G

J.P. Fournier,
for District Inspector, Air Regulations.

JPF:HK

Jean Jones
for re-reg

5800 (R)
1938 (A)

2462A
8-41

32

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5800

NATIONALITY AND REGISTRATION MARKS CF-ECS

1. Type and description	Republic RC-3
2. Name and address of constructor	Republic Aviation Corporation, Farmingdale, N.Y., U.S.A.
3. Constructor's serial number	84
4. Name of owner	Ancienne Lorette Airways Limited,
5. Address of owner	Ancienne Lorette Airport, Ancienne Lorette, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Quebec, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 16th day of May 19 47, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECS and is of Canadian nationality.

Given at Ottawa this 14th day of June 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after May 7th, 1948, unless endorsed.

7

36

/1s

VALID FOR DAY FLYING ONLY

Valid in Canada only.
This Certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export #E10695, and is subject to the conditions specified therein.

31

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1938

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) (16.5.47) ANCIENNE LORETTE AIRWAYS LIMITED ~~Ancienne Lorette Airways Regd.~~
2. Christian name
3. Address Ancienne Lorette Airport Ancienne Lorette, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Republic Aviation Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-ECS

DESCRIPTION OF AIRCRAFT

7. Type Republic Series RC-3 Constructor's No. 84
8. Place and year of construction of aircraft Farmingdale, N.Y., U.S.A. Oct. 46

CLASS OF AIRCRAFT

9. Land and/or marine Land & Marine
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d, & e
15. Maximum span (in flying position) 37' 8"
16. Maximum length (in flying position) 28'
17. Total height (with and without trolley in case of seaplanes) 10' 1"

The maximum total weight authorized does not permit of carrying the total numbers of passengers unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed ..... One .....

19. Makes ..... Franklin .....

20. Types ..... 6A8-215-B8F .....

21. International power of the engine or engines at .....

(a) Sea Level ..... 215 ..... H.P. at ..... 2500 ..... revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted ..... One ..... Types ..... Hartzell ..... No. .....
Pitch ..... Controllable ..... Diameter .....

Blocked 21.7.49

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	2192 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane (Federal A3500A)	2166 lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	454 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks ..... One	
(b) Capacity of tanks ..... 63 ..... Imp. gals.	
27. Oil	27 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks ..... One	
(b) Capacity of tanks ..... 3 ..... Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full Sea-P. 307 (Skiplane 333 L.P.	307 lbs.
32. Maximum total weight authorized	lbs.
Landplane) Utility 2810 Normal	3150 lbs.
Seaplane)	lbs.
Skiplane)	lbs.

(10.3.49)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full) .....
Landplane) (Normal) Three thousand one hundred and fifty pounds .....
Seaplane) (Utility) Two thousand eight hundred and ten pounds .....
Skiplane) .....

(10.3.49)

34. Minimum crew necessary ..... One .....

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 111.5 ..... inches and ..... 118.3 ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed ..... 2500 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2500 ..... r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... Nov. 2, 1946 ..... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this ..... 29th ..... day of ..... April ..... 19...47

.....
Superintendent, Air Regulations.

/MIM
/ZC
/MM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First aid kit

D.—Special equipment:

Safety belt for each occupant

Life preserver for each occupant when operating as a marine aircraft

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (21.7.49)

(Amended W.P.B. 14.12.50)

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Nov. 2/47 May 7. 1948. 11/5/49 9.5.50 14.6.51	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/RM

5008-E3-19

33

REGISTERED

OTTAWA, June 14th , 1947.

Ancienne Lorette Airways Limited,
Ancienne Lorette Airport,
Ancienne Lorette, P.Q.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5800 and Certificate of Airworthiness No. 1938 for your Republic RC-3 aircraft CF- ECS , Serial No. 84.

The certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(W. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Montreal, P.Q.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	34

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAY LETTER COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

ROOM [illegible] TRANS ATLANTIC [illegible]MINISTRATION BUILDING
MONTREAL AIRPORT [illegible]EC MAY 7 1948

TRANSPORT-RECORDS
MAY 10 AM
File 5008. E3-19 A 5758

R FISET
ANCIENNE LORETTE AIRWAYS LIMITED
ANCIENNE LORETTE QUEBEC

~~ARQ-bdb~~ AUTHORITY HEREBY GRANTED NOT VALID AFTER MAY THIRTEENTH FORTY EIGHT FOR OPERATION OF SEABEE EASY CHARLIE SUGAR SUBJECT AIRCRAFT AIRWORTHY

16.25 hrs.
DG

J P FOURNIER
CIVIL AVIATION

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED
FULL RATE MESSAGE
DAY LETTER
NIGHT MESSAGE
NIGHT LETTER
EVENING & SUNDAY

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAYLETTER COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

OTTAWA

Room 44 Trans-Atlantic Adminstration Bldg.,
Montreal Airport Dorval Quebec May 15/48

TRANSPORT-RECORDS
MAY 19 P.M.
File 5008-E3-19

R FISET
ANCIENNE LORETTE AIRWAYS LIMITED
ANCIENNE LORETTE QUEBEC

A 7235

ARQ 56 AUTHORITY HEREBY GRANTED NOT VALID AFTER

MAY TWENTY EIGHTH FORTY EIGHT FOR OPERATION OF SEABEE EASY CHARLIE

SUGAR SUBJECT AIRCRAFT AIRWORTHY

PHONED
1100 HRS.
MF

J L BLONDEAU
CIVIL AVIATION

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

36 2 6-47

Room 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, P.Q. May 19, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Republic RC 3 CF-ECS	5008-E3-19

C.A.R. File Please

A 7614

TRANSPORT-RECORDS
MAY 21 A.M.
File 5008 E3 -19

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Certificates of Registration No. 5800 and Airworthiness No. 1938 for the subject aircraft have been renewed to read not valid after May 11, 1949.

2. Renewal of these documents was made in view of certification as to airworthiness by "B" and "D" Engineer A.R. Jervis, A-824.

Miss Jones
to note/ttlp

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations.

Noted
ttlp

JLB/mp

1

6252-4

RECORDS FILE

DEPARTMENT OF TRANSPORT
RADIO DIVISION
INSPECTION REPORT—AIRCRAFT STATIONS

5008-E3-19 2181 1-42

A20829

Aircraft registration marking CF-BOS Make, type and serial number Republic Seabee RC3

Registered owner Ancienne Lorette Airways Reg., Ancienne Lorette, Que. No. 54.

If operated by other than registered owner state whom -

Route (or area) normally operates Itinerant - Quebec.

Normal base Ancienne Lorette, Que.

Class of service performed (passenger, freight, mail) Commercial - Charter.

Certificate of Airworthiness No. Date of expiration See Over

Radio Licence No. App. made 19 19 Is certified copy carried in log book? -

Transmitters (make, type and frequency range) Hallicrafter Skyfone CA-4, 3105 Kcs.

FREQUENCIES

Licensed (kc/s)	Crystal controlled (yes or no)	In active use (yes or no)	Type of emission	Power output (watts)	Ground stations worked on each licensed channel
3105	Yes	Yes	A3	10	D.O.T. Radio Range Services.

Particulars of power supply 12 Volt Aircraft Battery & E.D. Generator.

Receivers (make, type and frequency range) (a) Communication

(b) Homing or radio range Hallicrafter Skyfone, 195-410 Kcs., 540-1650 Kcs.

Battery drain of radio equipment (a) Transmitters (b) Receivers

Particulars of location each transmitting and receiving unit Transmitter-receiver unit mounted in instrument panel fwd. of pilot.

Weight of radio equipment (a) Transmitters) (b) Receivers) 6 lbs. appx. (c) Misc)

Particulars of antenna system(s) (1) Foremast to fin.

Particulars of any radio instruments with which aircraft fitted but not mentioned above Nil.

OPERATORS: Give particulars of Canadian certificates. If any operator does not hold a certificate state: (a) Is he capable of operating the station equipment? (b) Is he a British subject? (c) Has he submitted Form 2036?

NAME	CERT. No.	CLASS	A	B	C
Pilot Radio Opr.					

Alterations or additions to radio installation since last airworthiness inspection New

Type of Compass Magnetic, Airpath

Compass error due to: (a) Earphones - (b) Receivers 3° (c) Transmitters 2°

If aircraft is operated on scheduled air transport service route are special radio conditions of route licence fulfilled?

N/A

Is radio equipment permanently installed or of portable type for operation on ground only?

Permanent

If aircraft fitted with any radio unit not of commercial manufacture state whether comparable to commercial standards Commercial

Is any radio equipment or associated wiring considered to be a fire hazard? No.

Date and place inspection made (if made in presence of Civil Aviation Inspector state whom)

Dec. 15th, 1946. Cartierville, Que.

REMARKS The installation is satisfactory.

)Over)

C.c. J.L. Blondeau - Montreal.

J.W. Gray
Signature of Radio Inspector.
(J.W. Gray)

USE BACK OF FORM IF MORE SPACE REQUIRED

1. Temporary C.of A. issued by J.L. Blondeau, D.t.s.Insp. Air Regs., Montreal.

2. Application for radio licence made Dec.13th.

3. Previous application for radio lidence made by Curtis-Reid Flying Service Ltd. on Oct.30th, 1946.

4. This aircraft was exported from the United States under C.A.A. Specification A 769 tentative, dated Oct.15th, 1946.

5. The radio installation was made by the aircraft manufacturer.

6. The radio installation functions satisfactorily and workmanship is satisfactory.

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

FORM 2192-6 6 PART SET

HQ

CANADIAN NATIONAL TELEGRAPHS
DAYLETTER COLLECT

RM. 44,
DIAR, MONTREAL AIRPORT

28

TRANSPORT-RECORDS
FEB 28 A.M.
File 5808-E3-19

[redacted]
ANCIENNE LORETTE AIRPORT
ANCIENNE LORETTE QUEBEC

A46035

ANQ 516 PENDING RETURN CERTIFICATE OF AIRWORTHINESS THIS

YOUR AUTHORITY TO OPERATE EASY CHARLIE SUGAR

D O A S MONTREAL

JVF/mp

FILE 5008-E3-19

PHONED IN BY TO GET OPR NO

Miss Jones to note file

noted JVF

PATENTED - MOORE BUSINESS FORMS LTD.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Rm. 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, P.Q. March 10, 1949
PLACE DATE

39 2
2-48

YOUR FILE	SUBJECT	OUR FILE
	Republic RC 3, CF-ECS	5008-E3-19

TRANSPORT-RECORDS
MAR 11 A.M.
File 5008 E 3-19

A47643

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations

1. Certificate of Airworthiness No. 1938 for the above-mentioned aircraft has been amended as follows:

Paragraph 25 - Weight empty - Skiplane - Federal A3500A - 2166 Lbs. ✓

Paragraph 31 - Maximum Commercial Load - Skiplane - 333 Lbs. ✓

Paragraph 32 - Maximum Total Weight - Skiplane - 3150 Lbs. ✓

Paragraph 33 - Three Thousand one hundred and fifty pounds. ✓

J.P. Fournier,
for District Controller, Air Services.

② Miss Jones
to note. JPF

JPF/mp

Noted JPF

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

FORM 2192-6

6 PART SET

40

CANADIAN NATIONAL TELEGRAPHS

DAYLETTER COLLECT

DIAR MN 44
MONTREAL AIRPORT
MAY 11 1949

TRANSPORT-RECORDS
MAY 12 P.M.
File 5008-E3-19

ANCIENNE LORETTE AIRWAYS LTD
ANCIENNE LORETTE AIRPORT
ANCIENNE LORETTE QUE

5851

ARQ 657 PENDING RETURN CERTIFICATE AIRWORTHINESS THIS YOUR AUTHORITY VALID UNTIL JUNE 10 1949 OPERATION EASY CHARLIE SUGAR SUBJECT LIMITATION CERTIFICATE AIRWORTHINESS NUMBER 1938

DCAS - MONTREAL

JFF:AR

FILE NO: 5008-E3-19

PHONED IN BY CNT OPERATORS MD

Worked

PATENTED - MOORE BUSINESS FORMS LTD.

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

FORM 2192.6 — 6 PART SET — 1/1

VIA: CANADIAN NATIONAL T.&T. GRAVES

DAY LETTER COLLECT

ANCIENNE LORETTE AIRWAYS
ANCIENNE LORETTE AIRPORT
ANCIENNE LORETTE QUE/EC

DIAR RE 44 MONTREAL AIRPORT JUNVAL

JUNE 23 1949

12615

TRANSPORT - RECORDS
JUN 24 A.M.
5008-E3-19
File

ANC 772 PREVIOUS AUTHORITY GRANTED OPERATION KASI CHARLIE SUGAR RE THE AMENDED NOT VALID AFTER JULY 22 - 49 SUBJECT AIRCRAFT AIRWORTHY

D C A S - MONTREAL

JGH:BD

FILE NO. 5008-E3-19

PHONED IN BY C.N.T. OPERATOR'S NO.

CHG. COLLECT

HG

Noted 12/1

PATENTED - MOORE BUSINESS FORMS LTD.

TRANSPORT - RECORDS
5008-E 3-19
JUL 28 A.M.
File 5008-

42

E3-19

Rm.44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, P.Q. July 21, 1949.

REGISTERED

17265

Ancienne Lorette Airways Ltd.,
Ancienne Lorette Airport,
Ancienne Lorette, Que.

Gentlemen:

The Certificates of Registration and Airworthiness for your aircraft Republic RC3 CF-ECS have been renewed to read valid until May 9, 1950, and are returned herewith.

Please note that during the validity of the Certificate of Airworthiness, the Weight and Balance Report for this aircraft must be kept up to date.

Yours truly,

J.P. Fournier,
for

cc H.Q.

1. Compliance with Information Circulars T/13/48 and T/14/48: Yes.

DP

2. Amendments made to Certificate of Airworthiness: Paras. 25 - 31 - deleted.
The Weight and Balance Report forms part of this Certificate and must be carried in the aircraft during flights.

c.c. D.C.A.S.
C.R.

Noted

TRANSP... - RECORDS
MAY 20 A.M.
5008-E3-19
File

43

5008-E3-19

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, P.Q. May 18, 1950.

7435

Ancienne Lorette Airways Limited,
Ancienne Lorette Airport,
Ancienne Lorette, P.Q.

Gentlemen:

Pending renewal of Certificate of Airworthiness for your Republic RC 3, CF-ECS, this letter will constitute your temporary authority not valid after June 17, 1950, for the operation of this machine.

This authority is granted subject to the aircraft being in an airworthy condition, and to the terms and limitations of Certificate of Airworthiness No. 1938 and the current Weight and Balance Report.

Yours truly,

J.L. Blondeau,
for District Superintendent, Air Regulations.

MP

NOTED

cc H.Q.
D.C.A.S.
C.R.

12568

TRANSPORT - RECORDS
JUN 22 A.M.
File 5008-E-3-19

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- BCS Serial No. 84

1. C. of A. No. 1938 Expires May 9/50 C. of R. No. 5800 Expires May 9/50
Aircraft Data - Manufacturer Republic Aviation Corp. Model RC3 Seabee
Hours flown - Since New 1041.10 Since Overhaul Nil
Engine Data - Manufacturer Aircooled Motors Inc. Model GAS-220-BGF

Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1) 2501	1052.30	452.30
(2)		
(3)		
(4)		

ARCTIC WESTERN AIRWAYS Ltd
Roscoe Grist
Signature of Applicant
Date June 14th, 1950

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed _____
"B" Engineer
Date June 14th, 1950.

3. I hereby certify that I have flown this aircraft and that its performance flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed Robert T Bevan C5216.
Test Pilot
Date June 14th, 1950

4. The following documents are attached:
Certificate of Airworthiness [X]
Certificate of Registration [X]
Weight and Balance Report (when applicable) [X]

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 5800 and C. of A. No. 1938, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificat is recommended.

Signed J. D. Mowery
District Aircraft Inspector
Date June 19-1950

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING D.A.I. CANADA.

7. C. of A. and C. of R. renewed, not valid after.

(Date)- June 14/1951 ✓

Permissible Gross Weights - Wheels
- Skis
- Floats
amphibian + skis

Signed _____
District Superintendent, Air Regulations
Date 21-6-50

Other Action:-

Note B76

NOTED

8. H.Q. Action C.A.R.

C.A.E.

(16) — 47

5008-E-3-19

Ch. 44-Edifice Trans-Atlantic Administration,
Aéroport de Montréal, Dorval, Qué., le 14 décembre 1950.

RECOMMANDEE

TO TRANSLATOR
DEC 16 A.M.
OFFICE SERVICES

Ancienne Lorette Airways Ltd.,
Québec Airport,
Ancienne Lorette, P.Q.

Messieurs,

Nous vous retournons ci-inclus les Certificats d'Immatriculation et de Navigabilité pour votre avion "Republic RC3" CF-ECS.

Nous désirons vous faire remarquer que nous avons inclus au Certificat de Navigabilité le rappert de Poids et Balance supplémentaire, numéro 147.

Dept. of Transport
REC. 16/12/50
RET. 19/12/50
TRANSLATION OFFICE

Vos tout dévoués,

J.P. Fournier,
pour: J.L. Blondeau,
Surintendant Régional- Règlements de la Navigation Aérienne.

JPF/gt
Pièces jointes.

c.c. D.C.A.S.
C.R.
H.Q. – attached is HQ's copy of above rep't

A. R. JERVIS, PRES.

A. C. SALTER, VICE-PRES.

AIRCRAFT OVERHAUL & REPAIRS LTD

LAC-A-LA-TORTUE AIRPORT
TEL. GRAND'MERE 2259 - NIGHT 2109

P. O. BOX 429
GRAND'MERE, P. Q.

Supplementary Report
No. 147

AIRCRAFT WEIGHT & BALANCE REPORT

SEABEE CF-ECS (FLYING BOAT)

The following parts of the undercarriage were removed from this aircraft:
Main wheels, brakes assy's, Oleo legs, axles & mechanism 166 lbs
Tailwheel undercarriage complete 35 lbs

ITEM	Wt Lbs	Arm Ins.	Moment ins. lbs
Aircraft Empty Weight & Moment	2192	121.29"	265873
Less Main wheel undercarriage	166	93.0	15438
Less Tailwheel undercarriage	35	241.0	8435
A/C Empty Weight & Moment	1991	121.55"	242000
Empty Weight & Moment	1991	121.55"	242000
Less 25 lbs of ballast	25	4.5"	112.5
Flying Boat Empty Weight & Moment	1966	123.04	241887.5

P.S. Calculations for the M.R.C.G. before the ballast was removed showed that the M.R.C.G. was appreciably ahead of its limit, This was due in part to the lackm of the gear retraction moment normally figured in the loading schedules and the removal of all the undercarriage system. Therefore advantage was taken of this condition to the extent of removing 25 lbs of ballast.

Checked Ht.
CAPS
Oct. 20/50.

A. R. JERVIS, PRES.

A. C. SALTER, VICE-PRES.

AIRCRAFT OVERHAUL & REPAIRS LTD

LAC-A-LA-TORTUE AIRPORT
TEL. GRAND'MERE 2259 - NIGHT 2109

P. O. BOX 429
GRAND'MERE, P. Q.

AIRCRAFT WEIGHT & BALANCE REPORT

SEABEE CF-ECS (FLYING BOAT)

ITEM	Wt Lbs	Arm Ins.	Moment ins. lbs
Aircraft empty weight & moment	1966	123.04	241887.5
Pilot & Passenger	340	62.0	21080.
Three (3) Passenger in rear seat	510	96.0	48960.
Oil (3 U.S. gls @ 7.5 lbs/gls	22.5	136.0	3060.
Gas (53.71 gls U.S. @ 5.8 lbs/gls	311.5	116.0	36134.
	3150.0	111.47	351121.5

Most forward C. of G. as a Flying Boat is 111.47"

Aircraft Empty weight & moment	1966	123.04"	241887.5
Pilot	170	62.0	10540.
Oil (3 U.S. gls)	22.5	136.0	3060.
Gas Minimum (18 U.S. Gls)	104.4	116.0	12110.4
	2262.9	118.26"	267597.9

Most rearward C. of G. as a Flying Boat is 118.26"

It will be noted that the M.F.C.G. and the M.R.C.G. fall within the C. of G. limits i.e., from (111.5) to (118.3)
The maximum all up-weight for this aircraft is 3150 lbs.
It will be noted that this aircraft has been converted as a flying boat by removing all undercarriage as per CAA Aircraft Specification A769 Note 4, a three passenger safety belt installed for the rear seat and the calculations show that the aircraft can handle five (5) passengers including the pilot and be within the prescribed limits.

Prepared by .....

Checked and approved by .....

September 24th, 1950

TRANSLATION
AH

5008-E-3-19

Room 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., December 14, 1950

REGISTERED

TRANSPORT - AIR BRANCH
DEC 18 P.M. 1950
File 5008-E3-19

Ancienne Lorette Airways Ltd.,
Quebec Airport,
Ancienne Lorette, P.Q.

Gentlemen, 36100

We are returning herewith the certificates of Registration and Airworthiness for your aircraft "Republic RC3" CF-ECS.

We wish to point out that we have included with the Certificate of Airworthiness the additional Weight and Balance report No. 147.

Noted Noted B7E

Yours truly,

J. P. Fournier

for J. L. Blondeau
District Superintendent - Air Regulations

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

49

FORM 2192-6

6 PART SET

H.G. ✓

CANADIAN NATIONAL TELEGRAPHS
DAYLETTER- COLLECT

DRAR RN 44
MTL AIRPORT
JUNE 20 1951

TRANSPORT - RECORDS
JUN 21 A.M. 1951
File 5008-E 3-19

17112

ARCIENNE LORETTE AIRWAYS LTD
QUEBEC AIRPORT
ARCIENNE LORETTE QUE

ARQ 787 AUTHORITY OPERATE REPUBLIC NO3 EASY CHARLIE SUGAR VALID UNTIL JULY NINETEENTH FIFTY ONE PENDING RENEWAL CERTIFICATE AIRWORTHINESS

JLB:eb

FILE NO 5008-E3-19

PHONED IN BY CNT OPERATORS MO

DCAS MONTREAL

Noted
Rm

9

PATENTED - MOORE BUSINESS FORMS LTD.

CANADA

19511

2444
4-50

JUL 16 A.M. 1951

File 5008-E3-19

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— BCS SERIAL No. 84

1. C. of A. No. 1938 Expires June 14/51 C. of R. No. 5800 Expires June 14/51

AIRCRAFT DATA—Manufacturer REPUBLIC AVIATION CORP. Model Republic RC3

Hours flown—Since New 1186.20 hrs Since Overhaul -----

ENGINE DATA—Manufacturer Aircooled Motors Inc. Model 6A8-215-B8F

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	23091	1191.00	80.25 hrs
(2)			
(3)			
(4)			

Signature of Applicant [signature]

Date June 7th, 1951

---

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed [signature]

"B" ENGINEER

Date June 7th, 1951

---

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed Robert Scott CS216

TEST PILOT

Date June 7th, 1951

---

4. The following documents are attached:

Certificate of Airworthiness ☒ Certificate of Registration ☒ Weight and Balance Report (when applicable) ☒

---

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 5800 and C. of A. No. 1938, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.

Signed [signature]

DISTRICT AIRCRAFT INSPECTOR

Date July 4 51

---

7. C. of A. and C. of R. renewed, not valid after (Date) [illegible] 1/1/52

Permissible Gross Weights— Wheels 3150 ✓

Skis 3150 ✓

Floats

Signed [signature]

DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date 4-7-51

Other Action:—

---

8. H.Q. Action— C.A.R.

C.A.E.

/js

VALID FOR DAY FLYING ONLY

62

Valid in Canada only.
This Certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export #E10695, and is subject to the conditions specified therein.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1938

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) (16.5.47) ANCIENNE LORETTE AIRWAYS LIMITED, ~~Ancienne Lorette Airways~~ Reg'd.
2. Christian name
3. Address Ancienne Lorette Airport, Ancienne Lorette, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Republic Aviation Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-ECS

DESCRIPTION OF AIRCRAFT

7. Type Republic Series RC-3 Constructor's No. 84
8. Place and year of construction of aircraft Farmingdale, N.Y., U.S.A. Oct. 46

CLASS OF AIRCRAFT

9. Land and/or marine Land & Marine
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d, & e
15. Maximum span (in flying position) 37' 8"
16. Maximum length (in flying position) 28'
17. Total height (with and without trolley in case of seaplanes) 10' 1"

The maximum total weight authorized does not permit of carrying the total numbers of passengers unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed: One

19. Makes: Franklin

20. Types: 6A8-215-B8F

21. International power of the engine or engines at

(a) Sea Level 215 H.P. at 2500 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted One Types Hartzell No. .....
Pitch Controllable Diameter .....

~~25. Weight of aircraft empty~~ (including water in the radiators):

~~(a) Landplane~~	~~2192~~	~~lbs.~~
(b) Seaplane		lbs.
(c) Skiplane (FID A3500H)	2166	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	454	lbs.
(a) Number of tanks: One		
(b) Capacity of tanks: 63 Imp. gals.		
27. Oil (at 9·0 lbs. per gallon)	27	lbs.
(a) Number of tanks: One		
(b) Capacity of tanks: 3 Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full ~~Sea-P. 307~~ Skl. 333 L.P.	307	lbs.
32. Maximum total weight authorized		lbs.
Landplane) Utility 2810 Normal	3150	lbs.
Seaplane)		lbs.
Skiplane	3150	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane) (Normal) Three thousand one hundred and fifty pounds
Seaplane) (Utility) Two thousand eight hundred and ten pounds
Skiplane Three thousand one hundred and fifty pounds.

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 111.5 inches and 118.3 inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2500 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2500 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Nov. 2, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 29th day of April 1947.

J. G. Stanford

Superintendent, Air Regulations.

A. R. JERVIS, PRES.

A. C. SALTER, VICE-PRES.

AIRCRAFT OVERHAUL & REPAIRS LTD

LAC-A-LA-TORTUE AIRPORT
TEL. GRAND'MERE 2259 - NIGHT 2109

P. O. BOX 429
GRAND'MERE, P. Q.

Supplementary Report
No. 147

AIRCRAFT WEIGHT & BALANCE REPORT

SEABEE CF-ECS (FLYING BOAT)

The following parts of the undercarriage were removed from this aircraft:
Main wheels, brakes assy's, Oleo legs, axles & mechanism 166 lbs
Tailwheel undercarriage complete 35 lbs

ITEM	Wt Lbs	Arm Ins.	Moment ins. lbs
Aircraft Empty Weight & Moment	2192	121.29"	265873
Less Main wheel undercarriage	166	93.0	15438
Less Tailhweel undercarriage	35	241.0	8435
A/C Empty Weight & Moment	1991	121.55"	242000
Empty Weight & Moment	1991	121.55"	242000
Less 25 lbs of ballast	25	4.5"	112.5
Flying Boat Empty Weight & Moment	1966	123.04	241887.5

P.S. Calculations for the M.R.C.G. before the ballast was removed showed that the M.R.C.G. was appreciably ahead of its limit, This was due in part to the lack of the gear retraction moment normally figured in the loading schedules and the removal of all the undercarriage system. Therefore advantage was taken of this condition to the extent of removing 25 lbs of ballast.

Checked ok
Oct. 25/50.

A. R. JERVIS, PRES.

A. C. SALTER, VICE-PRES.

AIRCRAFT OVERHAUL & REPAIRS LTD

LAC-A-LA-TORTUE AIRPORT
TEL. GRAND'MERE 2259 - NIGHT 2109

P. O. BOX 429
GRAND'MERE, P. Q.

AIRCRAFT WEIGHT & BALANCE REPORT

SEABEE CF-ECS (FLYING BOAT)

ITEM	Wt Lbs	Arm Ins.	Moment ins. lbs
Aircraft empty weight & moment	1966	123.04	241887.5
Pilot & Passenger	340	62.0	21080.
Three (3) Passenger in rear seat	510	96.0	48960.
Oil (3 U.S. gls @ 7.5 lbs/gls	22.5	136.0	3060.
Gas (53.71 gls U.S. @ 5.8 lbs/gls	311.5	116.0	36134.
	3150.0	111.47	351121.5

Most forward C. of G. as a Flying Boat is 111.47"

Aircraft Empty weight & moment	1966	123.04"	241887.5
Pilot	170	62.0	10540.
Oil (3 U.S. gls)	22.5	136.0	3060.
Gas Minimum (18 U.S. Gls)	104.4	116.0	12110.4
	2262.9	118.26"	267597.9

Most rearward C. of G. as a Flying Boat is 118.26"

It will be noted that the M.F.C.G. and the M.R.C.G. fall within the C. of G. limits i.e., from (111.5) to (118.3)
The maximum all up-weight for this aircraft is 3150 lbs.
It will be noted that this aircraft has been converted as a flying boat by removing all undercarriage as per CAA Aircraft Specification A769 Note 4, a three passenger safety belt installed for the rear seat and the calculations show that the aircraft can handle five (5) passengers including the pilot and be within the prescribed limits.

Prepared by .....

Checked and approved by .....

September 24th, 1950.

SUPPLEMENT TO ORIGINAL WEIGHT AND BALANCE REPORT 54

for

SEABEE CF-ECS SERIAL NO. 84

Undergear changed from wheels to skis.

ITEM	Wt. lbs.	Arm ins.	Moment in. lbs.
Aircraft Empty Weight & Moment	2192.	121.29	265873.
Less main wheels	51.6	93.3	4814.28
Less tail wheel	5.3	241.4	1279.42
Less wing floats	40.	119.	4760.
Plus main skis	60.	93.3	5598.
Plus tail ski	9.	241.4	2172.6
Total Weight & Moment on skis.	2164.1	121.43	262789.9

Empty Weight C.of G. on skis is: 121.43

It will be noted that the Empty Weight C.of G. on skis is slightly aft of the E.W.C.G. on wheels, and will not adversely effect ~~the~~ any approved method of loading the aircraft.

The type of skis used on this aircraft are Federal A3500/1.
CHS

Checked & as corrected, and with amendment to Equipment List of Original Manufacturer's Report
CHS Feb. 7/50.

Aircraft Overhaul & Repairs Ltd.,
Lac a la Tortue, P.Q.
February 1st, 1950.

A.D. McLaughlin.

SUPPLEMENT TO ORIGINAL WEIGHT AND BALANCE REPORT

for

SEABEE CF-ECS SERIAL NO. 84

Undergear changed from wheels to skis.

ITEM	Wt. lbs.	Arm ins.	Moment in. lbs.
Aircraft Empty Weight & Moment	2192.	121.29	265873.
Less main wheels	51.6	93.3	4814.28
Less tail wheel	5.3	241.4	1279.42
Less wing floats	40.	119.	4760.
Plus main skis	60.	93.3	5598.
Plus tail ski	9.	241.4	2172.6
Total Weight & Moment on skis.	2164.1	121.43	262789.9

Empty Weight C.of G. on skis is: 121.43

It will be noted that the Empty Weight C.of G. on skis is slightly aft of the E.W.C.G. on wheels, and will not adversely effect the any approved method of loading the aircraft.

The type of skis used on this aircraft are Federal A3500H.

C.H.S

Checked O.K. as corrected and with amendment to Equipment List of Original Manufacturer's Report.

C.H.S. Feb. 7/50.

Aircraft Overhaul & Repairs Ltd.,
Lac a la Tortue, P.Q.
February 1st, 1950.

A.D. McLaughlin.

5748

WEIGHT AND BALANCE DATA

Republic RC-3 Airplane

ATC NO.769 TENTATIVE

Certificate No. CF-ECS

Mfg. Serial No. 84

Engine Model 6A8-215-B8F

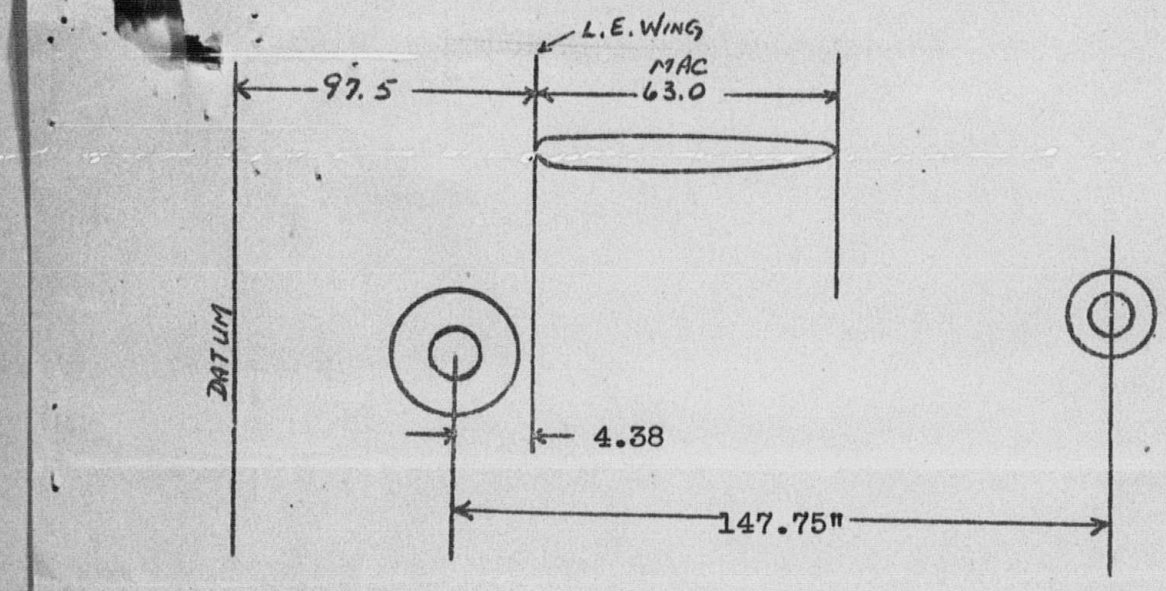
LOADING DATA - NORMAL CATEGORY

DATE 9/24/46

Pilot	Passengers		Max. Fuel U.S. Gals.	Max. Baggage Pounds
	Front Seat	Rear Seat		
1	1	2	42.0	0
1	1	1	71.0	0
1	0	2	71.0	0
1	0	1	75.0	144
1	0	0	75.0	200

LOADING DATA - UTILITY CATEGORY

Pilot	Passengers		Max. Fuel U.S. Gals.	Max. Baggage Pounds
	Front Seat	Rear Seat		
1	1	0	35.0	0
1	0	1	35.0	0
1	0	0	65.0	14



5b

Scale Reactions	Gross	Tare	Net
Main	1801	99	1702
Tail	445	0	445
Total	2246	99	2147

C.G. Empty "As Weighed" is aft of wheel ℄ $\frac{445 \times 147.75}{2147}$ = 30.62 inches

Distance from Datum to wheel ℄ = 97.5 - 4.38 = 93.12 inches

C.G. Empty "As Weighed" is aft of Datum 30.62 + 93.12 = 123.74 inches

	Weight	H-Arm	H-Moment
Empty "As Weighed"	2147.0	123.74	265,670
Missing Items			
Permanent Nose Ballast	45.0	4.5	203
Items to be subtracted			
None			
Weight Empty - Actual	2192.0	121.29	265,873

Approved: DMIR No._____

C.A.A._____

55

NORMAL CATEGORY

	Most Forward C.G.			Most Aft C.G.		
	Weight	Arm	Moment	Weight	Arm	Moment
Weight Empty	2192.0	121.29	265,873	2192.0	121.29	265,873
Pilot	170.0	62.0	10,540	170.0	62.0	10,540
Passenger - Front	170.0	62.0	10,540			
Passenger - Rear (2)	340.0	96.0	32,640			
Oil	22.1	136.0	3,006	22.1	136.0	3,006
Fuel-Min. 17.9 gal.	107.4	116.0	12,458	107.4	116.0	12,458
Wheels Up Diff.						2,820
Total	3001.5	111.63	335,057	2491.5	118.28	294,697

Approved Forward C.G. Limit = 111.5 Inches aft of Datum

Approved Aft C.G. Limit = 118.3 Inches Aft of Datum

UTILITY CATEGORY

	Most Forward C.G.			Most Aft C.G.		
	Weight	Arm	Moment	Weight	Arm	Moment
Weight Empty	2192.0	121.29	265,873	2192.0	121.29	265,873
Pilot & Chute	190.0	62.0	11,780	190.0	62.0	11,780
Pass. & Chute-Front	190.0	62.0	11,780			
Oil	22.1	136.0	3,006	22.1	136.0	3,006
Fuel-Min. 17.9 gal.	107.4	116.0	12,458	107.4	116.0	12,458
Wheels Up Diff.						2,820
Total	2701.5	112.86	304,897	2511.5	117.83	295,937

Approved Forward C.G. Limit = 111.5 Inches aft of Datum

Approved Aft C.G. Limit = 118.3 Inches Aft of Datum

SEABEE EQUIPMENT LIST

54

Spec. 769 Tentative
Mfg. Serial No. 84
Certificate No. NC CF-ECS

Item		Pounds	Station
1*Propeller	Hartzell Controllable Reversible No.HC12x20-2	64.0	(178.0)
*Engine	Aircooled Motors No.6A8-215-B8F	402.0	(139.1)
101*Fuel Pumps	A.C.Spark Plugs Corp. Model 100	4.2	(148.0)
102*Oil Cooler	Heat Exchange, Inc. Model 100	12.5	(139.8)
Landing Gear-Main			
*Wheels & Brakes	Goodrich 6056A	25.8 each.	(93.3)
200*Tire	Goodrich 7.00x8 4 ply rayon		
*Tube	Goodrich 7.00x8		
Auxiliary L.G. (Tail Wheel only)			
*Wheels	Firestone B-200	5.3	(241.4)
201*Tube	Firestone 10"		
*Tire	Firestone S.C. 6 ply nylon		
300*Battery	Auto-Lite CF129 Form 221	52.0	(13.7)
301*Generator	Auto-Lite 35 amp.Mod.GGs4801A	20.5	(128.3)
302*Starter	Delco-Remy Model 1108567	24.0	(128.3)
303*Voltage Regulator	Auto-Lite EO-8722	1.4	(110.0)
304 Cross Country Flight Instrument Panel		+2.4	(40.0)
305a Radio Receiver & Trans.	Hallicrafter CA-4	8.8	(35.3)
305b Radio Receiver & Trans.	Hallicrafter CA-2	9.8	(35.3)
306 Landing Light	Grimes D3150	1.9	(35.0)
400a Anchor & Line (Hemp)	Danforth	15.8	(40.0)
400b Anchor & Line (cotton braided)	Danforth	10.5	(40.0)
400c*Anchor & Line (nylon)	Danforth	8.5	(40.0)
401* Life Preservers (2)	Back cushions seat	4.0	(67.0)
401* Life Preservers (2)	Back cushions seat	4.0	(101.5)
* Approved Operations Manual		7.2	(65.0)
402 Fire Extinguisher			
NOTE: Permanent Ballast		45.0	(4.5)
Wing Floats (2)		40.0	(119.0)
Main Skiis (2) ~~Federal A-3500-A~~	2 — A-3500 26 x 2 = 52 lbs + Cables. ~~36½ x 2 = 73 lbs.~~	60.0	(93.3)
Tail Ski (only)		5.3	(241.4)

(Items marked * are basic equipment of airplane)

Note:- Weights of Wheels, Wing Floats & Skiis were verified by actual weighing.

Weight data as per CAA regulation 03.620 (c & d) is as indicated in Table VII and VIII.

TABLE VII - WEIGHT

Maximum Weight - Normal Category		3150 lbs.
- Utility Category		2810 lbs.
Actual Weight Empty		2192 lbs.
Weight Empty C.G. 121.29 inches aft of datum 37.76 °/° MAC		
Useful Load - Normal Category		958 lbs.
- Utility Category		618 lbs.

Useful Load Composition:	Normal		Utility
Pilot	170 lbs.	Pilot & Chute	190 lbs.
Passengers (3) each	170 lbs.	Pass. & Chute	190 lbs.
Oil (Maximum)	12 qts.	Oil (Maximum)	12 qts.
Fuel (Maximum)	75 gals.	Fuel	65 gals.
Baggage (Maximum)	200 lbs.	Baggage	

Aft C.G. Limit 118.3 inches aft of Datum (33.0 °/° MAC)
Fwd C.G. Limit 111.5 inches aft of Datum (22.3 °/° MAC)

TABLE VIII- LOADING SCHEDULES
Normal Category

Pilot	Passengers		Max. Fuel U.S.Gals.	Max. Baggage Pounds
	Front Seat	Rear Seat		
1	1	2	42	0
1	1	1	71	0
1	0	2	71	0
1	0	1	75	144
1	0	0	75	200

Utility Category

Pilot	Passengers		Max. Fuel U.S. Gals.	Max. Baggage Pounds
	Front Seat	Rear Seat		
1	1	0	35	0
1	0	1	35	0
1	0	0	65	14

/MIM
/ZC
/MM

52

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

51

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First aid kit

D.—Special equipment:

Safety belt for each occupant

Lif preserver for each occupant when operating as a marine aircraft

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

The Weight and Balance Report forms part of this Certificate and must be carried in the aircraft during flights.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Nov. 2/47 May 7, 1948.	19[illegible]
May 12, 1948	Satisfactory	May 11, 1949	J.L. Bordeau
		May 9-1950	J.L. Laurin
		June 14-1951	J.L. Laurin
		June 14/1952	J.L. Laurin

Department of Transport Civil Aviation Division CANADA

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5800

NATIONALITY AND REGISTRATION MARKS CF-ECS

1. Type and description	Republic RC-3
2. Name and address of constructor	Republic Aviation Corporation, Farmingdale, N.Y., U.S.A.
3. Constructor's serial number	84
4. Name of owner	Ancienne Lorette Airways Limited,
5. Address of owner	Ancienne Lorette Airport, Ancienne Lorette, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Quebec, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 16th day of May 19 47, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECS and is of Canadian nationality.

Given at Ottawa this 14th day of June 19 47.

H. L. Watson
per *Superintendent, Air Regulations.*

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after May 7th, 1948, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate for which there shall be payable a fee of $5.

2. In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Department of Transport — Civil Aviation Division

Renewed not valid after May 11, 1949 J.L. Bradley

Renewed valid until May 9, 1950 H. Saucier

Valid until June 14-1951 H. Saucier

Valid until June 14/1952 H. Saucier

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister of Transport.

WVG/AD

DEPARTMENT OF TRANSPORT
Intr-Departmental - Correspondence

OTTAWA, Ontario, December 21, 1951.

Pilot Rosaire Fiset (C.P. 5341)
Type Republic RC-3 Aircraft, CF-RCS

5008-307
5008-2649
5008-E3-19

50236

TRANSPORT - RECORDS
DEC 28 A.M. 1951
File 5008-E3-19

MEMORANDUM TO:
1. C.A.R. (Licensing)
2. C.A.R. (Aircraft Licensing)
3. C of T.
4. C.A.I.

1. The subject pilot was killed in an aircraft accident on November 17th, 1951.

2. May cancellation action be taken on the pilot's flying license, radio license and aircraft radio station license please.

3. It is requested that the subject pilot's name be deleted from the Information Circular distribution list, please.

4. It is requested that cancellation action be taken on the Certificate of Airworthiness and Certificate of Registration. The aircraft was destroyed in the accident and the Aircraft and Engine Log Books may therefore be returned to the owners with the usual request that they be kept as required by The Air Regulations, Paragraph 8.2.4.1.

(W.V. Gordon),
Inspector, Air Regulations.

Ottawa, 28th December, 1951

Republic RC-3 Aircraft CF-ECS

5002-307
5008-E3-19

JCF/AMB

REGISTERED

District Controller,
Air Services,
Trans-Atlantic Building,
MONTREAL AIRPORT,
DORVAL, P.Q.

Attention: District Superintendent, Air Regulations

1. Enclosed are the Engine, Journey and Aircraft and Propeller Log Books for Republic RC-3 Aircraft CF-ECS, Serial No. 64, owned by Ancienne Lorette Airways Limited, which have served their purpose for a Board of Enquiry.

2. As this aircraft was destroyed in an accident on November 17th, 1951, the Certificates of Registration No. 5800 and Airworthiness No. 1938, have been cancelled.

3. When returning the log books to the owners, their attention should be drawn to paragraph 8.2.4.1. of the Air Regulations.

(C. T. Travers)
Superintendent, Air Regulations.

Enc.

FILE NO. 5008 - E3 - 25 VOLUME NO 1

VOL. 1 5008 - E3 - 25

DEPARTMENT OF TRANSPORT

FROM APRIL 1947
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - ECY - REPUBLIC RC-3 SEABEE.

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
MAY 13 1947	4717	CAS			MAY 14 1947
MAY 19 1947	5249	CAR			JUL 10 1947
	) 1947	CRI			JUL 14 1947
		CAI ①			JUL 10 1947
JUL 11 1947		Treas.			JUL 14 1947
AUG 12 1947	15236	CAR			AUG 13 1947
JAN 5 - 1948	34554	CAE			JAN 15 1948
JAN 30 1948	Mr. Stankle	C.A.R.			FEB 2 1948
JAN 31 1948	Mr. H. Patterson				JAN 31 1948
FEB 2 1948	Request by Fitch Rm 2105	CRJ			FEB 5 1948
NOV 4 1948	(5008-E-5-25) 6834	CAR			NOV 4 - 48
					MAY 31 1954

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

1
8-46

CLASS OF SERVICE

Full Rate	
Day Letter	*
Night M...	
Night Letter	
Evening and Sunday Message	

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to. File No. 5008-E3-25

OTTAWA, April 5, 1947.

PA 2

DISTRICT INSPECTOR AIR REGULATIONS
910 CONFEDERATION BLDG
1253 McGILL COLLEGE AVE
MONTREAL 2 QUE

AR37 FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION QUOTE CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-15457 COVERING REPUBLIC RC-3 SERIAL NO 621 CANADIAN REGISTRATION CF DASH EASY CHARLIE YOKE PURCHASED BY CURTISS REID FLYING SERVICE LTD CARTIERVILLE AIRPORT BOX 365 STATION "O" MONTREAL QUEBEC CANADA BEING PREPARED UNQUOTE

TGS/CB
Charge TRANSPORT (AIR) 3712

gc/11

CIVIL AVIATION

3254 Cv 86607

CANADIAN PACIFIC
TELEGRAPHS
World Wide Communications

STANDARD TIME

W.D.NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

1947 APR 4 AM 10 25

Mr. Stephens

RAA78 47/36 DL 3 EX

WUX TDN FARMINGDALE NY 4 932A

1201

4118

CONTROLLER OF CIVIL AVIATION

OTTAWA 1201

CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-15457 COVERING REPUBLIC RC-3 SERIAL NO 621 CANADIAN REGISTRATION CF-ECY PURCHASED BY CURTISS REID FLYING SERVICE LTD CARTIERVILLE AIRPORT BOX 365 STATION "O" MONTREAL QUEBEC CANADA BEING PREPARED

H M TOOMEY SUPT OF AIRCRAFT AND CONPONENTS CAA REPUBLIC AVN CORP

Rec'd 10:30 a.m. JG
5/4/47

ENTERED ON CARDS

5008-E3-25

910 Confederation Building,
Montreal 2, Que., May 12, 1947.

Sherbrooke Airways Co. Ltd.,
Sherbrooke, Quebec.

A 4717

TRANSPORT-RECORDS
MAY 13 A.M.
File 5008.E3-25

Gentlemen:

This letter will serve as your temporary authority for the operation of Seabee CF-ECY as a commercial machine, not valid after July 11, 1947.

The empty weight of this machine has been established at 2,193 pounds, and the total maximum weight authorized is 3,150 pounds. The total maximum weight must not be extended at any time.

This authority is valid for day flying only under VFR conditions. The radio equipment in this machine must be rendered inoperative pending issuance of a radio license.

Yours truly,

J.P. Fournier,
for J. L. Blondeau,
District Inspector, Air Regulations.

JPF:HK

c.c.: C.C.A.

Export cert. ? Not on my list - ls

OTTAWA

4

5008-E3-25

910 Confederation Building,
Montreal 2, Que., May 12, 1947.

Sherbrooke Airways Co. Ltd.,
Sherbrooke, Quebec.

Gentlemen:

This letter will serve as your temporary authority for the operation of Seabee CF-ECY as a commercial machine, not valid after July 11, 1947.

The empty weight of this machine has been established at 2,193 pounds, and the total maximum weight authorized is 3,150 pounds. The total maximum weight must not be extended at any time.

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Yours truly,

J.P. Fournier,
for J. L. Blondeau,
District Inspector, Air Regulations.

JPF:HK

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

910 Confederation Building,
Montreal 2, Que., May 14, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	SEABEE - CF-ECY	5008-E3-25

A 5249

TRANSPORT-RECORDS
MAY 17 A.M.
File 5008-E3-25

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Please find attached the following documents regarding the subject aircraft:

(a) Application for Certificates of Registration and Airworthiness as a commercial machine in the name of Sherbrooke Airways Co. Ltd.,

(b) Fees $10.00 (Dept. Receipt No. 20245), will be forwarded under Cash Book Folio No.3340.

(c) Proof of Ownership: Bill of Sale from factory to Curtiss-Reid Flying Service Limited.

(d) Bill of Sale from Curtiss-Reid Flying Service Limited to Sherbrooke Airways Co. Ltd.

(e) Customs Entry Receipt.

(f) C.A.A. certificate of Airworthiness for export and documents attached thereto.

(g) Copy of our letter of authority.

2. This aircraft was inspected and certified as airworthy by Air Engineer P. Pascal on May 12, 1947. This certification has been accepted as satisfactory.

5837 (R)
2154 (A)

10

C.C.A. May 14, 1947.

3. This aircraft is equipped with a two-way radio and subject to issuance of a radio license, issuance of certificates of Registration and Airworthiness is recommended.

J. P. Fournier,
For District Inspector, Air Regulations.

JPF:gd
Encl.

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) TRIPLICATE

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... CF-ECY $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect. SHERBROOKE AIRWAYS CO., LTD.

Signature of Applicant ..... Edely Blouin

Date of Application ..... May 5/47

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Sherbrooke Airways Co,Limited.	Sherbrooke, Quebec.	Canadian.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Mr.E.Blouin	Director	Sherbrooke, Que.	Canadian.
Mr.Frank Clin	"	"	"
Mr.R.Borgoult	"	"	"
Mr.R.Laboute	"	"	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Commercial

Usual Station ..... Sherbrooke, Quebec.

Date of manufacture or reconstruction ..... April 10th.1947.

Crew required ..... Pilot

Accommodation for what number of passengers ..... Three.

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Republic Aviation Corporation

Type RC 3 Seabee Maker's No. 621

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	37'8"	folds reduced
Length o/a in feet	28'	
Height o/a in feet	9'7"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	2193	
Total weight authorized (fully loaded) in lbs 3150	Air speed 148 miles per hour	

EQUIPMENT—(Give number and type).

1. Instruments Sensitive Altimeter, Compass, Turn & Bank, Airspeed, Tachometer
2. Gauges Oil Pressure, Oil Temp.-Manifold Pressure, Gasoline, Suction.
3. Lights Navigation.
4. Signals
5. Fire Extinguishers One
6. Parachutes
7. Tools
8. Other Equipment Two-way Radio.

ENGINES	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 6A8-215-B8F			
Pusher or Tractor	Pusher			
Right or Left Hand	Left			
No. of Cylinders	6			
H.P.	215			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 12.5.47 by Eng P. Pascal

Particulars accurate as corrected yes

Modifications from type are indicated on annexed sheet no mod

Registration recommended with the following special conditions

recommended subject to issuance of radio license

Date 12.5.47

Signature J. Fournier

Registration approved and Registration Mark C.F. ECY allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

FORM ACA-500
(10-23-46)
PART C

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BILL OF SALE

FORM APPROVED
BUDGET BUREAU NO. 41-R889

8

FOR AND IN CONSIDERATION OF $-------One---------, THE UNDERSIGNED OWNER OF THE FULL LEGAL AND BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS FOLLOWS:

AIRCRAFT MAKE	SERIAL NO.	~~XXX~~ REGISTRATION NO.
Republic	621	CF-ECY

DOES THIS 8th DAY OF April, 1947 HEREBY SELL, GRANT, TRANSFER AND DELIVER ALL OF HIS RIGHT, TITLE AND INTEREST IN AND TO SUCH AIRCRAFT UNTO:

NAME OF PURCHASER
Curtiss Reid Flying Service, Ltd.

ADDRESS OF PURCHASER *(Street and number, city, zone and state)*
Cartierville Airport, Box 365, Station "O"
Montreal, Quebec, Canada

AND TO _____ EXECUTORS, ADMINISTRATORS AND ASSIGNS, TO HAVE AND TO HOLD SINGULARLY, THE SAID AIRCRAFT FOREVER, AND CERTIFIES THAT SAME IS NOT SUBJECT TO ANY MORTGAGE OR OTHER ENCUMBRANCE EXCEPT:

TYPE OF ENCUMBRANCE	AMOUNT	DATE
None		

IN FAVOR OF

IN TESTIMONY WHEREOF I HAVE SET My HAND AND SEAL
THIS 8th DAY OF April, 1947

SIGNATURE OF SELLER
M.G.Veckman

TITLE OF SELLER
Assistant Treasurer

FOR *(Name of corporation, partnership)*
Republic Aviation Corporation

ACKNOWLEDGMENT

STATE OF New York
COUNTY OF Suffolk

ON THIS 8th DAY OF April, 1947
BEFORE ME PERSONALLY APPEARED THE ABOVE-NAMED SELLER, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING BILL OF SALE, AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED. GIVEN UNDER MY HAND AND OFFICIAL SEAL THE DAY AND YEAR ABOVE WRITTEN.

NOTARY PUBLIC Robert J. Wilks
Seal

MY COMMISSION EXPIRES

Notary Public, Nassau County
Nassau County Clerk's No. 2824
Suffolk County Clerk's No. 5276
Commission Expires March 30, 1948

RETAINED BY PURCHASER - USE TYPEWRITER

READ INSTRUCTIONS ON REVERSE SIDE CAREFULLY

A-3319-0(2)+

PART C - BILL OF SALE

TO PURCHASER: It is your responsibility to determine at time of purchase of aircraft that chain of title to you is in order (from last registered owner and all intervening owners or, if not previously registered, from manufacturer through all intervening owners), and whether or not there is a lien, mortgage or other encumbrance against such aircraft. Copies of Bills of Sale confirming chain of title should be obtained and attached to file when forwarded for registration in your name. For use in checking this form at the time of purchase, both in connection with previously unregistered and previously registered aircraft, the following conditions are discussed:

Condition 1 - SALE OF AN AIRCRAFT WITH CLEAR TITLE - The seller will complete Part "C" in detail and the purchaser should check its accuracy. Both original and copy must be signed in ink by the seller and both attested to by a Notary Public. The purchaser should detach the original of the Bill of Sale and retain it as proof of ownership.

Condition 2 - SALE OF ENCUMBERED AIRCRAFT - OTHER THAN CONDITION 3 - Seller shall complete Part "C" exactly as described above, and in addition, shall indicate in the spaces provided for the purpose, the type of encumbrance and the amount and date thereof, and the name of the owner of the encumbrance. However, if it is desired that the encumbrance be recorded with the Civil Aeronautics Administration, the original or an executed counterpart thereof, (signed and notarized duplicate) must be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D.C., together with *recordation* fee of $5.00, (in addition to the *registration* fee of $5.00) payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

Condition 3 - AIRCRAFT SOLD WITH CONDITIONAL SALE CONTRACT - (FORM ACA-906 OR EQUIVALENT.) - Part "C" (Bill of Sale) will not be completed by the seller. The purchaser shall complete Parts "A" and "B" as instructions provide, and in place of the Bill of Sale, the original Conditional Sale Contract or an executed counterpart thereof (signed and notarized duplicate), the original and copy of Part "A" and copy of Part "B", together with fee of $10.00 ($5.00 for registration and $5.00 for recordation of sale contract), shall be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C. Such remittance may be made by money order or check made payable to the Treasurer of the United States, (Currency forwarded at your risk - stamps not acceptable.) Title to the aircraft is retained by the seller until the terms of the conditional sale contract are fulfilled.

Condition 4 - RECORDATION BY HOLDER OF MORTGAGE OR OTHER INSTRUMENT AFFECTING TITLE TO REGISTERED AIRCRAFT - This may be accomplished by forwarding to the Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C., the original mortgage or lien or an executed counterpart thereof (signed and notarized duplicate), together with the required recordation fee of $5.00, payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

AFTER AN ENCUMBRANCE HAS BEEN RECORDED AND ASSIGNED, AN ACKNOWLEDGMENT WILL BE FURNISHED BY THE CAA TO THE HOLDER.

CURTISS-REID FLYING SERVICE LIMITED

7

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

May 12th.1947.

Department of Transport,
Civil Aviation Division,
Room 910,Confederation Bldg.,
Montreal,Quebec.

BILL OF SALE

Dear Sirs:

KNOW ALL MEN BY THESE PRESENTS: That Curtiss-Reid Flying Service Limited, is the owner of the full legal and beneficial title to Aircraft CF-ECY. That such title to said Aircraft is not subject to any mortgage or other encumbrance.

For and in consideration of the sum of One dollar and other Valuable Considerations Curtiss-Reid Flying Service Limited,Montreal does this 12th. day of May 1947, sell, grant, transfer, and deliver all of their above-described right, title and interest in and to the above-described Aircraft, together with such equipment installed therein unto Sherbrooke Airways Company Limited,Sherbrooke, Quebec. And to their executors, adminstrators, and assigns, to have and to hold all and singular, the said Aircraft forever.

In testimony Whereof, I have set my hand and seal this 12th. day of May 1947.

CURTISS-REID FLYING SERVICE LIMITED.

W.R.J.Oliver.
President.

Copy

WO/el.

B. 1
600,000-11-46

Port of DORVAL, QUE. APRIL 16TH, 19 47
Arriving per AIR MONTREAL AIRPORT.
Imported by CURTISS REID FLYING SERVICE LTD.

Goods Exported to Canada Direct from U.S.A.
Via DORVAL, QUE.
(Country through which carried in transit if any)

CUSTOMS, CANADA
ENTRY FOR HOME CONSUMPTION

THE A.W.W. KYLE COMPANY
CARTIERVILLE AIRPORT, ST. LAURENT, QUE.

Through B. of L. produced

Sending Port Numbers of Manifests:

Report No.
Entry No.
Outport
Port 165 HAPR21 47

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applied
	DNF	SEABEE AMPHBIAN MODEL RC 3, AIRCRAFT SERIAL														
		NO 621 AS;-AIRCRAFT NOT INCLUDING ENGINES														
		UNDER REGULATIONS PRESCRIBED BY THE MINISTER		3330.14	3330	20%	666.	00								
	1	ENGINES WHEN IMPORTED FOR USE ONLY IN THE														
		EQUIPMENT OF AIRCRAFT.		1460.77	1461	17½	255.	68								
	6	COMPLETE PARTS OF AIRCRAFT NOT INCLUDING														
		PARTS IF AIRCRAFT ENGINES.		NO CHARGE	75	15%	11.	25								
					4866		932.	93	5798.	93	463.	91				
		ENGINE, "AIRCOOLED" MODEL 6AB/215/B9F NO.23640.				EXEMPT FROM PERMIT.										
		CF-SCY.														
						REPUBLIC AVIATION CORP. FARMINGDALE, L.I. U.S.A.										

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.) payable to non-residents.

Currency U.S. FUNDS. Amount 4767.07

Cheques etc. must be made payable to the Receiver General of Canada.

The spaces below this line are reserved for Customs-Excise Officers' use only, and must not be filled in by the Importer.

Sales Tax Licence No.
Power of Attorney No. 9333
which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

LANDING WAITER HOLD
Pkgs.
Computing Clerk

EXAMINE Pkgs.

Div. 1	Div. 2	Div. 3	Div. 4	Div. 5

CARTAGE

INITIALS

DUTY	932.93
SALES TAX	463.91
EXCISE TAX	1396.84
TOTAL	

NATIONAL REVENUE CANADA REVENU NATIONAL
CASHIER H
CAISSIER
4 21 1947
DUTY PAID
Droits Acquittés
MONTREAL, P.Q.

DUPLICATE

FORM 1

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of owner, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) F. POWELL do hereby declare as follows:—(1) That I am (II) ATT'Y FOR CURTISS REID FLYING SERVICE LTD the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) ARE the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at MTL. this 16TH day of APRIL. 47

(Signature) F. Powell

Witness.

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (4) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day of 19 ,

(Signature) .....

..... *Witness.*

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) Or affirmed.

I, (1) the undersigned importer of the (2) mentioned in this entry, do solemnly (3) that such (4) are imported by me for the manufacture of (5) in my own factory situated at (6) and that no portion of the same will be used for any other purpose or disposed of until so manufactured.

Sworn (7) before me this day of 19

(Signature) .....

.....

Collector or Title of Official authorized to Administer Oaths.

n ACA 26
ev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-15457

Certificate of Airworthiness

(FOR EXPORT)
-TO CANADA-

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

"The aircraft described herein, having tentative approval only, is subject to modification upon final approval and issuance of the applicable specification in order that the subject or like aircraft may be eligible for certification in the United States."

Weight and Balance data, dated April 3, 1947, including equipment list, is attached and made part of the certificate.

Owner's Manual (Maintenance Instructions) and Approved Flight Manual are attached.

Engines:	Aircooled Motors - 6A8-215-B9F
Propellers:	Hartzell (2) Blade Controllable (HC-12x20-3)
Computed Empty Weight:	2193.0 pounds. "Computed weight and balance report prepared on the basis of approved average weight established."
Standard Weight:	Normal - 3,150 pounds Utility - 2,810 pounds

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	Republic Aviation Corporation - April 1947
Type	AMPHIBIAN MONOPLANE
Model	RC-3
Serial No.	621
Date	April 10, 1947

Henry G. Smith
Henry G. Smith
Aircraft Factory Inspector

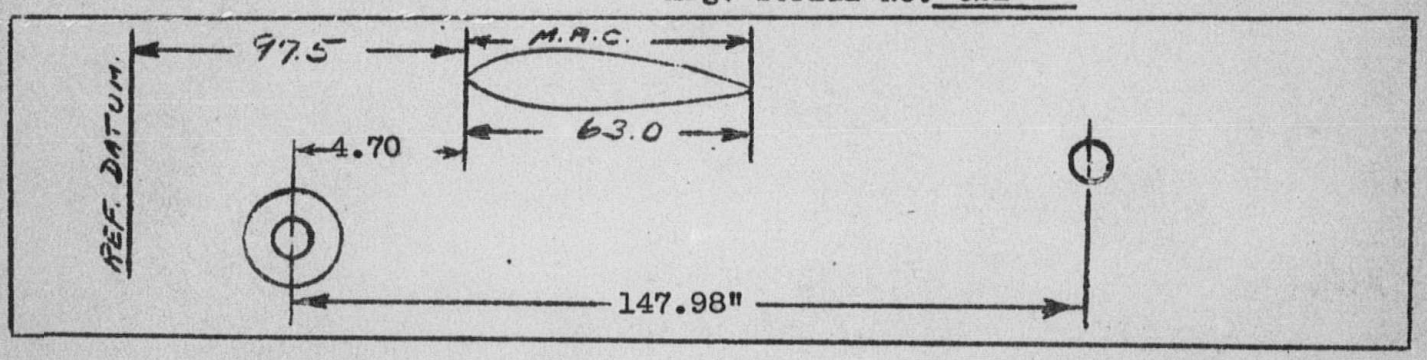
U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

V-WEIGHT AND BALANCE DATA

Republic RC-3 Airplane

ATC NO. 769

Mfg. Serial No. 621



Date 4/3/47

Computed Weight and Balance Report prepared on the basis of Approved Average Weight System.	Computed Weight	Gross	Tare	Net
	Main			
	Tail	COMPUTED		
	Total			

C.G. is aft of wheel ℄ $\frac{454 \times 147.98}{2140}$ = 31.39 inches

Distance from Datum to wheel ℄ = 97.5 - 4.70 = 92.80 inches

C.G. is aft of Datum 31.39 + 92.80 = 124.19 inches

	Weight	H-Arm	H-Moment
Empty - Less Ballast	2140.0	124.19	265,767
Permanent Ballast	53.0	4.5	239
Missing Items			
None			
Items to be subtracted			
None			
Weight Empty - Computed	2193.0	121.30	266,006

Approved: DMIR No._____

C.A.A. Edwin W. Schroeder

R.A.C. J. C. Kahler

Date April 8, 1947

NORMAL CATEGORY

	Most Forward C.G.			Most Aft C.G.		
	Weight	Arm	Moment	Weight	Arm	Moment
Weight Empty	2193.0	121.30	266,006	2193.0	121.30	266,006
Pilot	170.0	62.0	10,540	170.0	62.0	10,540
Passenger-Front	170.0	62.0	10,540			
Passenger-Rear(2)	340.0	96.0	32,640			
Oil	22.5	136.0	3,060	22.5	136.0	3,060
Fuel-Min.17.9 gal.	107.4	116.0	12,458	107.4	116.0	12,458
Wheels Up Diff.						2,820
Total	3002.9	111.64	335,244	2492.9	118.29	294,884

Approved Forward C.G. Limit - 111.5 inches aft of Datum

Approved Aft C.G. Limit - 118.3 inches aft of datum

UTILITY CATEGORY

	Most Forward C.G.			Most Aft C.G.		
	Weight	Arm	Moment	Weight	Arm	Moment
Weight Empty	2193.0	121.30	266,006	2193.0	121.30	266,006
Pilot & Chute	190.0	62.0	11,780	190.0	62.0	11,780
Pass.&Chute-Front	190.0	62.0	11,780			
Oil	22.5	136.0	3,060	22.5	136.0	3,060
Fuel-Min.17.9 gal.	107.4	116.0	12,458	107.4	116.0	12,458
Wheels Up Diff.						2,820
Total	2702.9	112.87	305,084	2512.9	117.84	296,124

Approved Forward C.G. Limit - 111.5 inches aft of Datum

Approved Aft C.G. Limit - 118.3 inches aft of Datum

REPUBLIC RC-3 EQUIPMENT LIST

Spec. 769-1

Mfg. Serial No. 621

Item	Description	Pounds	Station
1a Propeller	Hartzell Controllable Reversible No.HC12x20-2	64.0	(178.0)
1b*Propeller	or No. HC12x20-3	67.0	(178.0)
Engine	Aircooled Motors No.6A8-215-B8F	426.0	(139.1)
*Engine	or Aircooled Motors No.6A8-215-B9F	426.0	(139.1)
101 *Fuel Pumps (2)	A.C.Spark Plug Corp. Model 100	4.2	(148.0)
102* Oil Cooler	Heat Exchange,Inc. Model 100	12.5	(139.8)
Landing Gear-Main			
200 *Wheels & Brakes	Goodrich 6056A or 6056D	51.6	(93.3)
*Tire (2)	Goodrich 7.00x8-4 ply rayon		
*Tube	Goodrich 7.00x8		
Landing Gear-Auxiliary			
201	Goodyear Model PD-173 Tail wheel		
	with 4 ply S.C.Tire	5.3	(241.4)
	with 6 ply S.C.Tire	5.9	(241.4)
	with 4 ply Channel Tread Tire	6.8	(241.4)
201a*	Bendix Model 14614 or 14613 Tail Wheel		
	*with 4 ply S.C.Tire	5.3	(241.4)
	with 6 ply S.C.Tire	5.9	(241.4)
	with 4 ply Channel Tread Tire	6.8	(241.4)
201b	Firestone Model 80200F Tail wheel		
	with 4 ply S.C.Tire	5.3	(241.4)
	with 6 ply S.C.Tire	5.9	(241.4)
	with 4 ply Channel Tread Tire	6.8	(241.4)

REPUBLIC RC-3 EQUIPMENT LIST-continued

Spec. 769-1

Mfg. Serial No. 621

Item	Description	Pounds	Station
202 Ski Installation	Federal Aircraft Co. Main Skis No.A3500 Tail Ski No.AT~~32~~ 3500 (Remove 30.0 lbs. of ballast when ski install. is on airplane)	+ 13.0	(81.0)
300*Battery	Auto-Lite CF129 Form 221	52.0	(13.7)
301*Generator	Auto-Lite 35 amp.GGs4801A	23.0	(126.5)
302*Starter	Delco-Remy Model 1108567	21.5	(128.3)
303*Voltage Regulator	Auto-Lite EO-8722	1.4	(110.0)
	Ships 521 & Up	1.4	(22.5)
304*Cross Country Flight Instrument Panel		+2.4	(40.0)
305A*Radio Receiver & Trans.	Hallicrafter CA-4	8.8	(35.3)
305B Radio Receiver & Trans.	Hallicrafter CA-2	9.8	(35.3)
306 Landing Light	Grimes D3150	1.9	(35.0)
400A Anchor & Line (Hemp)	Danforth	15.8	(40.0)
400B Anchor & Line (cotton braided)	Danforth	10.5	(40.0)
400*CAnchor & Line (nylon)	Danforth	8.5	(40.0)
401* Life Preservers (2)	Back cushions seat	4.0	(67.0)
401* Life Preservers (2)	Back cushions seat	4.0	(101.5)
402* Fire Extinguisher		7.2	(6.5)
404 Cabin Heater Install. Stewart-Warner No.977-B-1	(Remove 20.0 lbs.of ballast when heater is installed)	23.0	(21.6)
NOTE: Permanent Ballast		53.0	(4.5)

(Items marked * were in airplane at time of weighing)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D. C.

A-769
REPUBLIC
RC-3

TENTATIVE AIRCRAFT SPECIFICATION

An aircraft complying with the terms of this specification and conforming with authenticated data pertaining to the approval listed herein will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer: Republic Aviation Corporation
Farmingdale, New York

Model RC-3 4 PCAmM (Normal Category) Approved July 1, 1946
2 PCAmM (Utility Category)

Engine	Aircooled ~~Model XXXXXXX~~ No. 6A8-215-~~BXX~~ B9F
Fuel	80 min. octane (CFR) aviation gasoline
Engine Limits	For all operations, 2500 rpm(215 hp)
Airspeed Limits	Normal / Utility: Cruising (True Ind.) 117 / 117; Maneuvering (True Ind) 133 / 136; Glide or dive (True Ind.) 148 / 159; Flaps extended (True Ind.) 105 / 105
Propeller limits	Pusher propeller; pitch setting at 27" station - Normal operation +18°; Reverse thrust operation -12°; Diameter - 84 in. max., 82 in. min.
C.G. range	(+111.5) (22.3% MAC) to (+118.3)(33%MAC)
Datum	Nose of airplane - located 97.5 in. ahead of wing leading edge
MAC	63 inches (L.E. of MAC at +97.5)
Leveling means	Lugs on front and rear left-hand, and rear right-hand door frames
Standard weight	Normal - 3150 lbs. Utility -2810 lbs.
Number of seats	Four - 2 (+62), 2 (+96)
Baggage	200 lbs. maximum (+119)
Fuel capacity	75 gals. maximum (tank in hull at +116)
Oil capacity	3 gals. (+136)
Control surface movements	Elevators - 28° up; 28° down Elevator tabs - 25° up; 25° down Ailerons - 20° up; 20° down Rudder - 30° left; 30° right Flaps - 0° up; 30° down
Serial nos. eligible	No. 6 and up
Required equipment	Items 1, 101, 102, 200, and 201.

Specifications Pertinent to all Models

Certification basis	Type Certificate No. 769
Production basis	Production Certificate No.____
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in chapter XII of Inspection Handbook: (a) Canada - Amphibian Airplane - not eligible (b) All other countries except Australia, United Kingdom and New Zealand:

EQUIPMENT: Items included in Standard Category airplanes when listed in the Aircraft Specification are required for the airplane to be considered as complying with the applicable requirements. Deviations to individual models may not be removed unless replaced by approved equivalent items.

Type certificate when holder of all applicable requirements must be surrendered and the aircraft operation record surrendered

Values in inches shown in parenthesis after each item represent horizontal arms to the C.G. of the item, measured minus (-) ahead and plus (+) to the rear of the datum.

A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.

Propeller and Propeller Accessories

1. Hartzell - Controllable and Reversible Pitch No. HC 12X20-F3 Blade L8427 64 lbs. (+178.0)

Engines and Engine Accessories - Fuel and Oil System

101. Fuel Pumps - AC Spark Plug Corp. Model B-F(2) 4.2 lbs. (+148)
102. Oil Cooler Heat Exchange Inc. Model 100 12.5 lbs. (+139.8)

Landing Gear

200. 7.00x8 wheels and brakes(Goodrich Model 6056A) with 7.00x8 4-ply tires 25.8 lbs(+93.3)
201. Goodyear Model PD-173 tail wheel with smooth contour 6-ply tires 5.3 lbs.(+241.4)

Electrical and Radio Equipment

300. Battery - Autolite CF129 Form 221 52 lbs.(+13.7)
301. Generator 20.5 lbs.(+128.3)
302. Starter 24.0 lbs.(+128.3)
303. Voltage regulator 1.4 lbs.(+110.0)
304. Cross country instrument panel(optional) +2.4 lbs.(+40.0)
305. a. Radio Receiver & Transmitter - Hallicrafter CA-4 8.8 lbs.(+35.3)
b. Radio Receiver & Transmitter - Hallicrafter CA-2 (optional) +1.0 lbs.(+35.3)
306. Landing light - Grimes D3150 (optional) 1.9 lbs.(+35.0)

Interior Equipment

400. a. Anchor and hemp line (See NOTE 1) 15.8 lbs.(+40.0)
b. Anchor and cotton braided line(See NOTE 1) 10.5 lbs.(+40.0)
c. Anchor and nylon line (See NOTE 1) 8.4 lbs.(+40.0)
401. Life preservers - front seats (See Note 3) 4 lbs. (+67.0)
Life preservers - rearrseats 4 lbs. (+101.5)
402. Fire extinguisher 7.2 lbs.(+65.0)

Miscellaneous (Not listed above)

600. Miscellaneous items as noted in approved weight and balance report.

NOTE 1. When anchor or line are removed add equivalent weight of ballast to anchor compartment cover.

NOTE 2. Approximately 45 lbs. of ballast required at (+4.5).

NOTE 3. Cushions on backs of front and rear seats are approved life preservers, Republic No. SK17-15944.

NOTE 4. The following placards shall be placed on the instrument panel in full view of the pilot:

THIS AIRPLANE MUST BE OPERATED AS A NORMAL OR UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH THE APPROVED OPERATING LIMITATIONS APPLICABLE IN EACH CASE.

ALL MARKINGS AND PLACARDS ON THIS AIRPLANE APPLY TO NORMAL CATEGORY. FOR UTILITY CATEGORY, REFER TO THE "APPROVED OPERATING LIMITATIONS" DOCUMENT FOR AIRSPEED, WEIGHT AND MANEUVER LIMITS.

NO ACROBATIC MANEUVERS (INCLUDING SPINS) APPROVED FOR NORMAL CATEGORY OPERATIONS.

(over)

WARNING - REVERSING PROPELLER IN FLIGHT PROHIBITED
OPERATE REVERSE LEVER WITH PROPELLER IN
LOW PITCH ONLY
MAXIMUM RPM - 1750 IN REVERSE PITCH

Charles F. Dycer, Director
Aircraft & Components Service

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-242-1
AIRCOOLED MOTORS
Franklin 6A8-215-B7F
6A8-215-B8F
6A8-215-D9F

November 18, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Aircooled Motors, Inc. Syracuse, New York.		
Model 6A8-215-	B7F	B8F	B9F
Type	6 HOA-Direct Drive	- -	- -
Rating			
Maximum, except take-off: hp,rpm, full throttle at sea level pressure altitude	215-2500-S.L.	- -	- -
Take-off, hp,rpm, full throttle	215-2500	- -	- -
Fuel (minimum octane aviation gasoline)	80	- -	- -
Bore and stroke, inches	5.00 x 4.25	- -	- -
Displacement, cubic inches	500	- -	- -
Compression ratio	7:1	- -	- -
Weight (dry), lbs.(includes cooling fan, air housings and oil cooler)	446 (with Marvel carburetor), 447 (with Bendix carburetor)	- -	- -
C.G. location			
Fwd. of rear mount C.L.,in.	12.8	- -	- -
Below prop. shaft, in.	0.5	- -	- -
Propeller shaft, SAE No.	20	- -	- -
Carburetion	Marvel-Shebler MA4-5 with 1-13/16 in. venturi or Bendix PS-5 carburetor	- -	- -
Ignition, dual	Two Delco-Remy battery ignition units No. EX42213, spark coils No. 14666	Two Eisemann LA-6 magnetos	Left, magneto, Bendix Scintilla S6LN-31, Part No. 14645; Right, Delco-Remy battery ignition unit, Part No.14612,coil No.14666
Timing, °BTC	32 (4° static)	32	32(magneto), 32(4°static with battery unit)
Spark plugs	Champion J-10 or Auto-Lite AH-4	- -	- -
Oil sump capacity, qts.	13	- -	- -
NOTES	1,2,3	1,2,3	1,2,3

"- -"indicates "same as preceding model"
"——"indicates "does not apply"

Certification basis — Type Certificate No. 242
Production basis — Production Certificate No. 9

-1/1-

NOTE 1. Maximum permissible temperature limits are 550°F cylinder head spark plug gasket, 525°F cylinder head well type thermocouple, 325°F cylinder barrel, and 260°F oil inlet.

NOTE 2. The following accessories provisions and typical engine accessories are eligible at the indicated weight increases:

Accessory	Wt. lbs.
Starter- Delco-Remy Part. No. 14540 (12 volt)	24.
Generator-Delco-Remy Part. No. 14648 or 148424 (35 amp.)	20
Fuel Pump-AC Diapragm type Part Nos. 14523 and 14844	5 (2.5 each)

NOTE 3. Carburetor fuel pressure limits:
Marvel-Shebler MA4-5, 3 to 5 psi.
Bendix PS-5, 9 to 14 psi.

Charles F. Dycer
Charles F. Dycer
Director, Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Department of Commerce
Washington 25, D. C.

21541

:sedes P-703

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

P-712
HARTZELL
HC-12x20-1 Propeller
HC-12x20-2 Propeller

November 5, 1946

AIRCRAFT PROPELLER SPECIFICATION NO. 845

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and applicable portions of 03.4 and 04.4 of the Civil Air Regulations.

Manufacturer	Hartzell Propeller Company Piqua, Ohio
Model	HC-12x20-1 and -2
Limits	Dependent on blade model installed
Pitch	Hydraulically controllable. Pitch range HC-12x20-1 is 10°. Pitch range HC-12x20-2 is 32°. (See NOTE 3).
Blade shank size	3.577" diameter, special (Hartzell "X")
Engine shaft	SAE #20 spline
Hub material	Alloy steel
Blade material	Special fabric base plastic - stainless steel or brass tipping.
Number of blades	Two
Hub models eligible	HC-12x20-1, HC-12x20-2 (See NOTE 1)

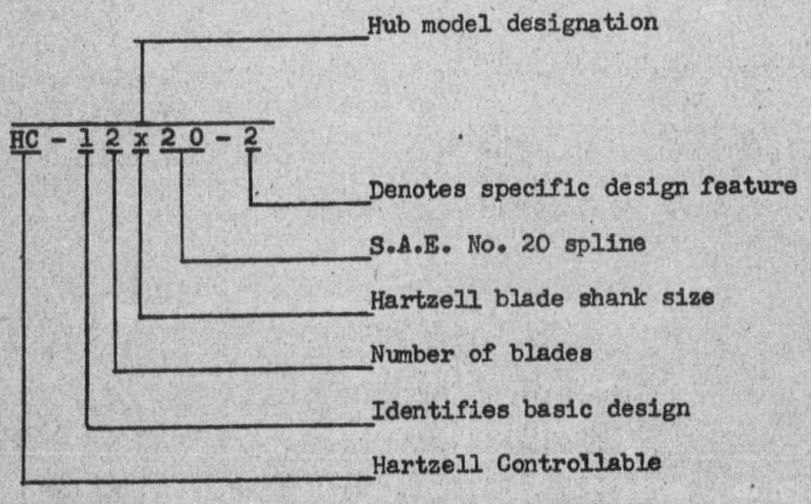
Blade Models Eligible (See Notes 2 & 5)	Max. HP	Max. RPM	Propeller Diameter	Weight Complete (Lbs.)
8628	215	2600	86"	60
8628C	185	2300	86"	60
8627	215	2600	86"	62
8427	215	2600	84"	62
8227	215	2600	82"	62
8027	215	2600	80"	62

Certification basis	Type Certificate No. 845
Production basis	Production Certificate No. 10

NOTE: Rev-3 is in process of being printed

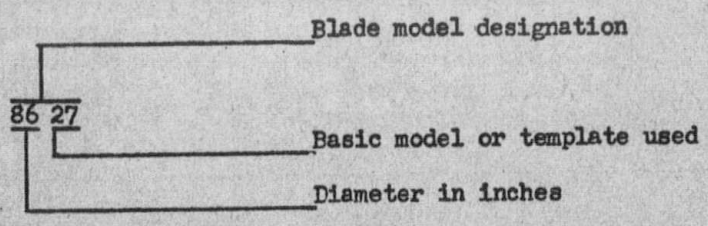
NOTE 1. Hub Model Designation. Hub model designation denotes type, basic model, blade shank size, shaft size, and special variations.

For example:



NOTE 2. Blade Model Designation. The blade model designation number consists of four digits. The first group of two digits denotes the diameter of the propeller in inches. The second group of two digits denotes the basic model number of templates used.

For example:



NOTE 3. Pitch Control. Eligible with Hartzell manually controlled, hydraulically operated pitch control mechanism.

NOTE 4. Feathering. Not applicable.

NOTE 5. Left Hand Models. The left hand version of an approved model propeller is eligible at the same rating and diameter as listed for the right hand model. It is designated by an "L" preceding the blade model designation.

NOTE 6. Interchangeable Blades. Only blades listed in the same group of the following listed groups are sufficiently similar aerodynamically and vibrationwise to permit interchangeability in the same diameter without a flight test. Blades with different model numbers, however, should not be incorporated in the same propeller, and reference should always be made to the ratings of the blades.

Group (a) 8628 and 8628C

Charles F. Dyer
Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D.C.

21424

C. A. A.

Approved Airplane Flight Manual

for the

Republic Model RC-3

This Manual must be carried in the aircraft at all times

Serial Number	Registration Number
621	CF-ECY

Those parts of the information contained herein noted as limitations are mandatory. All other data pertain to recommended operating practice and are not considered mandatory.

Approved by: H. M. Loomey
Director, Aircraft and Components Service

Date April 8, 1947

"The certificate of airworthiness issued to the aircraft described hereon, subject to the final issuance of a covering type certificate, is based upon tentative approval of aircraft of this model. Upon issuance of a covering type certificate, it may become necessary to make certain modifications or adjustments to the subject aircraft in order that the certificate of airworthiness may remain effective."

TABLE OF CONTENTS
OPERATING LIMITATIONS

PAGE

I. Airplane Operating Limitations.....2, 2a

II. Power Plant Operating Limitations.....3, 3a

III. Normal Operating Instructions.....4

IV. Performance Information.....5. to 5.f

V. Weights.....6

LOG OF REVISIONS

Revision

Revision Number	Page No.	Date	C.A.A. Inspector	Revision Number	Page No.	Date	C.A.A. Inspector
1*	5f	1/6/47					
2	2a 3 3a 6	1/30/47 " "					

*Airspeed Calibration Data: Ship 170 and up.

I. AIRPLANE OPERATING LIMITATIONS.

A. Airspeed Limitations - The airspeed indicator is marked to include airspeed limitations for Normal Category Operation; markings for both Normal and Utility Category Operations as required by CAR 03.6100 are listed in Table I. All speeds listed are TRUE INDICATED AIRSPEEDS IN MILES PER HOUR.

TABLE I. - AIRSPEED INDICATOR MARKINGS

SPEED	SYMBOL	Limits			
		Normal Category		Utility Category	
		Lower	Upper	Lower	Upper
Never Exceed Speed	Red Radial Line		148		159
Caution Range	Yellow Arc	117	148	117	159
Normal Operating Range	Green Arc	61	117	53	117
Flap Operating Range	White Arc	58	105	47	105
Maneuvering Speed	No Marking		117		117

B. Maneuvers.
Normal Category - No acrobatic maneuvers including spins approved
Utility Category- No acrobatic maneuvers approved except those listed in Table 2

TABLE 2 - PERMISSIBLE MANEUVERS-UTILITY CATEGORY SEABEE

MANEUVER	ENTRY SPEED
Spin	Stall
Lazy Eights	115
Steep Turns	100
Chandelles	120
Stalls (except whip stalls)	Stall

C. Flight Load Factors.
The positive flight load acceleration limits are indicated in Table 3.

TABLE 3 - FLIGHT LOAD FACTOR	
CATEGORY	FACTOR
Utility (Gross wgt. 2810 lbs.) Normal (Gross wgt. 3150 lbs.)	4.4 g 3.8 g

D. Flap Positions (See Table 4)

TABLE 4 - FLAP POSITIONS		
CONDITION	SEAPLANE	LANDPLANE
Take-off Landing	Flaps Down Flaps Down	Flaps Up Flaps Down

E. OPERATING PLACARDS

WARNING
REVERSING PROPELLER IN FLIGHT PROHIBITED
OPERATE REVERSE LEVER IN LOW PITCH ONLY

-2 PLATE*

*NOTE: -2 plates used on airplanes equipped with engine ball thrust bearings. Violation may result in complete loss of control.

WARNING
REVERSING PROPELLER IN FLIGHT PROHIBITED
MAX. RPM 1750 IN REVERSE PITCH
OPERATE REVERSE LEVER IN LOW PITCH ONLY

-1 PLATE*

*NOTE: -1 plate used prior to installation of engine ball thrust bearing. Reverse operation in excess of 1750 RPM will cause bearing failure and possible shaft rupture.

F. Stalling Speeds (See Table 5.)

TABLE 5 - STALLING SPEEDS				
	FLAPS	GEAR	CATEGORY	
			NORMAL	UTILITY
Power off stall	UP	Up	61 mph TIAS	53 mph TIAS
Power off stall	Down	Down	58 mph TIAS	47 mph TIAS

POWER PLANT OPERATING LIMITATIONS.

A. Engine Mfr. - Franklin Aircooled Motors
Model - Franklin 6A8-215-B9F

B. Powerplant operating limitations and markings are included in Tables 6, 7 and 8. Color coding for instrument marking is:

Red Radial Lines - Maximum or minimum (where applicable) indicators for safe operation
Green Arc - Normal operating range.
Yellow Arc - Take-off and precautionary ranges.

TABLE 6 - TAKE-OFF POWER PLANT LIMITATIONS

Condition	Reading	Marking
Maximum RPM	2500	Red Radial
Take-off RPM	2400 to 2500	Yellow Arc
Maximum Oil Temperature	260°F	Red Radial
Maximum Oil Pressure	65	Red Radial
Precautionary Oil Pressure	60 to 65	Yellow Arc

TABLE 7 - MAX. CONT. OPERATION LIMITS

Condition	Reading	Marking
Maximum Continuous RPM	2000 to 2500	Green Arc
Maximum RPM	2500	Red Radial Line
Maximum Oil Temperature	260°F	Red Radial Line
		Green Arc to Low Limit of Indicator
Oil Pressure	30 to 60	Green Arc
Fuel Pressure	2 to 9	Green Arc

TABLE 8 - FUEL OCTANE RATING

Minimum Octane Rating of Fuel Required for satisfactory operation of power plant at limits of Tables 6 and 7 is 80 OCTANE

C. Propeller Limits

Mfr: Hartzell Propeller Co.
Model: HC-12x20-3
Type: Selective pitch and reversible
High Pitch: / 18°
Reverse Pitch: -15°
Low Pitch: / 12½°
Max. RPM to reverse prop: 1200
Min. RPM to come out of reverse: 1200

D. Operating Placards

WARNING
REVERSING PROPELLER IN FLIGHT PROHIBITED.
OPERATE REVERSE LEVER IN LOW PITCH ONLY

-2 PLATE*

*NOTE: -2 plates used on airplanes equipped with engine ball thrust bearings. Reversing propeller in flight may result in complete loss of control

WARNING
REVERSING PROPELLER IN FLIGHT PROHIBITED
MAX. RPM 1750 in REVERSE PITCH
OPERATE REVERSE LEVER IN LOW PITCH ONLY

-1 PLATE *

*NOTE: -1 plate used prior to installation of engine ball thrust bearing. Reverse operation in excess of 1750 RPM will cause bearing failure and possible shaft rupture. Reversing propeller in flight may result in complete loss of control.

II. NORMAL OPERATING INSTRUCTIONS.

A. Normal Procedures.

1. To start engine: open throttle slightly, place mixture in full rich, ignition and battery switches on and engage starter. Do not engage starter for more than 30 seconds at any one time without allowing one minute rest before engaging starter again.

2. After starting engine set throttle for 9000 rpm and warm up for several minutes. Check for rpm drop on single ignition; maximum permissible is 150 rpm. Check propeller pitch change a few times; this will also fill pitch changing cylinder with warm oil.

3. Before take-off check propeller reverse pitch lever for lock in the forward pitch position and put flaps down if permitted by placing flap selector handle to "DOWN" position and pumping power pak handle. Controls are designed so that they are against the panel for take-off. No propeller pitch control is necessary; rpm will increase to desired climbing value by the time the airplane leaves the ground without changing pitch control if it is set at take-off position prior to take-off.

4. After take-off if gear is down place gear selector handle to up position and pump until signal indicates gear up. If flaps were down for take-off, gain altitude and milk flaps up by placing flap selector handle in "UP" position and pumping until flaps are up.

5. During climb, if rpm exceeds the limit allowed, it may be decreased by pulling the propeller pitch control out until the desired value is reached.

6. To cruise at maximum economy, set propeller at high pitch and maintain high manifold pressure.

7. On landing approach maintain speed of approximately 75 IAS mph. After signal shows gear down, pump a couple of extra strokes on the pump handle for added certainty.

8. After landing, raise flaps and stop engine by turning ignition, battery and master switches off. Apply parking brake.

B. Emergency Procedures.

1. To shut off fuel flow in emergencies, pull control knob under pilot's seat forward.

2. Seat backs will support one person and may be used as life preservers.

7. Performance Information

A. Sea Level Performance is as indicated in Table 9

TABLE 9 - PERFORMANCE (SEA LEVEL)

	Value			
	Landplane		Seaplane	
	Normal	Utility	Normal	Utility
(a) Stalling speed at max weight flaps down.	58	47	58	47
(b) Stalling speed at max. weight with L.G. & Flaps retracted	61	53	61	53
(c) T.O. Distance over 50' obs.	2135'	*	2645'	*
(d) Airspeed at 50' height at T.O.	79.3	*	75.5	*
(e) Landing Distance over 50' obstacle	1048'	*	1280'	*
(f) Steady Rate of Climb at Sea Level; Take-off Configuration	647fpm	751fpm	438fpm	508fpm
At T.I.A.S.	79	79	67	67
with power H.P.	208	208	208	208
R.P.M.	2500	2500	2500	2500
Man. Pr. In. Hg.	28.1	28.1	28.1	28.1
With landing gear	UP	UP	UP	UP
and flaps	UP	UP	DOWN	DOWN
(g) Steady Rate of Climb at Sea Level; Landing Configuration	455fpm	528fpm	438fpm	508fpm
At T.I.A.S.	68	68	67	67
with power H.P.	208	208	208	208
R.P.M.	2500	2500	2500	2500
Man. Pr. In. Hg.	28.1	28.1	28.1	28.1
With Landing gear	DOWN	DOWN	UP	UP
and flaps	DOWN	DOWN	DOWN	DOWN
(h) Stalling Speed (b) at 0^{o} bank	61	53	61	53
Stalling Speed (b) at 10^{o} bank	62	54	62	54
Stalling Speed (b) at 20^{o} bank	63	55	63	55
Stalling Speed (b) at 30^{o} bank	65	57	65	57
Stalling Speed (b) at 40^{o} bank	70	60	70	60
Stalling Speed (b) at 50^{o} bank	76	65	76	65
Stalling Speed (b) at 60^{o} bank	86	74	86	74

For variations of take off and landing distances and rate of climb with altitude and temperature changes see the following charts.

*To be considered as Normal Category until additional information is furnished.

B. Charts.

DISTANCE REQUIRED TO TAKE-OFF AND CLEAR 50' OBSTACLE (LAND TAKE-OFF) ON PAVED SURFACE RUNWAY								
FLAPS UP GEAR DOWN					WEIGHT - 3150 LBS NORMAL CATEGORY			
FULL THROTTLE. PROPELLER IN TAKE-OFF POSITION: TAKE-OFF AND CLIMB SPEED 79 MPH TIAS; ZERO WIND.								
TEMP °F / P. ALT	-40	-20	0	20	40	60	80	100
S.L.		1600	1710	1835	1985	2150	2315	2510
2000		1950	2125	2315	2525	2740	2985	3270
4000	2120	2505	2815	3090	3435	3755	4170	4610
6000	3075	3470	3840	4320	5050	5670	6480	7320
8000	4400	5100	6055	6910	8130	9790	11670	

DISTANCE REQUIRED TO TAKE OFF AND CLEAR 50' OBSTACLE (WATER TAKEOFF)						
FLAPS DOWN GEAR UP				WEIGHT - 3150 LBS NORMAL CATEGORY		
FULL THROTTLE: PROPELLER IN TAKE-OFF POSITION: TAKE-OFF AND CLIMB SPEED 75 MPH TIAS; ZERO WIND.						
TEMP °F / P. ALT.	0	20	40	60	80	100
S.L.	1980	2160	2375	2665	2940	3315
2000	2605	2935	3355	3830	4405	5220
4000			5480	6855	8940	12600
6000			13690			

TOTAL LANDING DISTANCES OVER 50' OBSTACLE

WATER LANDINGS — NORMAL CATEGORY
FLAPS DOWN — WEIGHT 3150 LBS
GEAR UP — ZERO WIND

THROTTLE CLOSED - PROPELLER IN TAKE-OFF POSITION; APPROACH SPEED 75 MPH TIAS

PRESSURE ALT \ TEMP °F	0	10	20	30	40	50	60	70	80	90	100
S.L.	1200	1212	1226	1239	1252	1266	1279	1295	1309	1326	1340
2000	1245	1259	1275	1291	1307	1322	1338	1353	1370	1384	1401
4000	1300	1316	1334	1350.5	1368	1385	1404	1421	1440	1454	1470
6000	1360	1382	1398	1418	1438	1456	1473	1491.5	1509	1525	
8000	1430	1450	1471	1490	1507	1524	1540				

LAND LANDINGS — NORMAL CATEGORY
FLAPS DOWN — WEIGHT 3150 LBS
GEAR DOWN — ZERO WIND

THROTTLE CLOSED - PROPELLER IN TAKE-OFF POSITION; APPROACH SPEED 75 MPH TIAS

PRESSURE ALT \ TEMP °F	-40	-30	-20	-10	0	10	20	30	40	50	60	70	80	90	100
S.L.	946	956	966	975	986	996	1007	1017	1028	1038	1048	1058.5	1068	1079	1089
2000	978	988	1000	1010	1022	1032	1044	1056	1066	1076	1087	1097.5	1109	1119	1134
4000	1013	1025	1037	1049.5	1062	1072.5	1084	1096	1108	1119	1132	1144	1157	1170	1182
6000	1052.5	1066	1077.5	1090.5	1103	1117	1128	1142	1156	1168.5	1180.5	1195.5	1210	1226	1240
8000	1094	1108	1122.5	1137	1150	1164.5	1180	1194	1209	1224	1239	1254	1269	1284	1299

Total Landing Distance = Distance from Clearance of 50' Obstacle to End of Roll

VARIATION OF RATE OF CLIMB
WITH ALTITUDE AND TEMPERATURE
FLAPS UP - GEAR UP
WEIGHT 3150 LBS
FULL THROTTLE; PROPELLER IN TAKE-OFF POSITION
NORMAL CATEGORY LANDPLANE
RATE OF CLIMB - FT/MIN

PRESS ALT / MPH TIAS*	TEMPERATURE - °F							
	-40	-20	0	20	40	60	80	100
SL / 79	795	765	735	705	675	645	622	590
2000 / 79	673	641	612	582	553	525	501	473
4000 / 77	550	520	490	460	431	404	381	354
6000 / 76	428	398	368	339	311	283	260	234
8000 / 75.5	306	275	247	218	190	165	140	116
10000 / 75.5	185	153	124	96	69	44	19	0

*CLIMB SPEED

VARIATION OF RATE OF CLIMB

WITH ALTITUDE AND TEMPERATURE

FLAPS DOWN - GEAR UP

WEIGHT 3150 LBS

FULL THROTTLE; PROPELLER IN TAKE-OFF POSITION

NORMAL CATEGORY - SEAPLANE

RATE OF CLIMB - FT/MIN

PRESS ALT / MPH TIAS*	TEMPERATURE - °F							
	-40	-20	0	20	40	60	80	100
SL / 67	575	543	512	485	460	435	412	380
2000 / 66.5	456	452	395	370	345	320	295	265
4000 / 65.5	340	310	280	255	225	202	180	150
6000 / 65	225	193	163	138	110	87	65	40
8000 / 64	110	76	50	23	7	0	---	---

*Climb speed

VARIATION OF RATE OF CLIMB .

WITH ALTITUDE AND TEMPERATURE

FLAPS DOWN - GEAR DOWN
WEIGHT 3150 LBS

FULL THROTTLE; PROPELLER IN TAKE-OFF POSITION

NORMAL CATEGORY

RATE OF CLIMB - FT/MIN

PRESS ALT / MPH TIAS*	TEMPERATURE °F							
	-40	-20	0	20	40	60	80	100
SL / 68	595	565	535	505	477	450	430	402
2000 / 67	480	448	418	390	360	340	315	290
4000 / 67	360	330	300	275	245	225	200	175
6000 / 66	245	212	185	160	130	105	85	60
8000 / 66	127	95	70	45	15	---	---	---
10000 / 65	10	--	--	--	--	--	--	--

*Climb Speed

AIRSPEED CALIBRATION

PITOT INSTALLATION POSITION ERROR

Indicator Reading MPH	True Indicated Airspeed MPH
40	42
45	47
50	51
55	56
60	60
65	65
70	69
75	74
80	78
85	83
90	87
95	92
100	96.5
105	101
110	106
115	110
120	115
125	119
130	124
135	128
140	133
145	137
150	142

Weight data as per CAA regulation 03.620 (c & d) is as indicated in Table VII and VIII.

TABLE VII - WEIGHT

Maximum Weight - Normal Category		3150 lbs.
- Utility Category		2810 lbs.
Weight Empty		2193 lbs.
Weight Empty C.G. 121.30 inches aft of datum 37.78		°/° MAC
Useful Load - Normal Category		957
- Utility Category		617

Useful Load Composition:	Normal		Utility
Pilot	170 lbs.	Pilot & Chute	190 lbs.
Passengers (2) each	170 lbs.	Pass. & Chute	190 lbs.
Oil (Maximum)	12 qts.	Oil (Maximum)	12 qts.
Fuel (Maximum)	75 gal.	Fuel	65 gal.
Baggage (Maximum)	200 lbs.	Baggage	

Aft C.G. Limit 113.3 inches aft of datum (33.0°/° MAC)
Fwd C.G. Limit 111.5 inches aft of datum (22.3°/°MAC)

TABLE VIII - LOADING SCHEDULES

Normal Category

Pilot	Passengers Front Seat	Passengers Rear Seat	Max. Fuel U.S.Gals.	Max. Baggage Pounds
1	1	2	42	0
1	1	1	71	0
1	0	2	71	0
1	0	1	75	145
1	0	0	75	200

Utility Category

Pilot	Passengers Front Seat	Passengers Rear Seat	Max. Fuel U.S. Gals.	Max. Baggage Pounds
1	1	0	36	0
1	0	1	36	0
1	0	0	65	15

Ship # 621

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

910 Confederation Building,
Montreal 2, Que., June 17, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E3-25	Accident to SEABEE CF-ECY	5008-E3-25

46

TRANSPORT-RECORDS
JUN 20 A.M.
File 5008-E 3-25

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

A 9243

1. Enclosed herewith are copies of letters from Pilot A. Leroux and Engineer J.J. Fair of Sherbrooke Airways Co. Ltd., reporting damage to the subject aircraft at Megantic on May 26, 1947. Also enclosed is copy of our letter to Pilot Leroux.

2. In view of this accident, it is requested that Certificates of Registration and Airworthiness, when issued, might be forwarded care of this office to be held here until satisfactory repairs have been carried out.

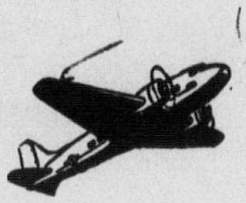
J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations.

JLB:HK

ENTERED
IN ACCIDENT
RECORDS

1906

SHERBROOKE AIRWAYS  COMPANY LIMITED

15

SHERBROOKE, P.Q.

May 29th 1947.

Department of Transport
CIVIL AVIATION BRANCH
JUN 2 1947
File No.....
MONTREAL, P.Q.

Mr. J.L. Blondeau,
District Inspector Civil Air Regulation,
Confederation Building,
Montreal, P.Q.

DAMAGE TO SEABEE AMPHIBIAM CF-ECY:

After normally anchoring the Seabee Aircraft to the Mégantic dock and taken all the precautions pertaining to this work on the night of the 25th-26th and checking again at II oclock P.M. and also at I oclock on the morning of the 26th everything was found satisfactory. Woke up at 5 A.M. to re-check the aircraft. The wind had risen to such a fury coming from the North West that it was giving waves over four feet high.nsweeping over the dock and rocking the aircraft in a freightening manner. Ran down to the aircraft with help and notice that the noze hook had broken a short while ago and the noze of the aircraft was banging on the concrete wall of the dock. Jump in the aircraft, start her in reverse and taxied the aircraft to a safer place.

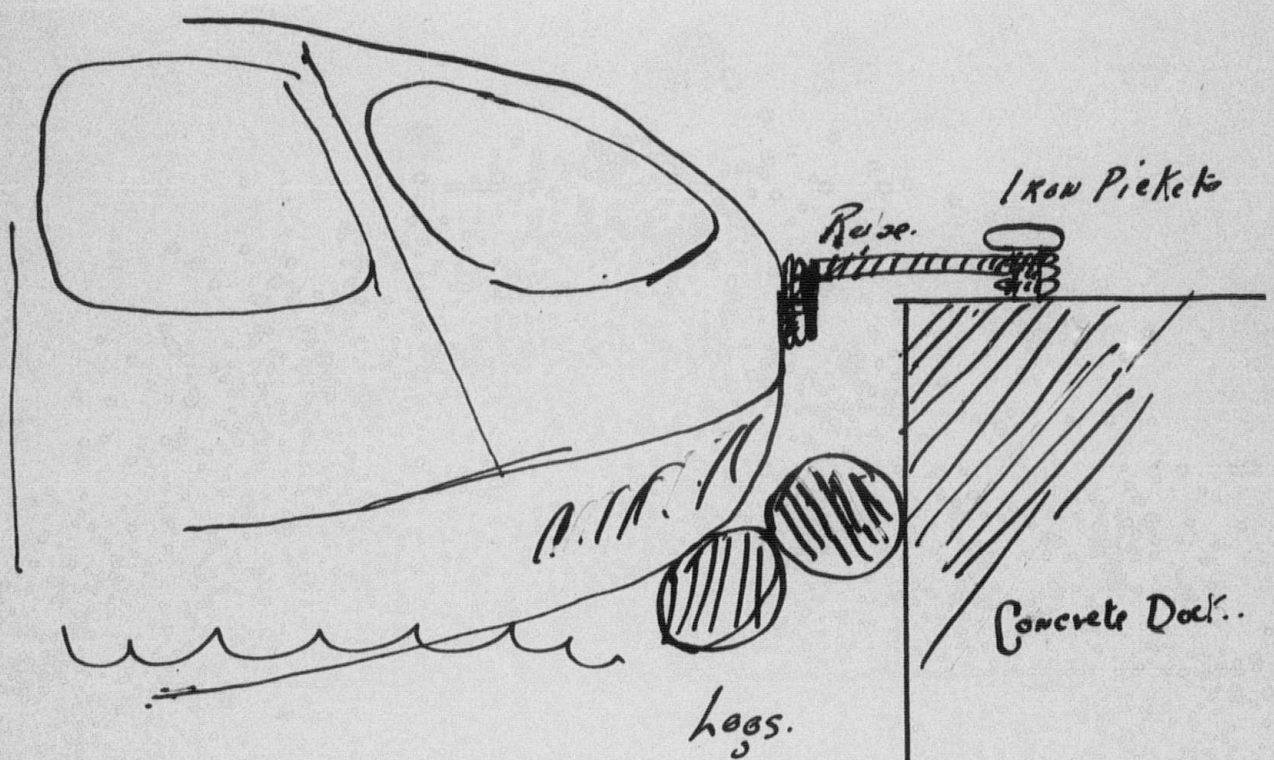
Aimé Perreault,
24 King St West,
Sherbrooke, P.Q.

T.C.A. 1906

SHERBROOKE AIRWAYS COMPANY LIMITED

14

SHERBROOKE, P. Q.

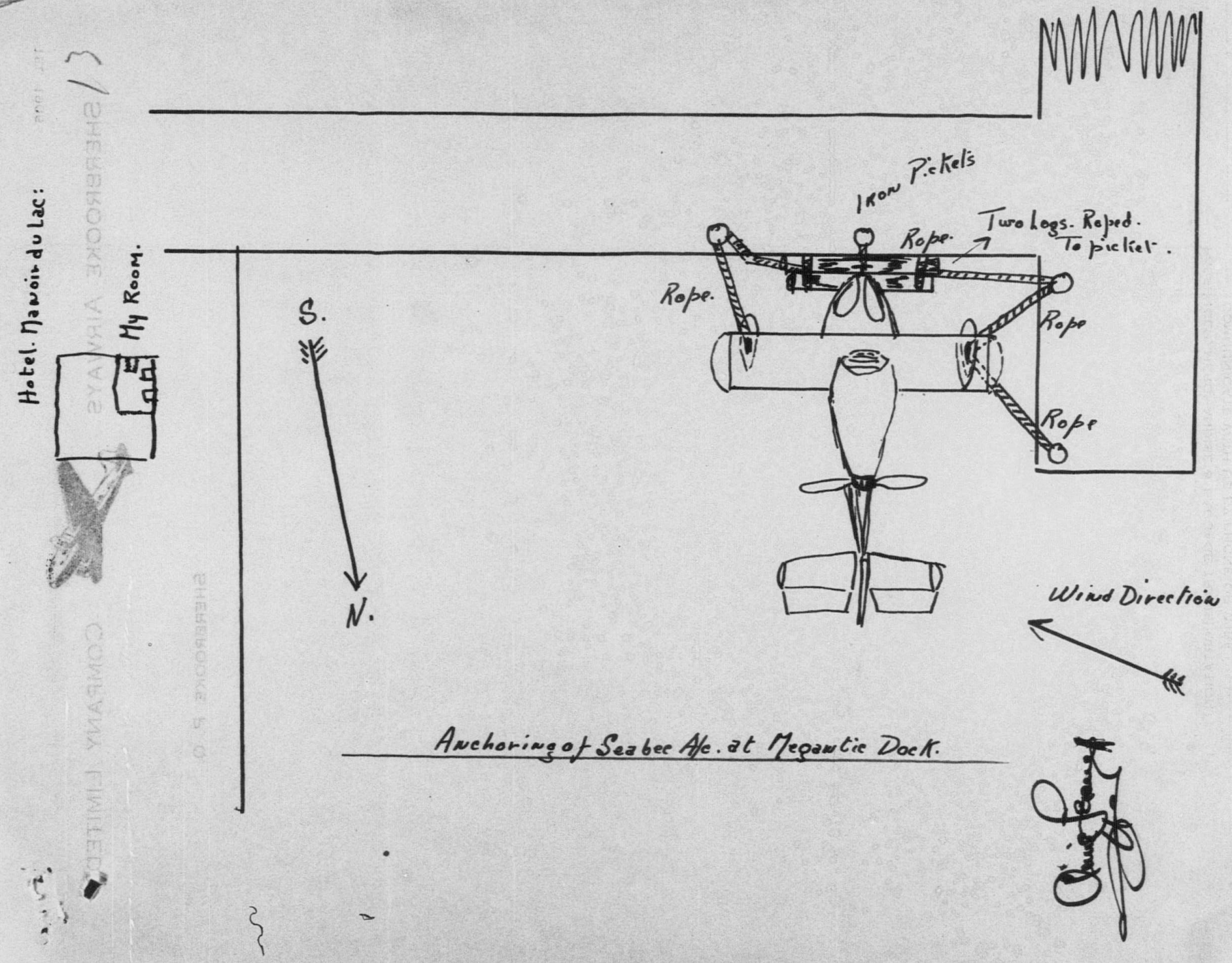


Section View of Seabee A/c.

Ormie Lloyd

PASSENGER, MERCHANDISE & BAGGAGE TRANSPORTATION.
COMMUNICATE WITH US BY PHONE OR WIRE.

SHERBROOKE AIRWAYS
SHERBROOKE, P.Q.
COMPANY LIMITED



Anchoring of Seabee A/c. at Megantic Dock.

C
O
P
Y

SHERBROOKE AIRWAYS COMPANY LIMITED.

12

Friday, May 30th, 1947.

Mr.J.L.Blondeau,
D.I.A.R.,
910 Confederation Building,
Montreal, Quebec.

Dear Sir:

This is my report on the damage to Seabee ECY on May 26th, 1947, at Lake Megantic. The nose of the aircraft is dented in considerably, keel is bent, and bottom hull plates are bent. Front door doesn't fit. The buffeting of the waves also twisted both elevators.

This was the apparent damage, but as the aircraft is now at Curtiss-Reid any further information needed could be obtained from them.

Yours

J.J.. Fair
#A-1971

CERTIFIED TRUE COPY OF ORIGINAL: JF

/JS

2462A
8-41

13
18

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5837

NATIONALITY AND REGISTRATION MARKS CF-ECY

1. Type and description	Republic RC-3
2. Name and address of constructor	Republic Aviation Corporation
3. Constructor's serial number	621
4. Name of owner	Sherbrooke Airways Co., Ltd.,
5. Address of owner	Sherbrooke, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Sherbrooke, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 12th day of May 1947, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECY and is of Canadian nationality.

Given at Ottawa this 24th day of June 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

VALID FOR DAY FLYING ONLY

VALID IN CANADA ONLY
This Certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export No.E-15457 and is subject to the conditions specified therein

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2154

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Sherbrooke Airways Co. Ltd.
2. Christian name
3. Address Sherbrooke, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Republic Aviation Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-BCY

DESCRIPTION OF AIRCRAFT

7. Type Republic Series RC-3 Constructor's No. 621
8. Place and year of construction of aircraft Farmingdale, N.Y., U.S.A., 1947

CLASS OF AIRCRAFT

9. Land and/or marine Land & Marine
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d, & e
15. Maximum span (in flying position) 36'
16. Maximum length (in flying position) 21' 9"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

Engines

18. Number installed: One

19. Makes: Aircooled Motors

20. Types: 6A8-215-B9F

21. International power of the engine or engines at

(a) Sea Level 215 H.P. at 2500 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted One Types Hartzell No. .....
Pitch Controllable Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	2193 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)		454 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	63 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		27 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	3 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full		306 lbs.
32. Maximum total weight authorized		lbs.
Landplane ((Utility) 2810 lbs.	(Normal)	3150 lbs.
Seaplane)		lbs.
Skiplane		lbs.

Compulsory Conditions

33. Maximum total weight authorized (write in full)
Landplane ((Normal) Thirty-one hundred and fifty pounds
Seaplane ((Utility) Twenty-eight hundred and ten pounds
Skiplane .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 111.5 inches and 118.3 inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2500 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2500 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated May 12, 1947 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 24th day of June 19 47

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First Aid Kit

D.—Special equipment:

Safety belt for each occupant

Life preserver for each occupant when operating as a marine aircraft

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		May 12, 1948	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/RM

5008-E3-25

H
19

Ottawa, Ontario.
July 2nd, 1947.

REGISTERED

Sherbrooke Airways Co. Ltd.,
Sherbrooke,
P.Q.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5837 and Certificate of Airworthiness No. 2154, together with Engine and Journey and Aircraft Log Books, for your Republic RC-3 aircraft, CF-ECY.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights. The Certificate of Airworthiness is valid until May 12th, 1948.

Yours very truly,

Posted in Treasury
12/7/47

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Montreal, P.Q.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	20
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAY LETTER COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

910 CONFEDERATION BUILDING
MONTREAL 2 QUE.

TRANSPORT RECORDS
AUG 11 P.M.
5-008-E3-25
File

A15236

P LAVOIE
WINDSOR MILLS AIRPORT
WINDSOR MILLS QUEBEC

AR 239 RE YOUR WIRE AUGUST EIGHTH CERTIFICATES OF REGISTRATION AND AIRWORTHINESS FOR SEABEE EASY CHARLIE YOKE ADDRESSED TO SHERBROOKE AIRWAYS ON JULY SECOND FORTY SEVEN

JP FOURNIER
CIVIL AVIATION

16.00 hrs.
PHONED DS

M.P.H.

COPY

2/

TRANSPORT-RECORDS
JAN 3
5008-C32-5
PTC

ORIGINAL ON FILE 5002-159

COPY FOR FILE 5008-E3-25

NATIONAL RESEARCH COUNCIL
CANADA

Ottawa, 31 December 1947.

Mr. H. S. Rees,
Chief Aeronautical Engineer,
Department of Transport,
Ottawa, Ontario.

A31554

Dear Sir:

Re: Seabee Aircraft. Cf-ECY

We have considered the broken air-screw from Seabee aircraft CF-ECY and our views are embodied in the appended Note. Our conclusions are naturally conditioned by the material evidence made available to us, and by the information you have been able to provide. It is regretted that no positive pronouncement on the cause of failure has been found possible, and we shall be glad to discuss with you any aspects of the Note which you may consider to warrant further investigation.

Yours faithfully,

J.H. Parkin,
Director.

Enc.

ENTERED
ON CARDS

8
9-47

22

HSR/AG'D

Ottawa, Ontario, January 8, 1948.

Investigation of Fractured Airscrew, Seabee CF-ECY

5002-159
5304-A2
5008-E3-25

District Inspector, Air Regulations,
910 Confederation Building,
1253 McGill College Avenue,
Montreal 2, P.Q.

Attention: Resident Inspector, A.I.D.

1. Enclosed herewith are two copies of the National Research Council's report of their investigation of the fractured propeller of CF-ECY. You will note that the report is rather inconclusive, but we are of the opinion that the failure was not caused by impact with any solid object in the air or at the time of the crash.

(H.S. Rees),
Chief Aeronautical Engineer.

Encl.

RSR/AO'D

23

5008-159
5302-18
5008-E3-85 C

Ottawa, Ontario,
January 14, 1948.

National Research Council,
Division of Mechanical Engineering,
Ottawa, Ontario.

Attention: Mr. J.H. Parkin - Director.

Subject: Investigation of Fractured Airscrew - CF-ECY

Dear Sir:

This will acknowledge receipt of the copies of your report resulting in your investigation of the broken propeller from Seabee CF-ECY. Your help in this problem is very much appreciated.

Yours very truly,

(H.S. Rees),
Chief Aeronautical Engineer.

VALID FOR DAY FLYING ONLY

24

VALID IN CANADA ONLY
This Certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export No. E-15457 and is subject to the conditions specified therein

2462
7-45

(12)

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2154

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Sherbrooke Airways Co. Ltd.,
2. Christian name
3. Address Sherbrooke, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Republic Aviation Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-ECY

DESCRIPTION OF AIRCRAFT

7. Type Republic Series RC-3 Constructor's No. 621
8. Place and year of construction of aircraft Farmingdale, N.Y., U.S.A., 1947

CLASS OF AIRCRAFT

9. Land and/or marine Land & Marine
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d, & e
15. Maximum span (in flying position) 36'
16. Maximum length (in flying position) 21' 9"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

ENGINES

18. Number installed: One

19. Makes: Aircooled Motors

20. Types: 6A8-215-B9F

21. International power of the engine or engines at

(a) Sea Level 215 H.P. at 2500 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews: Number fitted One Types Hartzell No. .....
Pitch Controllable Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	2193 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	454 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 63 Imp. gals.	
27. Oil	27 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 3 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	~~306~~ 309 lbs.
32. Maximum total weight authorized	lbs.
Landplane (Utility) 2810 lbs. (Normal)	3150 lbs.
Seaplane)	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane) (Normal) Thirty-one hundred and fifty pounds
Seaplane) (Utility) Twenty-eight hundred and ten pounds
Skiplane

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 111.5 inches and 118.3 inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2500 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2500 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated May 12, 1947 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 24th day of June 19 47

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First Aid Kit

D.—Special equipment:

Safety belt for each occupant

Life preserver for each occupant when operating as a marine aircraft

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		May 12, 1948	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/JS

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5837

NATIONALITY AND REGISTRATION MARKS CF-ECY

1. Type and description	Republic RC-3
2. Name and address of constructor	Republic Aviation Corporation
3. Constructor's serial number	621
4. Name of owner	Sherbrooke Airways Co., Ltd.,
5. Address of owner	Sherbrooke, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Sherbrooke, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 12th day of May 1947, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-ECY and is of Canadian nationality.

Given at Ottawa this 24th day of June 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

FILE: 5008-E3-25

JOURNEY AND AIRCRAFT LOG BOOK
and ENGINE LOG BOOK

REMOVED FROM THIS ENVELOPE AND
MAILED, UNDER SEPARATE REGISTERED
COVER, TO MR. F. CLINE, SHERBROOKE AIRWAYS COMPANY, LIMITED,
SHERBROOKE, Quebec,
November 4th, 1948.

(H. Finkle)

1

26

Aircraft written off
on Oct. 21st, 1947
in an aircraft accident
near Windsor Mills, P.Q.
See 5002-159.

Mrs Jones
In cancellation
H.Q. 30-1-48.

FILE NO. 5008 - E 4 - 7

VOLUME NO. 1

DEPARTMENT OF TRANSPORT

FROM APRIL 1947.

TO

VOL. 1 5008 - E 4 - 7

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION.

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION.

FILE TITLE CF - EDG - STINSON 108-1

CROSS REFERENCES

5201 - 131

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
DEC 23 1949	39027	CAR		GJ	DEC 27 1949
JAN 5 1950	40051	CAR		GJ	JAN 6 1950
JAN 31 1950	43812.	CAR		GJ.	FEB 1 - 1950
		CAE			FEB 1 - 1950
MAR 22 1950	51516.	CAR		GJ	MAR 23 1950
		CAE			MAR 23 1950
JUL 5 - 1950	14422	CAR		GJ	JUL 6 - 1950
		CAE		P.D.	SEP 1 1950
NOV 4 1953	47902	CAR		GJ	DEC 2 1953
DEC 2 1953		CAE			DEC 3 1953
DEC 3 1953		RFL			FEB 5 - 1954
DEC 4 1953		CRI			FEB 5 - 1954

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

1
11-48

FILE No. 5008 - E4 - 7 VOLUME No 1

VOL. 1

5008 - E4 - 7

DEPARTMENT OF TRANSPORT

FROM APRIL 1947.
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EDG - ~~REPUBLIC SEABEE~~
Stinson 108-1

CROSS REFERENCES
131
5201-C9

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
APR 15 1947	4124	CAR			APR 21 1947
APR 21 1947		CRI			
MAY 12 1947	4525	CAR			SEP 11 1947
JUL 21 1947	12820	CAR			SEP 11 '47
14/8	15231	CAR			SEP 11 47
SEP 11 47		Le Ag ①			SEP 12 47
		Le Rg ②			SEP 13 47
SEP 12 47		From ③			OCT 28 47
OCT 21 47	23238	CAR			NOV 6 47
NOV 6 47	24926	CAR			JAN 22 1948
JAN 3 - 1948	31440	CAR			JAN 6 1949
JAN 6 1949	38631	CAR			JAN 8 1949
JAN 7 1949	38963	CAR			MAR 12 1949
MAR 10 1949	47503	CAR			MAR 28 1949
MAR 17 1949	48181	CAR			MAR 23 1949
		REL ①			MAR 28 1949
	49283	CAR			MAR 28 1949
MAR 28 1949		Le Ag ①			MAR 28 1949
MAR 28 1949		Le Rg ②			MAR 31 1949
MAR 28 1949		From Hours ③			APR 4 - 1949
APR 4 - 1949	48181	CAE			JUN 8 - 1949
JUN 7 - 1949	9685	CAR			JUN 28 1949
JUN 21 1949	11733.	CAR			
		CAE			

TRANSPORT - RECORDS
APR 14 P.M.
File 5-008-E4-7

5008-E4-7

4124

910 Confederation Building,
Montreal 2, Que., April 10, 1947.

Curtiss-Reid Flying Service Limited,
Cartierville Airport,
Cartierville, Quebec.

Gentlemen:

Re: Seabee CF-HDG.

This letter will constitute your authority not valid after June 9, 1947, for the operation of the subject aircraft as a commercial one.

The maximum all-up weight of this machine must not exceed 2,230 pounds. The weight empty of same has been established at 1264 pounds.

This authority is valid for VFR day flying only. No more than three passengers may be carried in addition to the pilot.

The radio equipment in this machine must be rendered inoperative until the radio license has been issued.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations.

VLB:HK

This Co. have an experimental Lic. # to fly in connect. for test & demonstration

5008-E4-7

910 Confederation Building,
Montreal 2, Que., April 10, 1947.

Curtiss-Reid Flying Service Limited,
Cartierville Airport,
Cartierville, Quebec.

Gentlemen:

Re: Seabee CF-EDG.

This letter will constitute your authority not valid after June 9, 1947, for the operation of the subject aircraft as a commercial one.

The maximum all-up weight of this machine must not exceed 2,250 pounds. The weight empty of same has been established at 1264 pounds.

This authority is valid for VFR day flying only. No more than three passengers may be carried in addition to the pilot.

The radio equipment in this machine must be rendered inoperative until the radio license has been issued.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations.

JLB:HK

Noted

Form ACA 26
(Rev. 10-15-40)

United States of Amer.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

14013

Certificate of Airworthiness

(FOR EXPORT)

to Canada

This certifies that the aircraft specified below and more particularly described in the accompanying specification has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Engine: Franklin 6A4-150-B3

Propeller: Sensenich 76JR53

Computed empty weight: 1264

Standard weight: Normal category - 2230
Utility category- 1925

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Aircraft Specification, in process of being prepared will be forwarded as soon as available.

Manufactured by	CONSOLIDATED VULTEE AIRCRAFT CORPORATION Stinson Division - March 18, 1947
Type	LAND MONOPLANE
Model	108-1
Serial No.	108-2158
Date	March 22, 1947

Armer M. Alcorn
3006
Armer M. Alcorn, Superintendent
Aircraft and Components Branch

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

SUPERSEDES P-676

DEPAR.
CIVIL AERONA..
WASHINGTON ..

AIRCRAFT PROPELLER SPECIFIC.

Propellers of models described herein conforming with these specificati.. Civil Aeronautics Administration are rated as airworthy for use in certifi.. ..on pertinent aircraft specifications and applicable portions of 03.4 and 04.4 of The ..ations.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
A1	TC 385	40	2000	70-3/4"	55"	8	5/16"	4-5/8"	6"	3-3/4"	10	-
42K12335	TC 586	(Same as 90HASP-90)										
42K12335M	TC 586	(Same as 90HASP-90M)										
42K19593	TC 546	225	2100	96"	62"	8	7/16"	7"	9-1/4"	6"	29	
43K10107	TC 691	(Same as 72C-42)										
43K13605	TC 811	(Similar to 90JA-79 with same rating)										
43K15131	TC 586	(Serial Nos. up to B0146 incl. same as 86RA-62. Serial Nos. B0147 to B2285 incl. same as 86RA-61)										
43K15131A	TC 586	(Same as 86RA-61)										
43K19181	TC 546	(Same as 90LA-76)										
43K26215	TC 586	(Same as 90HA-86)										
44K15005	TC 586	(Similar to 85LYA with same rating)										
44K24605	TC 811	(Same as 90JA-81)										
60BA	TC 734	50	3000	60"	34"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60DA	TC 734	50	3000	60"	41"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60EA	TC 734	50	3000	60"	28"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
63	TC 489	37	2550	63"	36"	6	3/8"	4"	5-3/4"	3-1/4"	7	-
63B	TC 565	36	2400	63"	38"	6	3/8"	5"	6-3/8"	3"	7	
66A	TC 731	65	3500	66"	35"	6	3/8"	4"	5-3/8"	3-3/16"	7	1
66CA	TC 765	155	3200	66"	66"-63"	8	7/16"	5"	7-3/8"	4"	11	1
69	TC 386	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	7	3
69A	TC 666	45	2575	69"	36"-28"	6	3/8"	5"	6-3/8"	2-1/2"	8	1
69B	TC 449	36	2400	69"	28"	6	3/8"	5"	6-3/8"	3"	8	3
69C	TC 537	40	2575	69"	26"-23"	6	3/8"	4"	5-3/8"	3-1/4"	8	1,4
69D	TC 554	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	8	3
69E	TC 581	45	2575	69"	35"-33"	6	3/8"	5"	6-3/8"	2-1/2"	8	1,3
69F	TC 581	42	2575	69"	33"	6	3/8"	4"	5-3/8"	3-3/16"	8	3
69J	TC 564	40	2575	69"	28"-26"	6	3/8"	4"	5-3/8"	3-1/4"	7	1,4
69M	TC 668	50	2500	69"	38"	6	3/8"	4-3/4"	6-1/4"	3-1/4"	8	-
70A	TC 734	80	2700	70"	56"-52"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70AB	TC 734	90	2500	70"	56"-46"	6	3/8"	4"	6-1/8"	4"	9	1
70AF	TC 734	80	2650	70"	56"-46"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70D	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70DF	TC 734	80	2500	70"	50"-44"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70F	TC 679	60	2400	70"	47"-43"	6	3/8"	4"	6"	3-1/4"	9	1,2
70L	TC 679	55	2300	70"	47"-41"	6	3/8"	4-3/8"	6"	3-1/4"	9	1,2
70LY	TC 718	65	2550	70"	40"-32"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	9	1
72	TC 591	40	2540	72"	30"	6	3/8"	5"	6-3/8"	2-3/4"	8	-
72A	TC 666	45	2500	72"	31"	6	3/8"	5"	6-3/8"	2-1/2"	7	-
72AB	TC 782	90	2500	72"	60"-40"	6	3/8"	4"	6-1/8"	4"	9	1
72B	TC 595	40	2575	72"	30"	6	3/8"	4"	5-3/4"	3-3/16"	8	-
72C	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72CK	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72DC	TC 734	75	2300	72"	55"-48"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	9	1
72DF	TC 734	90	2500	72"	55"-48"	6	3/8"	4"	6-1/8"	4"	9	1
72EB	TC 789	125	2600	72"	68"-62"	6	3/8"	4-3/4"	7"	4-3/4"	12	1
72EC	TC 789	125	2600	72"	68"-62"	8	3/8"	5-1/4"	7"	4"	12	1
72F	TC 691	65	2350	72"	50"-40"	6	3/8"	4"	6-1/8"	3-1/4"	10	1

* Production basis - Production Certificate No. 1

20432

					Hub Drilling							
						No. Holes	Dia. Holes	Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
					"-65"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
					-65"	6	3/8"	6-3/16"	8"	4-1/8"	16	1
					7"-65"	8	3/8"	7"	8"	4-1/8"	16	1
72L					41"	6	3/8"	4-5/8"	6-1/8"	3-1/2"	10	-
72LY					41"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	10	1
73BE	TC	838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	14	1
73BR	TC	838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	14	1
73KE	TC	838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC	838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC	689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC	766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC	709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC	765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC	765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC	765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC	765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC	765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC	765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC	765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FK	TC	765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FKI	TC	765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FM	TC	765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC	538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC	789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC	789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC	525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC	538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC	667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC	692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC	711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC	711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC	766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC	766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC	766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC	766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC	738	75	2015	76"	60"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC	834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC	557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC	538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78L1	TC	538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC	538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC	538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC	538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC	536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC	538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC	538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC	551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC	538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC	547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC	547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC	538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC	538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC	538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC	586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC	715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC	527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC	462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC	479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC	485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EI	TC	485	(Left Hand of 84E)										
84ES	TC	485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

All Sensenich Wood Propeller Specifica[illegible] -

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	No. Holes						
84J	TC 555	90	2025	84"	52"	8	3/					
84M	TC 538	125	2175	84"	64"	8	3/8"					
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	[illegible]			19	1
85RB	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RW	TC 586	190	2550	85"	61"-52"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517	(Left hand of 90BA)										3
90C	TC 517	(Same as 90A)										1
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	3
90E	TC 517	(Left hand of 90C)										1
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586	(Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)										
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T)	(TC 586	125	1750	96"	71"-63"	8	3/8"	5-14"	7"	4"	20	1
96T)	(TC 586	125	1750	96"	71"-63"	6	15/32"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

							Hub Drilling					
						No. Holes	Dia. Holes	Dia. Bolt Circle	Dia.	Thick-ness	Weight (lbs.)	Notes
					-58"	8	1/2"	6.693"	9-1/4"	6"	31	1
102					59"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102A	TC [illegible]				55"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1950	102"	59"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CB	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyce
Charles F. Dyce, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

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(See NOTE 4)— (6A4-130-B3
(6A4-135-A3
(6A4-140-B3
(6A4-145-A3
(6A4-150-B3,-B31

May 23, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer: Aircooled Motors Corporation, Inc.
Syracuse 8, New York

Model 6A4-	125-A3	130-B3	135-A3	140-B3	145-A3	150-B3,-B31
Type 6HOA- Direct drive						
Rating; Maximum, except take-off; hp,rpm,full throttle at Sea level pressure altitude	125-2200 S.L.	130-2200 S.L.	135-2450 S.L.	140-2375 S.L.	145-2600 S.L.	150-2600 S.L.
Take-off hp,rpm,full throttle	125-2200	130-2200	135-2450	140-2375	145-2600	150-2600
Fuel(Min. octane aviation gasoline)	73	80	73	80	73	80
Bore and stroke, inches	4.5x3.5	--	--	--	--	--
Displacement, cubic inches	335	--	--	--	--	--
Compression ratio	6.5:1	7:1	6.5:1	7:1	6.5:1	7:1
Weight (dry) lbs.	280	--	--	--	--	--
C.G. location(inc. starter & 15 amp. generator) Forward of the mounting lug C.L., in.	5.6	--	--	--	--	--
Below propeller shaft,in.	1.0	--	--	--	--	--
Propeller shaft,SAE No. 3	Integral flange	--	--	--	--	(See NOTE3)
Carburetion	Marvel MA-3SPA carb.	--	--	--	--	--
Front balance pipe size, in. dia.	1	--	--	--	1.25	--
Ignition, dual	Eisemann LA-6 or Scintilla SF6RN8 magnetos with impulse coupling	--	--	--	--	--
Timing, °BTC	24	28	24	28	24	28
Spark plugs	Auto-Lite A5-B or AH4-S,Champion C-10,S;J-10; 788. AC SA-47	--	--	--	--	--
Oil sump capacity,qts.	8	--	--	--	--	--
NOTES	1,2	1,2	1,2	1,2	1,2	1,2,3

"- -" indicates "same as preceding model"

...tors Franklin 6A4-125-A3, etc.

Certification basis	Type Certificate No. 239
Production basis	Production certificate No. 9

NOTE 1. Maximum permissible cylinder head, barrel, and oil inlet temperature, 500°F, 300°F, and 230°F, respectively.

NOTE 2. The following accessory provisions and typical engine accessories are eligible at the indicated weight increases:

	Weight - Lbs.
Starter	
Delco-Remy, Part No. 10750	16
Generator	
Auto-Lite, Part No. 10119 (15 ampere)	12
Delco-Remy, Part No. 17555 (12 ampere)	12
Delco-Remy, Part No. 17556 (25 ampere)	16
Delco-Remy, Part No. 17557 (35 ampere)	20
Fuel pump	
AC diaphragm type, Part No. 11921	3
Miscellaneous	
Shielded ignition	3

NOTE (3). 6A4-150-B31 incorperates a propeller shaft drilled for eight 3/8 inch bolts on a five inch circle.

NOTE (4). The above engines were formerly identified as follows:

Old Model Designation	Current Model Designation
6AL-335-A3	6A4-125-A3
6AL-335-B3	6A4-130-B3
6AL-335-C3	6A4-135-A3
6AL-335-D3	6A4-140-B3
6AL-335-E3	6A4-145-A3
6AL-335-F3	6A 4-150-B3
6AL-335-F31	6A 4-150-B31

The data plate on all engines should be corrected accordingly where necessary.

(signed) Charles F. Dycer, Director
Aircraft & components Service.

Weight + Balance Report
removed from file and
forwarded to D.I.A.R.
Montreal
10 3/49

B. 1
600,000-11-46

Port of DORVAL, QUE. MARCH 31ST. 1947
Arriving per AIR-- MONTREAL AIRPORT.
Imported by CURTISS REID FLYING SERVICE LTD.
Goods Exported to Canada Direct from U.S.A.
Via DORVAL, QUE.
(Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Through B. of L. produced

Sending Port Numbers of Manifests:

THE A.W. KYLE COMPANY

Report No.
Entry No.
Outport
Port 7 HAPR1 '47

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applied
C.F.C.	1	STINSON "VOYAGER" AIRCRAFT AS-														
		AIRCRAFT NOT INCLUDING ENGINES UNDER														
		REGULATORS PRESCRIBED BY THE MINISTER.		1357.80	1357.	20%	671.	40								
		ENGINES WHEN IMPORTED FOR USE ONLY														
		IN THE EQUIPMENT OF AIRCRAFT.		903.50	903.	17½	158.	38								
		XXX HAND FIRE EXTINGUISHERS.		35.13	35.	20%	7.	50								
					2297.		837.	28	5124.	28	409.	94				
									EXEMPT FROM PERMIT							
		FOR:- CARTIERVILLE AIRPORT,														
		ST. LAURENT, QUE.														
		FROM:- CURTISS WRIGHT AIRPLANE CORP. WAYNE, MICH. U.S.A.														

NATIONAL REVENUE CANADA REVENU NATIONAL CASHIER CAISSIER 4 1 1947 DUTY PAID Droits Acquittés MONTREAL, P.Q.

DUTIABLE

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.) payable to non-residents.

Currency U.S. FUNDS. Amount 29.50

Cheques etc. must be made payable to the Receiver General of Canada.

INITIALS

DUTY	837.28
SALES TAX	409.94
EXCISE TAX	
TOTAL	1247.22

Sales Tax Licence No. 9999
Power of Attorney No.
which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

The spaces below this line are reserved for Customs-Excise Officers' use only, and must not be filled in by the importer.

LANDING WAITER HOLD

Pkgs.

Computing Clerk

EXAMINE Pkgs.

Div. 1	Div. 2	Div. 3	Div. 4	Div. 5

CARTAGE

FORM 1

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of owner, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) G. POWELL do hereby declare as follows:—(1) That I am (II) ATT'Y FOR CURTISS RETD FLYING SERVICE LTD. the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) ARE the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at MTL. this 31ST. day of MARCH. 19 47 .

(Signature) .....

.....*Witness.*

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) . the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (4) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day of 19 ,

(Signature) .....

.....*Witness.*

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) Or affirmed.

I, (1) the undersigned importer of the (2) mentioned in this entry, do solemnly (3) that such (4) are imported by me for the manufacture of (5) in my own factory situated at (6) and that no portion of the same will be used for any other purpose or disposed of until so manufactured.

Sworn (7) before me this day of 19

(Signature) .....

.....

Collector or Title of Official authorized to Administer Oaths.

PART C - BILL OF SALE

TO PURCHASER: It is your responsibility to determine at time of purchase of aircraft that chain of title to you is in order (from last registered owner and all intervening owners or, if not previously registered, from manufacturer through all intervening owners), and whether or not there is a lien, mortgage or other encumbrance against such aircraft. Copies of Bills of Sale affirming chain of title should be obtained and attached to file when forwarded for registration in your name. For use in checking this form at the time of purchase, both in connection with previously unregistered and previously registered aircraft, the following conditions are discussed:

Condition 1 - SALE OF AN AIRCRAFT WITH CLEAR TITLE - The seller will complete Part "C" in detail and the purchaser should check its accuracy. Both original and copy must be signed in ink by the seller and both attested to by a Notary Public. The purchaser should detach the original of the Bill of Sale and retain it as proof of ownership.

Condition 2 - SALE OF ENCUMBERED AIRCRAFT - OTHER THAN CONDITION 3 - Seller shall complete Part "C" exactly as described above, and in addition, shall indicate in the spaces provided for the purpose, the type of encumbrance and the amount and date thereof, and the name of the owner of the encumbrance. However, if it is desired that the encumbrance be recorded with the Civil Aeronautics Administration, the original or an executed counterpart thereof, (signed and notarized duplicate) must be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D.C., together with *recordation* fee of $5.00, (in addition to the *registration* fee of $5.00) payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

Condition 3 - AIRCRAFT SOLD WITH CONDITIONAL SALE CONTRACT - (FORM ACA-906 OR EQUIVALENT.) - Part "C" (Bill of Sale) will not be completed by the seller. The purchaser shall complete Parts "A" and "B" as instructions provide, and in place of the Bill of Sale, the original Conditional Sale Contract or an executed counterpart thereof (signed and notarized duplicate), the original and copy of Part "A" and copy of Part "B", together with fee of $10.00 ($5.00 for registration and $5.00 for recordation of sale contract), shall be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C. Such remittance may be made by money order or check made payable to the Treasurer of the United States, (Currency forwarded at your risk - stamps not acceptable.) Title to the aircraft is retained by the seller until the terms of the conditional sale contract are fulfilled.

Condition 4 - RECORDATION BY HOLDER OF MORTGAGE OR OTHER INSTRUMENT AFFECTING TITLE TO REGISTERED AIRCRAFT - This may be accomplished by forwarding to the Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C., the original mortgage or lien or an executed counterpart thereof (signed and notarized duplicate), together with the required recordation fee of $5.00, payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

AFTER AN ENCUMBRANCE HAS BEEN RECORDED AND ASSIGNED, AN ACKNOWLEDGMENT WILL BE FURNISHED BY THE CAA TO THE HOLDER.

FORM ACA-500 (10-23-46) PART C	DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION	*FORM APPROVED BUDGET BUREAU NO. 41-R889*
	BILL OF SALE	

FORWARD TO WASHINGTON

(one dollar and other considerations)
FOR AND IN CONSIDERATION OF $_____, THE UNDERSIGNED OWNER OF THE FULL LEGAL AND BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS FOLLOWS:

AIRCRAFT MAKE	SERIAL NO.	CAA REGISTRATION NO.
Stinson	108-2158	CF-EDG

DOES THIS 22nd DAY OF March, 19 47 HEREBY SELL, GRANT, TRANSFER AND DELIVER ALL OF HIS RIGHT, TITLE AND INTEREST IN AND TO SUCH AIRCRAFT UNTO:

NAME OF PURCHASER
Curtiss-Reid Flying Service

ADDRESS OF PURCHASER *(Street and number, city, zone and state)*
Box 365, Station "O" Montreal, Quebec, Canada

AND TO their EXECUTORS, ADMINISTRATORS AND ASSIGNS, TO HAVE AND TO HOLD SINGULARLY, THE SAID AIRCRAFT FOREVER, AND CERTIFIES THAT SAME IS NOT SUBJECT TO ANY MORTGAGE OR OTHER ENCUMBRANCE EXCEPT:

TYPE OF ENCUMBRANCE	AMOUNT	DATE

IN FAVOR OF

IN TESTIMONY WHEREOF we HAVE SET our HAND AND SEAL
THIS 22nd DAY OF March, 19 47

SIGNATURE OF SELLER N. E. Monroe

TITLE OF SELLER
Coordinator

FOR *(Name of corporation, partnership)*
Consolidated Vultee Aircraft Corp.

ACKNOWLEDGMENT

STATE OF Michigan
COUNTY OF Wayne
ON THIS 22nd DAY OF March, 19 47
BEFORE ME PERSONALLY APPEARED THE ABOVE-NAMED SELLER, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING BILL OF SALE, AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED. GIVEN UNDER MY HAND AND OFFICIAL SEAL THE DAY AND YEAR ABOVE WRITTEN.

NOTARY PUBLIC J. P. Shaw — MY COMMISSION EXPIRES 1-12-51

Seal

READ INSTRUCTIONS ON REVERSE SIDE CAREFULLY

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) TRIPLICATE.

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration EDG ..... $5.00 ✓

Certificate of Airworthiness ..... $5.00 ✓
(See note below)

The particulars given below are true in every respect. CURTISS-REID FLYING SERVICE, LIMITED

Signature of Applicant ..... W.R.J. Oliver

Date of Application ..... April 1st. 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CURTISS-REID FLYING SERVICE LIMITED.		
	Montee St.Laurent, St.Laurent.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
W.R.J.OLIVER.	President.	525 Clarke Ave.	Canadian.
H.H.WALKER.	Director.	3255 Cedar Ave.	"
S.B.MILLEN.	"	639 SteJames St.	"
MRS.G.W.OLIVER.	"	525 Clarke Ave.	"
MISS I.OLIVER.	"	525 Clarke Ave.	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial, Passenger and freight.

Usual Station Curtiss-Reid Airport (Cartierville)

Date of manufacture or reconstruction March 1947.

Crew required One.

Accommodation for what number of passengers Three.

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

6078(R)
2289(A)

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier — made by: Consolidated Vultee Aircraft Corporation.

Type: Stinson 150 (108-1) — Maker's No.: 108-2158.

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33'11"	
Length o/a in feet	24'6"	
Height o/a in feet	6'10"	

Cubic Capacity (of Airship or Balloon):

Weight equipped, but without load, fuel, or oil: 1264

Total weight authorized (fully loaded) in lbs: 2230 — Air speed: ..... miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Airspeed, Altimeter, Tachometer, Compass.
2. Gauges: Oil Pressure, Oil Temperature, Fuel Gauge, Ammeter.
3. Lights: Navigation & Landing.
4. Signals:
5. Fire Extinguishers: One.
6. Parachutes:
7. Tools:
8. Other Equipment: Radio Transmitter and Receiver. First aid Kit

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 13971			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	6			
H.P.	150			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on: April 1st 47 by Eng. P. Pascal

Particulars accurate as corrected: Yes

Modifications from type are indicated on annexed sheet: no mod

Registration recommended with the following special conditions:

Recommended

Date: 7-5-47

Signature: [signature]

Registration approved and Registration Mark C.F.: EDG allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
C-48

910 Confederation Building,
Montreal 2, Que., May 7, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5201-C	Stinson 150 (108-1) - CF-EDG	5201-C29

A 4525

TRANSPORT-RECORDS
MAY 12 A.M.
File 5 of C 4-7

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Please find attached the following documents relating to the above noted aircraft:

E-file Release. Sgd E. 12.

(a) Application for Certificates of Registration and Airworthiness in duplicate in the name of Curtiss-Reid Flying Service Limited.

(b) Fees $10.00 (Dept. Receipt No. 20210). forwarded under Cash Book Folio No. 3337.

(c) Proof of ownership: Bill of Sale transferring aircraft CF-EDG from Consolidated Vultee Aircraft Corporation to Curtiss-Reid Flying Service Limited.

(d) Copy of Customs Receipt authorizing entry of this aircraft into Canada.

(e) C.A.A. Certificate of Airworthiness for export and documents attached thereto.

(f) Copy of our letter of authority giving permission to operate this aircraft as a commercial machine.

2. The radio equipment installed in this aircraft has been inspected by our Radio Division and found satisfactory.

7

C.C.A. May 7, 1947.

3. The aircraft was inspected and certified by Air Engineer P. Pascal on April 1st, 1947 and this certification has been accepted as satisfactory.

4. Issue of Certificates of Registration and Airworthiness is recommended.

J. P. Fournier,
For District Inspector, Air Regulations.

JPF:gd
Encl.

Record
Please Fetch & Return
E L R

5008-E4-7

910 Confederation Building,
Montreal 2, Que., June 17, 1947.

TRANSPORT-RECORDS
JUN 19 A.M.
File 5008 E 4-7

Curtiss-Reid Flying Service Limited,
Cartierville Airport,
Cartierville, Quebec.

Gentlemen:

Re: Seabee CF-EDG A 9176

The previous authority granted for the operation of the subject aircraft is hereby extended not valid after August 9, 1947, subject to this machine being in airworthy condition at all times.

Yours truly,

pos. retour
E. 1 01
23.

J. L. Blondeau,
District Inspector, Air Regulations.

AR

5870(R)
2183(A)

D19-1
IT

10

TGS/HMC

5008-E4-7

Seabee CF-EDG

5008-E4-7;
~~5258-133;~~

District Inspector, Air Regulations,
910 Confederation Building,
1253 McGill College Avenue,
MONTREAL 2, Quebec

1. On April 10, 1947, you issued temporary authority to Curtiss-Reid Flying Service Limited to operate Seabee CF-EDG. This authority was extended by your office on June 17, 1947.

2. On May 7, 1947, you forwarded an application for the Registration of Stinson 108-1 aircraft, submitted by Curtiss-Reid Flying Service Limited, and quoted registration markings CF-EDG.

3. Your attention is drawn to your letter of April 8, 1947, to Headquarters, your file 5201-09, with regard to registration markings allotted for the use of Curtiss-Reid Flying Service Limited, and it is requested that the matter be clarified.

(S. Graham),
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11

2
6-46

910 Confederation Building,
Montreal 2, Que., July 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-7 5258-133	SEABEE CF-EDG	5008-E4-7

TRANSPORT-RECORDS
JUL 21 A.M.
File 5008-E4-7

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A12820

1. With reference to your letter of July 10, 1947, requesting the clarification of the type of aircraft registered under CF-EDG it is desired to advise that this aircraft is a Stinson 108, Serial No. 108-2158.

2. Application for Certificates of Registration and Airworthiness and the required documents were forwarded to Headquarters with our letter of May 27, 1947.

3. It is very much regretted that an error was made when the temporary authority was issued from this office.

J. P. Fournier,
For District Inspector, Air Regulations.

JPF:gd

12

5008-E4-7

TRANSPORT-RECORDS
AUG 11 P.M.
File 5008-E4-7

A15231

910 Confederation Building,
Montreal 2, Que., August 8, 1947.

Curtiss Reid Flying Service Limited,
Cartierville Airport,
Cartierville, Que.

Gentlemen:

Re: Stinson 108 CF-EDE

The previous authority granted for the operation of the subject aircraft is hereby extended not valid after October 9, 1947, subject to this machine being in airworthy condition at all times.

Yours truly,

J.P. Fournier,
for J.L. Blondeau,
District Inspector, Air Regulations

/DG

13

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6078

NATIONALITY AND REGISTRATION MARKS CF-EDG

1. Type and description	Stinson 108-1
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2158
4. Name of owner	Curtiss-Reid Flying Service Ltd.
5. Address of owner	Montee St. Laurent, St. Laurent, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Cartierville, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 10th day of April 1947, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDG and is of Canadian nationality.

Given at Ottawa this 18th day of August 1947

H.L.P.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

AC-5-59 /RM

14

5008-E4-7

Ottawa, Ontario,
August 30th, 1947.

REGISTERED

Curtiss-Reid Flying Service Ltd.,
Montee St. Laurent,
St. Laurent, P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6078 and Certificate of Airworthiness No. 2289, together with Engine and Journey and Aircraft Log Books, for your Stinson 108-1 aircraft, CF- EDG Serial No. 108-2158.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until April 10th, 1948.

Yours very truly,

NOTED
SEP 12 1947
Revenue Audit
Audit of Expenditure

(L. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Montreal, P.Q.

Ottawa

15

5008-E4-7

910 Confederation Building,
Montreal 2, P.Q. October 17, 1947.

Mr. R. Bernard,
St. Come, Beauce County,
Quebec.

Dear Sir:

Re: Stinson CF-EDG

This letter will constitute your authority not valid after December 16, 1947, for the operation of the subject aircraft as a commercial machine.

The maximum all up weight of this machine must not exceed 2230 pounds. The empty weight has been established as 1240 pounds.

This authority is valid for V.F.R. day flying only. Not more than three passengers may be carried in addition to the pilot.

This letter does not include permission for the operation of the wireless apparatus.

Yours truly,

J.P. Fournier,
for J.L. Biondeau,
District Inspector, Air Regulations.

JPF/mp

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21

2
8-45

910 Confederation Building,
Montreal 2, P.Q. October 18, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson Voyager CF-EDG	5008-E4-7

TRANSPORT-RECORDS
OCT 21 A.M.
File 5008. C4- 7

Controller of Civil Aviation,
Department of Transport
Ottawa, Ontario.

1. Please find attached the following documents regarding the subject aircraft.

A23238

(a) Application for Certificates of Registration and Airworthiness as a commercial machine in the name of Rene Bernard.

D.R/a
R-R
HSF

(b) Fees, $5.00 (Department Receipt No. 20391) will be forwarded under Cash Book Folio 3353.

(c) Bill of Sale from Curtiss Reid Flying Service to Rene Bernard.

(d) Copy of Power of Attorney authorizing Mr. J. Bonard to sign for Mr. R. Bernard.

(e) Certificate of Registration No. 6078.

(f) Certificate of Airworthiness No. 2289.

(g) Copy of our Temporary Authority.

2. The radio equipment in this machine has been inspected by our Radio Division and found satisfactory.

3. This application appears to be in order and issuance of certificates is recommended.

6404(R)
2289(A)
Log books sent

J.P. Fournier,
for District Inspector, Air Regulations.

JPF/mp

20

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... CF-EDG. $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... Rene Bernard per J.Bernard

Date of Application ..... October 16th 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Rene Bernard.	St.Come, Beauce County, P.Quebec.	Canadian.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Commercial charter.

Usual Station ..... St.Come.

Date of manufacture or reconstruction ..... March 1947.

Crew required ..... One.

Accommodation for what number of passengers ..... —

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

noted JF

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Consolidated Vultee Aircraft Corporation.

Type Stinson 150 (108-1) Maker's No. 108-2158

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33'11"	
Length o/a in feet	24'6"	
Height o/a in feet	6'10"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil ~~1264~~ 1240

Total weight authorized (fully loaded) in lbs 2230 Air-speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed, altimeter, tachometer, compass.
2. Gauges Oil pressure, oil temperature, fuel gauge, ammeter.
3. Lights Navigation & landing.
4. Signals
5. Fire Extinguishers One.
6. Parachutes
7. Tools
8. Other Equipment Radio transmitter and receiver.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 13971			
Pusher or Tractor	Tractor.			
Right or Left Hand	Right			
No. of Cylinders	6			
H.P.	150			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on Oct 16-47 by P. Pascal

Particulars accurate as corrected yes

Modifications from type are indicated on annexed sheet no mod

Registration recommended with the following special conditions recommended.

Date

Signature

Registration approved and Registration Mark C.F. EDG. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

19

CURTISS-REID FLYING SERVICE LIMITED

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

October 16th.1947.

Department of Transport,
Civil Aviation Division,
Room 910, Confederation Bldg.,
Montreal,P.Que.

BILL OF SALE.

Dear Sir:

KNOW ALL MEN BY THESE PRESENTS: That Curtiss-Reid Flying Service Limited is the owner of the full legal and beneficial title to aircraft CF-EDG. That such title to said aircraft is not subject to any mortgage, or other encumbrance.

For and in consideration of the sum of One Dollar and other Valuable Considerations Curtiss-Reid Flying Service Limited, Montreal does this 16th. day of October 1947, sell, grant, transfer, and deliver all of their above-described right, title and interest in and to the above-described aircraft, together with such equipment installed therein unto Rene Bernard and Freres, St.Come, County Beauce, P.Quebec. And to their executors, adminstrators, and assigns, to have and to hold all and singular the said aircraft forever.

In testimony Whereof, I have set my hand and seal this 16th. day of October 1947.

CURTISS-REID FLYING SERVICE LIMITED.

W.R.J.Oliver.
President.

WO/el.

St. Come - Co. Beauce - P.Q.

COPY

This is to certify that Captain J. Bonard, technical advisor, manager and pilot of Bernard & Frere, Air Service, St. Come, Co. Beauce, P.Q., has full power to transact in the name of said company, and sign all documents pertaining to the Air Service:

Buying and selling of aircraft- Aviation insurance - repair of aircraft; all matters pertaining to the Air Service.

Also, all documents and correspondence with the Air Transport Board and the Dept. of Transport.

BERNARD & FRERE (AIR SERVICE)

Sgd. Jean Bernard

Sgd. Rene Bernard

WITNESS:

Marcel Gilbert (Notary)

Certified true copy M.P.

AC-5-59 /RM

17

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E4-7

Ottawa, Ontario,
August 30th, 1947.

R E G I S T E R E D

Curtiss-Reid Flying Service Ltd.,
Montee St. Laurent,
St. Laurent, P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6078 and Certificate of Airworthiness No. 2289 , together with Engine and Journey and Aircraft Log Books, for your Stinson 108-1 aircraft, CF- EDG Serial No. 108-2158.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until April 10th, 1948.

Yours very truly,

H. S. Wallwin

/a (S. Graham),
Superintendent, Air Regulations.

Encls.

16

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6078

NATIONALITY AND REGISTRATION MARKS CF-EDG

1. Type and description	Stinson 108-1
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2158
4. Name of owner	Curtiss-Reid Flying Service Ltd.
5. Address of owner	Montee St. Laurent, St. Laurent, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Cartierville, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 10th day of April 19.47, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDG and is of Canadian nationality.

Given at Ottawa this 18th day of August 1947

H. L. Patterson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

23

2462A
5-47

CANADA

/ZC

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 640

NATIONALITY AND REGISTRATION MARKS CF-EDQ

1. Type and description	Stinson 108-1
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2158
4. Name of owner	Rene Bernard,
5. Address of owner	St. Come, Beauce County, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	St. Come.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 17th, day of October, 1947, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDQ and is of Canadian nationality.

Given at Ottawa this 24th, day of October, 1947.

.....

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after October 16th, 1948, unless endorsed.

24

HTP/CB Ottawa, October 27, 1947.

5008-E4-7 Stinson 108-1 CF-EDG 5008-E4-7

REGISTERED

District Inspector, Air Regulations,
910 Confederation Bldg.,
1253 McGill College Ave.,
Montreal 2, P.Q.

1. Enclosed please find Certificate of Registration No. 6404 and Certification of Airworthiness No. 2289 for Stinson 108-1 aircraft, registration CF-EDG, serial number 108-2158.

2. It is noted that you recommend that the Certificate of Airworthiness be renewed, dating from October 16, 1947, on a inspection report by Air Engineer P. Pascal. Our records indicate that Mr. Pascal holds only an (a) and (c) Air Engineer's Certificate.

3. The Certificates of Registration and Airworthiness may be forwarded to the owner when you are satisfied as to the airworthiness of this aircraft and the validity of their renewal date.

Encl.

(H. Wareham),
Superintendent, Air Regulations.

NW

/

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

26 2

8-45

910 Confederation Building,
Montreal 2, Que., November 3, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson 108 CF-EDG	5008-E4-7

A24925

TRANSPORT-RECORDS
NOV 6 A.M.
File 5008 E4-7

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Reference is made to the second paragraph of your letter of October 27, 1947, in which you state that we recommended the renewal of the Certificate of Airworthiness for the subject machine on the basis of an inspection report submitted by A & C Engineer P. Pascal.

2. You are referred to Information Circular T/7/40 where we note that when no work is required for renewal of Certificate of Airworthiness, the Log Book entry must be signed by either an "A" or "B" category engineer. It is, therefore, felt that Air Engineer Pascal's certification is acceptable as satisfactory, and, Certificate of Registration No. 6404 and Certificate of Airworthiness No. 2289 are being passed to Mr. R. Bernard, present owner of this machine, after endorsement to read not valid after October 16, 1948.

OK.

J. P. Fournier,
for District Inspector, Air Regulations.

JPF:AR

25

5908-R4-7

910 Confederation Building,
Montreal 2, Que., November 3, 1947.

REGISTERED

Mr. R. Bernard,
St. Come, Beauce County, P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6404 and Certificate of Airworthiness No. 2289 for your Stinson 108, CF-EDG, Serial No. 108-2158.

These certificates must be carried with the Journey and Aircraft Log Books on board the aircraft on all flights.

The Certificate of Airworthiness is valid until October 16, 1948.

Yours truly,

J. P. Fournier,
for J. L. Blondeau,
District Inspector, Air Regulations.

JPF:AR

28

910 Confederation Building,
Montreal 2, Que., December 30, 1947.

Accident to Stinson CF-EDG

5008-E4-7

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Enclosed herewith is translated copy of a letter from Bernard Freres, St. Come de Beauce, regarding a minor accident to the subject aircraft on December 20, 1947.

2. This is submitted for your information and record, please.

J.L. Blondeau,
District Inspector, Air Regulations

JLB:DG
Encl.

St. Come Co. Beauce, P.Q.,
December 21, 1947.

27

Mr. J.L. Blondeau,
District Inspector,
Air Regulations,
Confederation Building,
Montreal,Que.

Dear Mr. Blondeau:

I hereby wish to report an accident with our aircraft CF-HDG which happened at St. Victor on December 20, 1947, while I was carrying out barnstorming operations.

I spent thirty five minutes circling the village at St. Victor and after having tried out three fields I picked out the third one in view of absence of obstacles and what appeared to be good surface conditions.

I made three landings without any trouble and on the fourth one the rear part of one ski struck a stone hidden by the snow. This caused the ski to nose-in and to break. The aircraft continued for approximately twenty feet and finally went on its nose.

Both skiis were damaged, the starboard wing tip broke off, the airscrew was broken and some of the engine cowlings were dented.

From my inspection there were no other damages, but the aircraft is being taken apart and shipped to Montreal for inspection and repairs.

None of the occupants of the aircraft received any injury.

It is a regrettable accident, due purely to bad luck.

Yours truly,

Bernard Fresse

(Sgd.) J. Benard

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

30

2
8-45

910 Confederation Building,
Montreal 2, Que., December 30, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident to Stinson CF-EDG	5008-E4-7

TRANSPORT-RECORDS
JAN 2 A.M.
File 5008-E4-7
A31460

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Enclosed herewith is translated copy of a letter from Bernard Freres, St. Come de Beauce, regarding a minor accident to the subject aircraft on December 20, 1947.

2. This is submitted for your information and record, please.

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

JLB:DG
Encl.

ENTERED
IN ACCIDENT
RECORDS
.....

29

St. Come Co. Beauce, P.Q.,
December 21, 1947.

Mr. J.L. Blondeau,
District Inspector,
Air Regulations,
Confederation Building,
Montreal,Que.

Dear Mr. Blondeau:

I herby wish to report an accident with our aircraft CF-EDG which happened at St. Victor on December 20, 1947, while I was carrying out barnstorming operations.

I spent thirty five minutes circling the village at St. Victor and after having tried out three fields I picked out the third one in view of absence of obstacles and what appeared to be good surface conditions.

I made three landings without any trouble and on the fourth one the rear part of one ski struck a stone hidden by the snow. This caused the ski to nose-in and to break. The aircraft continued for approximately twenty feet and finally went on its nose.

Both skiis were damaged, the starboard wing tip broke off, the airscrew was broken and some of the engine cowlings were dented.

From my inspection there were no other damages, but the aircraft is being taken apart and shipped to Montreal for inspection and repairs.

None of the occupants of the aircraft received any injury.

It is a regrettable accident, due purely to bad luck.

Yours truly,

Bernard Freres

(Sgd.) J. Bonard

31

TRANSPORT-RECORDS
JAN 5 A.M.
File 5008-E4-7

5008-E4-7

Rm. 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, P.Q. Dec. 18, 1948.

A38631

Mr. R. Bernard,
St. Come de Beauce, P.Q.

Dear Sir:

Pending return of Certificates of Registration and Airworthiness for your Stinson, CF-EDC, this letter will be your authority not valid after January 18, 1949, for the operation of this machine in accordance with the terms of Certificate of Airworthiness No. 2289.

Yours truly,

J.P. Fournier,
for J.L. Blondeau,
District Inspector, Air Regulations.

JPF/mp
cc H.Q.
D.C.A.S.
C.R.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

42 2 2-48

Rm. 44, Trans-Atlantic Administration Bldg
Mtl. Airport, Dorval, Que., March 12,1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-7	Stinson CF-EDG	5008-E4-7

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

TRANSPORT-RECORDS
MAR 15 AM
5008-E4-7
File

1. Please find attached the following documents, regarding the above mentioned aircraft:

(a) Application for Certificates of Registration and Airworthiness, as a commercial machine, in the name of Eastern Airways Limited. A48181

(b) Fees: $5.00 (Department Receipt No. 67878).

(c) Proof of Ownership: Copy of Advice of Sale, transferring property from Mr. Rene Bernard to Bernard & Rodrigue Reg'd.

Copy of Bill of Sale from Bernard & Rodrigue Reg'd. in favor of Eastern Airways Limited.

(d) Lapsed Certificate of Registration No. 6404.

(e) Certificate of Airworthiness No. 2289,

(f) Copy of our temporary authority.

2. This application appears to be in order, and issuance of certificates is recommended. Eastern Airways Limited are taking steps to obtain a radio licence in their name.

Miss D. Jones
for Re-Registration
Clerk

J. H. Fournier,
for District Controller, Air Services.

JPF:gd
Encl.

41 2413 1-48

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

To be sent in ~~duplicate~~ triplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration CF EDG $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect. "Eastern Airways Ltd"

Signature of Applicant By / C.B. Rodrigue Pres.

Date of Application March 8th 1949

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
EASTERN AIRWAYS LTD	ST. COME BEAUCE P.Q.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
PAMPHILE RODRIGUE	PRESIDENT	ST. GEORGES BEAUCE	CAN
RENÉ BERNARD	DIRECTOR	ST COME BEAUCE	"
MME. RENE BERNARD	DIRECTOR	"	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) COMMERCIAL

Usual Station ST COME

Date and place of manufacture or reconstruction FEB 1947

Crew required 1

Accommodation for what number of passengers 3

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

Inc Co (1949)

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Consolidated Vultee aircraft Corporation

Type Stinson voyager Maker's No. 108-1901

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33' 11"	Same
Length o/a in feet	24 6	"
Height o/a in feet	6 10	"
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	1240	
Total weight authorized (fully loaded) in lbs. 2230	Air Speed	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments turn & Bank, Airspeed Altemeter Tachometer, Compass, Clock.
2. Gauges Gas, Oil pressure, Oil Temperature
3. Lights Navigation & Cabin
4. Signals Radion Rec. & Trans.
5. Fire Extinguishers One quart foyreen hand Tuppe
6. Parachutes N.C
7. Tools nil
8. Other Equipment nil.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 150 -	123		
Pusher or Tractor	Tractor			
Right or Left Hand	Clockwise			
No. of Cylinders	six			
H.P.	150			
Bore	4.5			
Stroke	3.5			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on on March 8, 1949 by Air Engineer "A&C" P. Pascal A-1911

Particulars accurate as corrected Yes.

Modifications from type are indicated on annexed sheet No unauthorized mods.

Registration recommended with the following special conditions

RECOMMENDED

Date March 12, 1949.

Signature

Registration approved and Registration Mark C.F. EDG allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

40

St-Come. Cte Beauce.
7 Mars 1949.

Je certifie par la presente que l'avion Stinson Voyager, enregistrement CF-EDG a ete vendu a Bernard & Rodrigue Enrg et paye au complet.

Je declare que cette avion est libre de tout lien et que Bernard & Rodrigue en sont ~~X&X~~ maintenant les seuls proprietaires.

René Bernard

39

Montreal. P.Q.
8 Mars 1949.

Nous certifions par les presentes que l'avion Stinson Voyager, enregistrement CF*EDG a ete vendu a Eastern Airways Ltd et paye au complet.

Nous declarons que cet avion est libre de tout lien et que Eastern Airways Ltd en sont maintenant les seuls proprietaires.

Bernard & Rodrigue Enrg.

Par/ Camphile Rodrigue

CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

5008-E4-7

Ch. 44, Edifice Trans-Atlantic Administration,
Aéroport de Montréal, Dorval, Qué., le 5 jan.,1948.

MALLE RECOMMANDEE

M. René Bernard,
St-Côme de Beauce,
Québec.

Cher monsieur,

Les Certificats d'Immatriculation No. 6404 et de Navigabilité No. 2289 pour votre "Stinson" CF-EDG ont été renouvelés jusqu'au 21 décembre, 1949, et vous sont retournés ci-joints.

Bien à vous,

J. P. Tournier,
pour J. L. Blondeau,
Inspecteur Régional, Règlements de la Navigation Aérienne.

JPF:gd
Pièces jointes:

37

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E4-7

910 Confederation Building,
Montreal 2, P.Q. October 17, 1947

Mr. R. Bernard,
St. Come, Beauce County,
Quebec.

Dear Sir:

Re: Stinson CF-EDG

This letter will constitute your authority not valid after December 16, 1947, for the operation of the subject aircraft as a commercial machine.

The maximum all up weight of this machine must not exceed 2230 pounds. The empty weight has been established as 1240 pounds.

This authority is valid for V.F.R. day flying only. Not more than three passengers may be carried in addition to the pilot.

This letter does not include permission for the operation of the wireless apparatus.

Yours truly,

J.P. Fournier,
for J.L. Blondeau,
District Inspector, Air Regulations.

JPF/mp

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5908-E4-7

910 Confederation Building,
Montreal 2, Que., November 3, 1947.

REGISTERED

Mr. R. Bernard,
St. Come, Beauce County, P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6404 and Certificate of Airworthiness N_o. 2289 for your Stinson 108, CF-EDG, Serial No. 108-2158.

These certificates must be carried with the Journey and Aircraft Log Books on board the aircraft on all flights.

The Certificate of Airworthiness is valid until October 16, 1948.

Yours truly,

J. P. Fournier,
for J. L. Blondeau,
District Inspector, Air Regulations.

JPF:AR

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6404

NATIONALITY AND REGISTRATION MARKS CF-EDG

1. Type and description	Stinson 108-1
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2158
4. Name of owner	Rene Bernard,
5. Address of owner	St. Come, Beauce County, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	St. Come.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 17th, day of October, 1947., in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDG and is of Canadian nationality.

Given at Ottawa this 24th, day of October, 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after October 16th, 1948, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

" 6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

" 7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Renewed not valid after Oct 16-1948 J.H. Jamieson.
Renewed valid until Dec 27-1949 J. Baudais

CANADA.

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

AIR SERVICES BRANCH
(CIVIL AVIATION, RADIO AND METEOROLOGICAL DIVISIONS)

CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER 5008-B4-7 34

Room 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, P.Q. March 9, 1949.

Eastern Airways Ltd.,
St.Come de Beauce,
Quebec.

Re: Stinson CF-BBE

Pending issuance of formal Certificates of Registration and Airworthiness, this letter will be your authority not valid after May 8th, 1949. for the operation of the subject aircraft as a commercial machine

The empty weight of this machine has been established at 1240 pounds and the maximum permissible weight of 2230 pounds must not be exceeded.

Only three passengers may be carried in this aircraft in addition to the crew.

This authority does not give permission for the operation of the wireless apparatus that may be installed in this aircraft.

Yours truly,

J. B. Blondeau,
District Inspector, Air Regulations.

JLB:gd

c.c. H.Q.
D.C.A.S.

REFER TO FILE NUMBER 33
5008-E4-7

AIR SERVICES BRANCH
(CIVIL AVIATION, RADIO AND METEOROLOGICAL DIVISIONS)

CANADA

DEPARTMENT OF TRANSPORT

Room 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, P.Q. March 9, 1949.

Eastern Airways Ltd.,
St.Come de Beauce,
Quebec.

TRANSPORT-RECORDS
MAR 10 A.M.
File 5008-E4-7

A47503

Re: Stinson CF-EDG

Pending issuance of formal Certificates of Registration and Airworthiness, this letter will be your authority not valid after May 8th, 1949. for the operation of the subject aircraft as a commercial machine

The empty weight of this machine has been established at 1240 pounds and the maximum permissible weight of 2230 pounds must not be exceeded.

Only three passengers may be carried in this aircraft in addition to the crew.

This authority does not give permission for the operation of the wireless apparatus that may be installed in this aircraft.

Yours truly,

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:gd

c.c. H.Q. ✓
D.C.A.S.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

32 2 2-48

Rm. 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, P.Q. Jan. 4, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson, CF-EDG	5008-E4-7

TRANSPORT-RECORDS
JAN 7 P.M.
File 508.E4-7

A38963

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

1. Certificates of Registration No. 6404 and Airworthiness No. 2289 for the above-mentioned aircraft have been renewed to read valid until December 21, 1949, after compliance by the Operators with the terms of Information Circular T/13/48.

J.P. Fournier,
for District Controller, Air Services.

JPF/mp

Miss Jones
Noted
ESJ

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

43 2 2-48

Rm.44, Trans-Atlantic Administration Bldg., Mtl. Airport, Dorval, Que., March 19, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-7	Stinson CF-EDG	5008-E4-7

A49283

TRANSPORT-RECORDS
MAR 22 A.M.
5008-E4-7
File

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. Reference our letter March 12, 1949, forwarding to Headquarters documentation in connection with the change of ownership of the above mentioned aircraft.

2. It is now requested that the Certificates of Registration and Airworthiness, when issued, be forwarded care of this office in order that we may require the owner to comply with Information Circular T/14/48.

J. P. Fournier,
for District Controller, Air Services.

JPF:gd

To ADHR

Delete Item 2.

7835 (R)
2289 (A)

45

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7835

NATIONALITY AND REGISTRATION MARKS CF-EDG

1. Type and description	Stinson 108-1
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Mich., U.S.A.
3. Constructor's serial number	108-2158
4. Name of owner	Eastern Airways Ltd.,
5. Address of owner	St. Come, Beauce Co., P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	St. Come, Beauce Co., P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 9th day of March 1949, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDG and is of Canadian nationality.

Given at Ottawa this 26th day of March 1949.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after December 21st, 1949, unless endorsed.

/LM

Valid for ... only.
This ... is issued in lieu
of ... Department of
... Certificate of Airworthiness
... Report Number 14013 and is subject
to conditions specified therein.

VALID FOR DAY FLYING ONLY.

22 44

2462
7-45

CANADA

DEPARTMENT OF
TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2289

(Heavier than air)

FIRST PART

(9.3.49) EASTERN AIRWAYS LTD.

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~(17-10-47) BERNARD,~~ ~~Curtiss-Reid Flying Service Limited~~
2. Christian name ~~Rene~~
3. Address St. Come, Beauce County, P.Q. ~~Montee St. Laurent, St. Laurent, P.Q.~~
4. Nationality ~~Canadian~~

NAME OF CONSTRUCTOR

5. Name ~~Consolidated Vultee Aircraft Corporation~~

NATIONALITY AND REGISTRATION MARKS

6. ~~CF-EDG~~

DESCRIPTION OF AIRCRAFT

7. Type ~~Stinson~~ Series ~~108-1~~ Constructor's No. ~~108-2188~~
8. Place and year of construction of aircraft ~~Wayne, Michigan, U.S.A. March, 1947~~

CLASS OF AIRCRAFT

9. Land and/or marine ~~Land~~
10. Number of planes ~~One~~
11. Number of engines ~~One~~
12. Maximum number of persons to be carried (including crew) ~~Four~~

CLASSIFICATION OF AIRCRAFT

13. Category ~~Normal & Utility~~
14. Subdivision ~~A,B,C,D & E~~
15. Maximum span (in flying position) ~~33' 11"~~
16. Maximum length (in flying position) ~~24' 6½~~
17. Total height (with and without trolley in case of seaplanes) ~~6' 10"~~

Engines

18. Number installed: One
19. Makes: A Franklin
20. Types: 6A4-150-B3
21. International power of the engine or engines at:
    (a) Sea Level 150 H.P. at 2500 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....
24. Airscrews: Number fitted One Types Sensenich No .....
    Pitch Fixed Diameter .....

25. ~~Weight of aircraft empty~~ (including water in the radiators): (a) Landplane ..... 1240 lbs.
    (b) Seaplane ..... lbs.
    (c) Skiplane ..... lbs.

Weight of Fuel and Oil

26. Fuel ..... 238 lbs.
    (at 7·2 lbs. per gallon)
    (a) Number of tanks Two
    (b) Capacity of tanks 33 Imp. gals.
27. Oil ..... 18 lbs.
    (at 9·0 lbs. per gallon)
    (a) Number of tanks One
    (b) Capacity of tanks 2 Imp. gals.
28. Weight allowed for crew ..... 170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus ..... lbs.
30. Weight of wireless apparatus ..... lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full ..... L.P. 564 lbs.
32. Maximum total weight authorized ..... lbs.
    Landplane (Utility) 1925 (Normal) 2230 lbs.
    Seaplane ..... lbs.
    Skiplane 2230 lbs. (27.1.50)

Compulsory Conditions

33. Maximum total weight authorized (write in full)
    Landplane (Normal) Two thousand two hundred & thirty pounds
    Seaplane ..... (Skiplane) Two thousand two hundred & thirty pounds (27.1.50)
    Skiplane (Utility) One thousand nine hundred & twenty five pounds
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 21.3 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2800 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2600 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 10th April, 1947 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 19th day of August 1947

.....
Superintendent, Air Regulations.

Deleted (16.6.49)

/MIM
/ZC
/MM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (16.6.49)

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		10th April, 1948 ~~1949~~ October 16th, 1948. Dec. 21/49 7.12.50	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

GJ/RH

46

Ottawa, Ontario. March 26th, 1949.

5008-E4-5	Stinson 108-1	CF-EDE	~~5008-E4-5~~
5008-E4-7	Stinson 108-1	CF-EDO	5008-E4-7

REGISTERED

District Controller of Air Services,
Room 44,
Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, P.Q.

Attention: District Inspector, Air Regulations.

1. As requested in your letter of the 21st instant, enclosed please find Certificates of Registration No. 7834 and 7835, and Certificates of Airworthiness No. 2002 and 2289 for the above-mentioned aircraft.

NOTED
MAR 30 1949.
Revenue Audit
Dept. of Transport.

(C.T. Travers)
Assistant Superintendent, Air Regulations.

Encls.

47

VIA: CANADIAN PACIFIC TELEGRAPHS DIRR RM 44 MONTREAL AIRPORT DORVAL

DAY LETTER COLLECT JUNE 2 1949

THIS WIRE PHONED IN TO OPERATOR "HC" BY "DG" AT 1645 HRS.

TRANSPORT-RECORDS
JUN 7 A.M.
5008-E4-7
File

9685

J BONARD
EASTERN AIRWAYS LIMITED
ST COME QUEBEC

ARQ 718 THIS YOUR AUTHORITY VALID UNTIL JULY 1/49 OPERATION STINSON EASY DOG GEORGE EASY DOG EASY AND CUB BAKER UNCLE DOG SUBJECT AIRCRAFT AIRWORTHY AT ALL TIMES

D C A S - MONTREAL

JPF:DG

FILE NOS. 5008-E4-5
5008-E4-7
5008-B21-4

PHONED IN BY D.G. C.P.T. OPERATOR'S NO. HC

CHG. COLLECT

HQ.

noted

COPY ON
5008-E4-5
5008-B21-4

2 copies
7/6/49
ms

C

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

48 2
2-48

Rm. 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, P.Q. June 16, 1949
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson 108, CF-EDG	5008-E4-7

11733

TRANSPORT-RECORDS
JUN 20 1949
File 5008-E4-7

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. Certificate of Airworthiness No. 2289 for the above-mentioned aircraft has been amended as follows:

Page 2 - Paragraphs 25 to 31 inclusive. - Deleted. ✓

Page 3 - Paragraph D - The Weight and Balance Report forms part of the Certificate of Airworthiness and must be carried in the aircraft during flights. ✓

J.P. Fournier

J.P. Fournier,
for District Controller, Air Services.

JPF/mp

W

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

HQ

FORM.2192-6

6 PART SET

49

CANADIAN NATIONAL TELEGRAPHS

DIAR MONTREAL AIRPORT
DECEMBER 21 1949

DAYLETTER COLLECT

THIS WIRE HAS BEEN SENT

TRANSPORT - RECORDS
DEC 23 P.M.
File 5008-E4-7

VAN ESLANDE P J
EASTERN AIRWAYS LIMITED
ST COME DE BEAUCE QUEBEC

39027

ARQ 105 SUBJECT AIRCRAFT AIRWORTHY THIS YOUR AUTHORITY VALID UNTIL

JANUARY TWENTY FIFTY FERRY STINSON EASY DOG GEORGE TO REPAIR DEPOT

D G A S MONTREAL

JFF/MP
FILE NO 5008-E4-7

PHONED IN BY AR TO CNT OFR. # 21

1625 HOURS

Noted

PATENTED - MOORE BUSINESS FORMS LTD.

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

FORM 2192-6

6 PART SET

50

CANADIAN NATIONAL TELEGRAPHS
LETTER TELEGRAM PREPAID

DIAR EM
MONTREAL AIRPORT
JANUARY 4 1950

TRANSPORT - RECORDS
JAN 5 A.M.
File 5008-E4-7

EASTERN AIRWAYS LIMITED
ST COME BEAUCE COUNTY
QUEBEC

40051

ANQ 135 THIS YOUR AUTHORITY VALID UNTIL FEBRUARY FOURTH FIFTY

OPERATION STINSON EASY DOG GEORGE SUBJECT LIMITATIONS CURRENT WEIGHT AND BALANCE REPORT

D C A S MONTREAL.

JPF/MP

FILE NO 5008-E4-7

PHONED IN BY TO CNT OPR NO

noted
121

PATENTED - MOORE BUSINESS FORMS LTD.

E2

5008-E4-7

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., Jan. 27, 1950.

TRANSPORT - RECORDS
JAN 30 P.M.
File 5008-E4-7

REGISTERED

43817

Eastern Airways Ltd.,
St. Come,
Beauce Co., Que.

Gentlemen:

The Certificates of Registration and Airworthiness for your Stinson CF-EDG have been renewed to read valid until December 7, 1950, and are returned herewith.

Please note that during the validity of the Certificate of Airworthiness, the Weight and Balance Report for this aircraft must be kept up to date, and that the Centre of Gravity location must remain within the prescribed limits under all loading conditions while this aircraft is being operated.

Yours truly,

J. P. Fournier,
for J. L. Blendeau,
District Superintendent, Air Regulations.

AR
Enc.

c.c. H.Q. D.C.A.S. C.R.

1. Compliance with Information Circulars T/13/48 and T/14/48 YES
2. H.Q. copy of Weight and Balance Report attached. YES
3. Amendments made to Certificate of Airworthiness:
   Paragraph 32 - Skiplane 2230 27-1-50
   Paragraph 33 - Skiplane Two thousand two hundred & thirty pounds
   27-1-50

51

AIRCRAFT WEIGHT AND BALANCE REPORT

108-1 CF-EDG SERIAL 108-2158

The following is a supplement to the original weight and balance report. It has beem computed to show the effect on the C.of G. when the undergear is changed from wheels to skis.

ITEM	Wt. lbs.	Arm ins.	Moment in. lbs.
Aircraft empty weight & moment	1264.	11.69	14779.
Less wheels (2)	31.6	-1.	-31.6
Less tail wheel (tire only)	2.	219.8	439.6
Main Skis	90.	-4.	-360.
Tail Ski	7.	219.8	1538.6
Empty weight & moment	1327.4	11.71	15549.6

Aircraft Empty Weight C.of G. on Skis is : 11.71

In Aircraft Specification Sheet No. A-767 it is stated that when the E.W.C.G. falls between (9.9) to (12.0) it is unnecessary to compute critical forward and aft loading loading conditions.

The type of skis used on this aircraft are Elliot El0½ .

Max. Permissable Gross Wt. on Skis = 2230 lbs.

Aircraft Overhaul & Repairs Ltd.,
Lac A La Tortue, P.Q.
December 27, 1949.

Checked OK.
CWS Jan 13/50

Records to file 5008 CAR
after DCA
ECAE

51516

T. 6252-1 - RECORDS
MAR 22 A.M. 218
5008-E4-7

53

DEPARTMENT OF TRANSPORT
RADIO DIVISION
INSPECTION REPORT—AIRCRAFT STATIONS

STINSON-VOYAGER 150

Aircraft registration marking CF-EDG Make, type and serial number Type 108-1, Sr.108-2158

Registered owner Eastern Airways Limited, St.Come, Beauce Co., P.Q.

If operated by other than registered owner state whom

Route (or area) normally operates Itinerant - South portion of Quebec Province.

Normal base St.Come, Beauce County, Que.

Class of service performed (passenger, freight, mail) Passenger and freight. Charter Class 3 & 7.

Certificate of Airworthiness No. 2259 Date of expiration December 7th,1950.

Radio Licence No. 840 1948 1949 Is certified copy carried in log book? YES.

Transmitters (make, type and frequency range) Hallicrafter - Skyfone - Model CA-2
195 - 400 kcs and 540 - 1650 kcs.

FREQUENCIES

Licensed (kc/s)	Crystal controlled (yes or no)	In active use (yes or no)	Type of emission	Power output (watts)	Ground stations worked on each licensed channel
3105 kcs	Yes	Yes	A-3	12	D.O.T.Radio Range.

Particulars of power supply Vibrator supply - Aircraft battery 12 volts.

Receivers (make, type and frequency range) (a) Communication Hallicrafter skyfone model CA-2
(b) Homing or radio range See above.

Battery drain of radio equipment (a) Transmitters (b) Receivers

Particulars of location each transmitting and receiving unit Two-way radiotelephone unit mounted on instrument panel, left and front of pilot.

Weight of radio equipment (a) Transmitters } 8 lbs, 12.5 ounces) 10 pounds 12.5 ounces.
(b) Receivers }
(c) Misc 2 lbs

Particulars of antenna system(s) Horizontal antenna foremast to fin. Also 3 turn rectangular loop suspended inside fusilage back of passenger compartment.

Particulars of any radio instruments with which aircraft fitted but not mentioned above None.

OPERATORS: Give particulars of Canadian certificates. If any operator does not hold a certificate state: (a) Is he capable of operating the station equipment? (b) Is he a British subject? (c) Has he submitted Form 2036?

NAME	CERT. No.	CLASS	A	B	C
Van Elslande, Pierre Julien (Pilot-operator)	1664	Restricted R/T			

Alterations or additions to radio installation since last airworthiness inspection -

Type of Compass Scout Kollsman

Compass error due to: (a) Earphones (b) Receivers (c) Transmitters

If aircraft is operated on scheduled air transport service route are special radio conditions of route licence fulfilled?
-

Is radio equipment permanently installed or of portable type for operation on ground only?
Permanently installed.

If aircraft fitted with any radio unit not of commercial manufacture state whether comparable to commercial standards -

Is any radio equipment or associated wiring considered to be a fire hazard? No.

Date and place inspection made (if made in presence of Civil Aviation Inspector state whom)
Sherbrooke, Quebec., March 7th,1950.

REMARKS Renewal of station licence # 840 for 1949-50 not available. According to Pilot
Renewal fee paid at Office by the Pilot. Official receipt Nr.57681

H.E.Fisher

(H.E.Fisher) Signature of Radio Inspector.

USE BACK OF FORM IF MORE SPACE REQUIRED

Records to file 5008-E4-7 + ref (1) CCA DCAE

TRANSPORT - RECORDS
5008 - E4-7
JUL 5 P.M.

2181

6252-4

DEPARTMENT OF TRANSPORT
14422 RADIO DIVISION
File

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings. CF-EDG.....

2. Make.. Stinson ....Type..108-1.....#.2155.....

3. Registered Owner (Name and Address). Eastern Airways Ltd., St. Come, Que.....

4. If aircraft operated by other than registered owner (Name & Address).....

.....

5. Licensee of aircraft radio station (Name & Address). Eastern Airways Ltd.,.....

... St. Come, Que..... .....

6. Where is aircraft normally maintained?.. St. Come.....Based?... St. Come....

7. Class of service performed.. Non-Scheduled Charter.....

Scheduled Non-Scheduled Private

8. Certificate of Registration No.....7835.....Date... Mar. 26, 1949

9. Certificate of airworthiness.....2259.....Date of expiration..... Dec. 7, 1950

10. Operating Certificate No..... ATR 309/47(G).....

11. Do radio communication facilities comply with Departmental requirements?..... Yes

Yes or No

12. Radio Licence No..250.....19...50.19..51....Is copy kept in aircraft?..... Yes

13. If no radio station licence, state:
(a) Has application been filed?.....
(b) Date radio installed.....
(c) Has radio been operated since April 1st?.....

14. Radio Installation drawings:
(a) Identification.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....

15. Was aircraft imported with radio incorporated?..... Yes.....

16. Was radio installed by aircraft manufacturer?.....

17. Was radio installation made by radio technicians?.....

Give name of firm or individual

18. Are radio components positioned in accordance with drawings?.....

19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?..... No

(Full particulars to be attached)

20. Is any radio equipment or associated wiring considered to be a fire hazard?... No

Yes or No

21. Is aircraft radio station log being kept?.....

Yes or No

22. Will documents carried meet requirements?.....

Yes or No

23. Radio Operator(s).. J.E.A.M. Roy.....Cert No... 3075.....Grade... R/T Rest'd.

Cert No.....Grade.....

24. Is radio operator employed in a dual capacity?.... Pilot.....

If so, give details

54

25. Is aircraft equipped for Instrument Flight?.....Day....Yes..Night.....

Visual Flight?.....Night.....

FREQUENCIES

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
3105	Yes	Yes	A 3	10	Towers & Ranges

27. TRANSMITTER(s) Make, type, Freq. range power output (1)..Hallicrafters SA2 . 3105 Kc/s.....10W.....
(2).....
(3).....

28. Radar, Radio Altimeter, DME or similar devices, describe .....
.....

29. RECEIVER(s) Make, type, Frequency Range (1). Hallicrafters....SA 2...200-400 & 550-1500 Kc/s.....
(2).....
(3).....

30. LORAN .....

31. Direction finders Make, type Manuel or automatic. (1).....
(2).....
(3).....

32. Emergency radio equipment, including that for survival craft. .....

33. Blind approach equipment. ..... (describe)

34. Aerial(s) (1)..Forecast to fin....(2).....(3).....(4).....(5)..... describe)

35. Types of Compasses.....Magnetic.....

36. Compass error due (a) Earphones.....Receiver.....Transmitter.....

37. Compass heading at time of check.....

38. Weight of Radio equipment, Trans..5.5..Recv'r.....Misc'l..1.2 Total..10....

39. Aircraft battery capacity (a) ampere-hours..25.....(b) Voltage..12.....

40. Have radio direction finders been checked for (1) function?.....
(ii) accuracy?.....

41. Is interference to radio reception within tolerable limits?.....

42. Are you satisfied the radio equipment complies with airworthiness standards?..Yes

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom).June.27,.1950,.St..Come,..Que.....

REMARKS: Battery removed for charging

W. B. Elliott
Signature of Radio Inspector.

DCAS

If more space required use back of form. W.B. Elliott

COPY 2957 52

ORIGINAL ON FILE 5002-248

COPY FOR FILE 5008-E4-7

DEPARTMENT OF TRANSPORT

Rm. 44, Trans-Atlantic Administration, Bldg.,
Montreal Airport, Dorval, Que., Oct. 24, 1950.

Accident Stinson CF-EDG - August 31, 1950.
Pilot K.A. Darch.

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. Enclosed herewith is report of our investigation into the above noted accident.

2. No recommendations have been made for disciplinary action against Pilot K.A. Darch in this case as this pilot has been killed in another accident on October 18, 1950, at St. John, New Brunswick which accident is presently under investigation on authority from Headquarters.

3. The owners of Stinson CF-EDG have expressed their intention of having this machine rebuilt, in view of which it is requested that the two Journey and Aircraft as well as the Engine Log Books together with the Certificates of Registration and Airworthiness might be returned to this office when they have served your purpose, please.

J.L. Blondeau,
for District Controller, Air Services.

JLB:AR
Enc.

See orig
for action
L.L
29.11.50

8
9-49

57

Ottawa, Ontario, November 9, 1950.

E 4-7

5008-SMF (CAR)

Stinson 108, CF-EDG.

REGISTERED

District Controller,
Air Services,
Room 44,
Trans-Atlantic Building,
Montreal Airport, Dorval, P. Q.

Attention: District Superintendent, Air Regulations.

1. Returned, herewith, as requested, Journey and Aircraft Log Books, Engine Log Book, and Certificates of Registration and Airworthiness for Stinson 108 aircraft CF-EDG.

(C. T. Travers),
Superintendent, Air Regulations.

Encl.

HWF/VMA

VALID FOR DAY FLYING ONLY.

63

Valid in Canada only.
This Certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export Number 14013 and is subject to conditions specified therein.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2289

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) (9.3.49) EASTERN AIRWAYS LTD. ~~(17.10.47) BERNARD, Curtiss-Reid Flying Service Limited~~
2. Christian name ~~Rene~~
3. Address St. Come, Beauce County, P.Q. ~~Notre Dame, St-Laurent, P.Q.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Consolidated Vultee Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EDG

DESCRIPTION OF AIRCRAFT

7. Type Stinson Series 108-1 Constructor's No. 108-2158
8. Place and year of construction of aircraft Wayne, Michigan, U.S.A. March, 1947

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal & Utility
14. Subdivision A,B,C,D & E
15. Maximum span (in flying position) 33' 11"
16. Maximum length (in flying position) 24' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 10"

Engines

18. Number installed: One

19. Makes: Franklin

20. Types: 6A4-150-B3

21. International power of the engine or engines at

(a) Sea Level 150 H.P. at 2600 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews: Number fitted One Types Sensenich No. .....; Pitch Fixed Diameter .....

25. Weight of aircraft empty (including water in the radiators): (a) Landplane ~~1840~~ lbs. (b) Seaplane ..... lbs. (c) Skiplane ..... lbs.

Weight of Fuel and Oil

26. Fuel ..... 238 lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks Two
(b) Capacity of tanks 33 Imp. gals.

27. Oil ..... 18 lbs.
(at 9·0 lbs. per gallon)
(a) Number of tanks One
(b) Capacity of tanks 2 Imp. gals.

28. Weight allowed for crew ..... 170 lbs.

29. Weight allowed for equipment, excluding wireless apparatus ..... lbs.

30. Weight of wireless apparatus ..... lbs.

31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full ..... I.P. 564 lbs.

32. Maximum total weight authorized ..... lbs.
Landplane (Utility) 1925 (Normal) 2230 lbs.
Seaplane ..... lbs.
Skiplane 2230 lbs.

15.6.49

26.1.50

Compulsory Conditions

33. Maximum total weight authorized (write in full)
Landplane (Normal) Two thousand two hundred & thirty pounds
Skiplane Two thousand two hundred & thirty pounds 27-1-50
Seaplane .....
Skiplane (Utility) One thousand nine hundred & twenty five pounds

34. Minimum crew necessary One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage: *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 21.3 inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2600 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2600 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 10th April, 1947 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 18th day of August 1947

H Gatty

Superintendent, Air Regulations.

AIRCRAFT WEIGHT AND BALANCE REPORT

108-1 CF-EDG SERIAL 108-2158

The following is a supplement to the original weight and balance report. It has beem computed to show the effect on the C.of G. when the undergear is changed from wheels to skis.

ITEM	Wt. lbs.	Arm ins.	Moment in. lbs.
Aircraft empty weight & moment	1264.	11.69	14779.
Less wheels (2)	31.6	-1.	-31.6
Less tail wheel (tire only)	2.	219.8	439.6
Main Skis	90.	-4.	-360.
Tail Ski	7.	219.8	1538.6
Empty weight & moment	1327.4	11.71	15549.6

Aircraft Empty Weight C.of G. on Skis is : 11.71

In Aircraft Specification Sheet No. A-767 it is stated that when the E.W.C.G. falls between (9.9) to (12.0) it is unnecessary to compute critical forward and aft loading loading conditions.

The type of skis used on this aircraft are Elliot E10½ .

Max. Permissable Gross Wt. on Skis = 7230 lbs.

C.P.S.

Aircraft Overhaul & Repairs Ltd.,
Lac A La Tortue, P.Q.
December 27, 1949.

Checked &c.
C.P.S. Jan 13/50

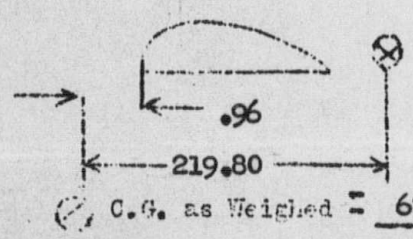
61

CONSOLIDATED VULTEE AIRCRAFT CORPORATION
Stinson Division
ACTUAL WEIGHT AND BALANCE

License No. CF-EDG Serial No. 108-2158

Prepared by M. Tooke Approved by G. Gallagher

Date 3-22-47 C.A.A. Inspector J. Priedley (DOC)



Reaction	Gross	Tare	Net
Left Wheel			
Right Wheel			
Tail Wheel			
Total as Weighed			

C.G. as Weighed = $\frac{67 \times 219.80}{1255} - .96 = 10.77$ "aft L.E. Wing

Airplane as Weighed	1255	10.77	13516
Less Oil 8 qts.	- 15	-49	- 735
Plus Unusable fuel 4 gal.	- 24	22	528
Airplane Empty	1264	(11.69)	14779

COMPUTED WEIGHT

ITEM	GROSS WEIGHT Normal Category			CONDITION Utility Category		
	Weight	Arm	Moment	Weight	Arm	Moment
Airplane Empty	1264	11.69	14779	1264	11.69	14779
Pilot & Passenger	340	16	5440	380	16	6080
Passengers -Rear	340	48	16320	0		
Baggage	55	75	4125	50	75	3750
Fuel -36 gal.	216	22	4752	216	22	4752
Oil -2 gal.	15	-49	-735	15	-49	-735
TOTAL	2230	(20.04)	44681	1925	(14.87)	28626
C.G. Location in % M.A.C.		35.2%			25.9%	

	MOST FORWARD C.G.			MOST REARWARD C.G.		
	Weight	Arm	Moment	Weight	Arm	Moment
Airplane Empty	1264	11.69	14779	1264	11.69	14779
Pilot	170	16	2720	170	16	2720
Passengers -Rear	0			340	48	16320
Baggage	0			91	75	6825
Fuel	75	22	1650	216	22	4752
Oil	15	-49	-735	15	-49	-735
TOTAL	1524	(12.08)	18414	2096	(21.31)	44661
C.G. Location in % M.A.C.		20.8%			37.5%	

Approved C. G. Limits are 18.2% M.A.C. and 37.5% M.A.C.

N(+10.6)(18.2%MAC)to(+21.3)(37.5%MAC)
U(+10.6)(18.2%MAC)to(+16.8)(29.4%MAC)

60

CONSOLIDATED VULTEE AIRCRAFT CORPORATION
Stinson Division

License No. CF-EDG
Export

Serial No. 108-2158

STANDARD EQUIPMENT LIST

NO.	ITEM	WEIGHT	ARM
1 *	Propeller Sensenich 76JR53	13.5	-65.7
2	Spinner - Propeller	1.8	-66.4
101	Starter - Delco-Remy	16.0	-31.8
102*	Carburetor Air Heater and Control	5.0	-41.0
103	Carburetor Air Filter Air-Maze C-13197	.6	-40.0
201*	Wheels and Brakes - Goodyear PD-127-2	15.8	- 1.0
202*	Tail Wheel, Tire and Fork 6.00 x 2	5.9	217.8
203	Parking Brake	.5	-16.2
204	Wheel Pants	6.4	- 1.0
301	Generator - Delco-Remy	12.0	-31.4
302	Battery Electric Storage Co. 6TS-9F	28.6	13.6
303	Landing Light and Wiring	1.3	4.0
304	Radio Transmitter - Receiver Hallicrafter	8.6	- 8.8
104	Cabin Heater & Control	1.0	37.0
600	2 Ski Axles	4.6	-.96
	First Aid Kit	1.3	-4.4
	Fire Extinguisher Pyrene 1qt.	6.7	19.0

*Required Equipment

4

/MIM
/ZC
/MM

59

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

58

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

The Weight and Balance Report forms part of the Certificate of Airworthiness and must be carried in the aircraft during flights.

J.L. Blondeau 16/6/49

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		10th April, 1948 October 16, 1948. DEC 21st 1949 Dec 7th 1950	Department of Transport Civil Aviation Division CANADA

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

64

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7835

NATIONALITY AND REGISTRATION MARKS CF-EDG

1. Type and description	Stinson 108-1
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Mich., U.S.A.
3. Constructor's serial number	108-2158
4. Name of owner	Eastern Airways Ltd.,
5. Address of owner	St. Come, Beauce Co., P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	St. Come, Beauce Co., P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 9th day of March 1949, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDG and is of Canadian nationality.

Given at Ottawa this 26th day of March 1949.

H. L. Watson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after December 21st, 1949, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Renewed valid until December 7th 1950 [signature]

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3
5-51

Montreal Airport, Dorval, Que.,
November 2nd, 1953.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson 108 - CF-EDG	5008-E4-7

TRANSPORT - RECORDS
NOV 4 P.M. 1953
File 5008-E4-7

Director of Air Services,
Department of Transport,
OTTAWA, Ont.

47902

Attention: Superintendent, Air Regulations.

1. The owners of the above mentioned aircraft have advised this office that the machine is not to be reconditioned for service but is to be kept for spare parts.

filed on 6252-415

2. Please find attached Radio Licence No. 250, Certificate of Registration No. 7835 and Certificate of Airworthiness No. 2289 for this machine.

3. It is requested, please, that the Registration Markings be cancelled.

for District Controller, Air Services.

JPF:tb
encls.--3-

② Miss. Jones
Please cancel registration CF-EDG.
Aircraft reduced to spares
JCH 5/11/53.

COPY ON
6252 - 415

Mailed

FILE No. 5008 - E4 - 9 VOLUME No. 1

VOL. 1 — 5008 - E4 - 9

DEPARTMENT OF TRANSPORT

FROM JUNE 1947
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF - EDI - STINSON 108-2

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) SERVICES DATE LEFT OFFICE	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
	35231	CAR		W.V.S.	OCT 16 1952
	Mrs Johnson 35325	CAR		wmy	OCT 16 1952
OCT 16 1952		CAI			OCT 17 1952
OCT 16 1952	35231	CAI			OCT 17 1952
OCT 25 1952	BF 27/10/52	CAR		wmy	OCT 27 1952
	BF 27/10/52 Wilkinson	CAR		wmy	OCT 31 1952
DEC 17 1952	NOV 25 1952 DEC 10 1952 42085	CAR		wmy	DEC 31 1952
DEC 17 1952	Requested Mr Jones	C.A.R.	~~4.1.53~~ 4 Feb	wmy	DEC 31 1952
JAN 5 1953	BF 6/1/53	CAR	~~10.1.53~~ 10 Feb	wmy	JAN 6 1953
JAN 15 1953	BF 16/1/53	CAR	~~16.1.53~~ 16 Feb	wmy	JAN 15 1953
	Req Mr Johnson	CAR	~~22.1.53~~ 22 Feb	wmy	JAN 24 1953
FEB 7 1953	BF 9/2/53	CAR	~~15.2.53~~ 15 Feb	wmy	FEB 10 1953
FEB 13 1953	BF 16/2/53	CAR		wmy	FEB 13 1953
MAR 9 1953	56809	CAR		wmy	MAR 11 1953
MAR 13 1953	BF 15/3/53	CAR		wmy	MAR 14 1953
	APR 28 1953 5965	CAR		wmy	MAY 1 - 1953
MAY 1 - 1953		CAE			MAY 1 - 1953
NOV 24 1953	Req Mr Grant	CAR			NOV 27 1953

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER SECTION

1
3-51

FILE No. 5008- E 4- 9 VOLUME No. 1

VOL. 1 5008- E 4- 9

DEPARTMENT OF TRANSPORT

FROM JUNE 1947-
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF- EDI -STINSON.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JAN 20 1950					JAN 21 1950
JUL 28 1950	Reg No McCurdy	RFL		WWS	
	15202	CAR		HP	AUG 1 1950
		CAE ①			AUG 1 1950
AUG 1 1950		CAI ②			AUG 1 1950
AUG 1 1950		CRJ ③			AUG 2- 1950
AUG 11 1950		Lieut. A ④			AUG 16 1950
AUG 2- 1950		R.F.L.			AUG 11 1950
AUG 16 1950	16693.	CAR			AUG 21 1950
		CAE			AUG 21 1950
SEP 30 1950	20871	CAR		HP	OCT 18 1950
OCT 12 1950	21513	CAR		HP	OCT 18 1950
OCT 13 1950		CAI ①			OCT 19 1950
OCT 19 1950		CRJ ②			OCT 20 1950
OCT 20 1950		Lieut. A ③			OCT 23 1950
OCT 23 1950		R.F.L.			OCT 24 1950
DEC 11 1950	28635	CAR		BJ	DEC 11 1950
DEC 11 1950		CAE			DEC 13 1950
JUN 23 1951	17339	CAR		BJ	JUN 23 1951
JUN 23 1951		CAE			JUN 26 1951
JUL 17 1951	21459	CAE			JUL 23 1951
FEB 25 1952	58037	CAR		BJ	FEB 25 1952
FEB 25 1952		CAE			FEB 26 1952
MAR 13 1952	38930	CAR			
		CCA			JUN 10 1952
SEP 25 1952	33368	CAR	27-10-52		JUN 10 1952
SEP 27 1952		CAI			SEP 27 1952
SEP 27 1952	Mr. London	CAR	27-10-52		SEP 30 1952

FILE NO. 5008 - E4 - 9 VOLUME NO 1

VOL. 1 5008 - E4 - 9

DEPARTMENT OF TRANSPORT

FROM JUNE 1947
TO

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
SUB-SUBJECT
FILE TITLE CF - EDI STINSON 108-2

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
Jun 6 - 1947	7308	CAR		SJ	SEP 4 - 1947
JUL 11 1947	11666	CAR		HP	SEP 4 - 1947
SEP 4 - 1947		CAD ②			SEP 4 - 1947
SEP 5 - 1947		CRD ③			SEP 5 - 1947
[redacted] 47	17878	Treas ③			SEP 8 - 47
		CAR			OCT 11 47
OCT 11 47		CAD ②			
OCT 14 47		CRD ③			OCT 14 47
OCT 23 1947	21950	Treas ③			OCT 18 47
NOV 27 1947	27625	CAR			OCT 24 47
		CAR		SJ	NOV 29
		CRI			NOV 29
DEC - 3 1947	27881	CAR			
		CAD ②			DEC 9 947
DEC 9 947		CRD ③			DEC 9 947
DEC 9 947		A & A ③			DEC 9 947
DEC 9 947	Revenue	Treas. ④			DEC 12
JUN 19 48	11969	CAR		SJ	JUN 21 48
JUL 6 - 48	14683	CAR		SJ	JUL 8 - 48
AUG 18 48	20162	CAR		SJ	AUG 19 48
AUG 30 48	21602	CAR		SJ	SEP - 3 48
OCT 19 48	29307	CAR		HP	OCT 20 48
OCT 25 48	29955	CAR			OCT 29 48
OCT 29 48		CAD ②			OCT 30 48
OCT 30 48		CRD ③			NOV 1 948
NOV 1 948		Treas Accounts ④			NOV 3 - 48
MAY 27 1949	8132	CAR		SJ	MAY 28 1949
JUN 23 1949	12485	CAR		SJ	JUN 24 1949

IF UNDELIVERED PLEASE
RETURN TO POINT OF MAILING

OFFICE OF Ottawa

Retourner à

O. H. M. S.

2

NON RÉCLAMÉ

LES AILES DU SUD ENR.,
LAC DES AIGLES, QUE.

~~Pierre Pelot~~

NON RÉCLAMÉ

P. O. Box 145

A1308

5008-E4-9

DEPARTMENT OF TRANSPORT
CANADA

No. 60

5008-E4-9

910 Confederation Building,
Montreal 2, Que., June 3, 1947.

TRANSPORT-RECORDS
JUN 4
File 5008-C4-9

Rimouski Airlines Limited,
Rimouski, Que.

A 7308

Gentlemen:

Re: Stinson CF-EDI

This letter will constitute your temporary authority not valid after August 2, 1947, for the commercial operation of the subject aircraft, under visual day flying conditions only.

The maximum all-up weight of this aircraft must not exceed 2230 pounds. The weight empty has been established at 1311 pounds.

No more than three passengers may be carried in this aircraft in addition to the pilot.

This authority does not include permission for the operation of the radio equipment in this aircraft.

Yours truly,

J.P. Fournier,
for J.L. Blondeau,
District Inspector, Air Regulations

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-14076

Certificate of Airworthiness

(FOR EXPORT)

to Canada

This certifies that the **aircraft** specified below and more particularly described in the accompanying specification has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Engine: Franklin - 6A4-165-B3

Propeller: Sensenich - 76JR53

Actual empty weight: 1311

Standard weight: Normal category - 2230
Utility category - 1925

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Aircraft and Engine Specifications, in process of being prepared will be forwarded as soon as available.

Manufactured by	CONSOLIDATED VULTEE AIRCRAFT CORPORATION Stinson Division - May 12, 1947
Type	LAND MONOPLANE
Model	108-2
Serial No.	108-2657
Date	May 20, 1947

Arthur M. Alcorn
3006
Arthur M. Alcorn, Superintendent
Aircraft and Components Branch

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

SUPERSEDES P-676

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-702
SENSENICH
All Wood Propellers

July 24, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and applicable portions of 03.4 and 04.4 of The Civil Air Regulations.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
A1	TC 385	40	2000	70-3/4"	55"	8	5/16"	4-5/8"	6"	3-3/4"	10	-
42K12335	TC 586	(Same as 90HASP-90)										
42K12335M	TC 586	(Same as 90HASP-90M)										
42K19593	TC 546	225	2100	96"	62"	8	7/16"	7"	9-1/4"	6"	29	
43K10107	TC 691	(Same as 72C-42)										
43K13605	TC 811	(Similar to 90JA-79 with same rating)										
43K15131	TC 586	(Serial Nos. up to B0146 incl. same as 86RA-62. Serial Nos. B0147 to B2285 incl. same as 86RA-61)										
43K15131A	TC 586	(Same as 86RA-61)										
43K19181	TC 546	(Same as 90LA-76)										
43K26215	TC 586	(Same as 90HA-86)										
44K15005	TC 586	(Similar to 85LYA with same rating)										
44K24605	TC 811	(Same as 90JA-81)										
60BA	TC 734	50	3000	60"	34"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60DA	TC 734	50	3000	60"	41"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60EA	TC 734	50	3000	60"	28"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
63	TC 489	37	2550	63"	36"	6	3/8"	4"	5-3/4"	3-1/4"	7	-
63B	TC 565	36	2400	63"	38"	6	3/8"	5"	6-3/8"	3"	7	
66A	TC 731	65	3500	66"	35"	6	3/8"	4"	5-3/8"	3-3/16"	7	1
66CA	TC 765	155	3200	66"	66"-63"	8	7/16"	5"	7-3/8"	4"	11	1
69	TC 386	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	7	3
69A	TC 666	45	2575	69"	36"-28"	6	3/8"	5"	6-3/8"	2-1/2"	8	1
69B	TC 449	36	2400	69"	28"	6	3/8"	5"	6-3/8'	3"	8	3
69C	TC 537	40	2575	69"	26"-23"	6	3/8"	4"	5-3/8'	3-1/4"	8	1,4
69D	TC 554	40	2575	69"	26"	6	3/8"	4"	5-3/8'	3-1/4"	8	3
69E	TC 581	45	2575	69"	35"-33"	6	3/8"	5"	6-3/8'	2-1/2"	8	1,3
69F	TC 581	42	2575	69"	33"	6	3/8"	4"	5-3/8'	3-3/16"	8	3
69J	TC 564	40	2575	69"	28"-26"	6	3/8"	4"	5-3/8'	3-1/4"	7	1,4
69M	TC 668	50	2500	69"	38"	6	3/8"	4-3/4"	6-1/4'	3-1/4"	8	-
70A	TC 734	80	2700	70"	56"-52"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70AB	TC 734	90	2500	70"	56"-46"	6	3/8"	4"	6-1/8"	4"	9	1
70AF	TC 734	80	2650	70"	56"-46"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70D	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70DF	TC 734	80	2500	70"	50"-44"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70F	TC 679	60	2400	70"	47"-43"	6	3/8"	4"	6"	3-1/4"	9	1,2
70L	TC 679	55	2300	70"	47"-41"	6	3/8"	4-3/8"	6"	3-1/4"	9	1,2
70LY	TC 718	65	2550	70"	40"-32"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	9	1
72	TC 591	40	2540	72"	30"	6	3/8"	5"	6-3/8"	2-3/4"	8	-
72A	TC 666	45	2500	72"	31"	6	3/8"	5"	6-3/8"	2-1/2"	7	-
72AB	TC 782	90	2500	72"	60"-40"	6	3/8"	4"	6-1/8"	4"	9	1
72B	TC 595	40	2575	72"	30"	6	3/8"	4"	5-3/4"	3-3/16"	8	-
72C	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72CK	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72DC	TC 734	75	2300	72"	55"-48"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	9	1
72DF	TC 734	90	2500	72"	55"-48"	6	3/8"	4"	6-1/8"	4"	9	1
72EB	TC 789	125	2600	72"	68"-62"	6	3/8"	4-3/4"	7"	4-3/4"	12	1
72EC	TC 789	125	2600	72"	68"-62"	8	3/8"	5-1/4"	7"	4"	12	1
72F	TC 691	65	2350	72"	50"-40"	6	3/8"	4"	6-1/8"	3-1/4"	10	1

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Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Drilling Dia.	Hub Drilling Thickness	Weight (lbs.)	Notes
72GA	TC 782	85	2650	72"	54"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72HAS	TC 538	235	3000	72"	67"-65"	6	3/8"	6-3/16"	8"	4-1/8"	16	1
72HBS	TC 538	235	3000	72"	67"-65"	8	3/8"	7"	8"	4-1/8"	16	1
72L	TC 678	50	2200	72"	41"	6	3/8"	4-5/8"	6-1/8"	3-1/2"	10	-
72LY	TC 678	55	2300	72"	41"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	10	1
73BE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	14	1
73BR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	14	1
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FK	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FKT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	60"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78L1	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84E1	TC 485	(Left Hand of 84E)										
84E2	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

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Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84M	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RB	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RW	TC 586	190	2550	85"	61"-52"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517 (Left hand of 90BA)											3
90C	TC 517 (Same as 90A)											1
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	3
90E	TC 517 (Left hand of 90C)											1
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586 (Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)											
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T)	(TC 586	125	1750	96"	71"-63"	8	3/8"	5-1/4"	7"	4"	20	1
96T)	(TC 586	125	1750	96"	71"-63"	6	15/32"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

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100CD	TC 546	225	2000	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1
102	TC 450	102	1400	102"	59"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102A	TC 464	102	1400	102"	55"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	59"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CB	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyer
Charles F. Dyer, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

20432

Weight + Balance Report
removed from file
and forwarded to
D. I. A. R. Toronto

6/4/49

5008-E4-9

910 Confederation Building,
Montreal 2, Que., June 3, 1947.

Rimouski Airlines Limited,
Rimouski, Que.

Gentlemen:

Re: Stinson CF-EDI

This letter will constitute your temporary authority not valid after August 2, 1947, for the commercial operation of the subject aircraft, under visual day flying conditions only.

The maximum all-up weight of this aircraft must not exceed 2230 pounds. The weight empty has been established at 1311 pounds.

No more than three passengers may be carried in this aircraft in addition to the pilot.

This authority does not include permission for the operation of the radio equipment in this aircraft.

Yours truly,

J.P. Fournier,
for J.L. Blondeau,
District Inspector, Air Regulations

DG

Noted

B. 1
3.000.000-2-47

Port of DORVAL.QUE. MAY 25RD 19 47
Arriving per AIR MONTREAL AIRPORT.
Imported by CURTISS REID FLYING SERVICE LTD. CARTIERVILLE AIRPORT. ST. LAURENT QUE.
Goods Exported to Canada Direct from U.S.A.
Via DORVAL.QUE.
(Country through which carried in transit if any)

CUSTOMS, CANADA
ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

Report No.
Entry No.
Outport
Port

452 HMAY 1947

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applied
C.F.E.D	1. 1	STINSON FLYING STATION WAGON SERIAL														
		108/2657 AS:- AIRCRAFT NOT INCLUDING														
		ENGINES MAY PRESCRIBED BY THE MINISTER.		3810.96	3811.	20%	762.20									
	1	FRANKLIN ENGINE SERIAL 10X6X AS:-														
		ENGINES WHEN IMPORTED FOR USE FOR THE														
		EQUIPMENT OF AIRCRAFT.		979.60	980.	17½	171.50									
	1	FIRE EXTINGUISHERS.		25.15	25.	30%	7.50									
					4816.		941.20		5757.20		460.58					
		Box 365 Postal Station "O"					EXEMPT FROM PERMIT.									
							CONSOLIDATED VULTEE AIRCRAFT CORP. WAYNE. MICH. U.S.A.									

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.) payable to non-residents.

Currency U.S. FUNDS. Amount 4817.00

Cheques etc. must be made payable to the Receiver General of Canada.

The space below this line is reserved for Customs-Excise Officers' use only, and must not be filed in by the importer.

Sales Tax Licence No.
Power of Attorney No. 9335 which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

INITIALS

DUTY	941.20
SALES TAX	460.58
EXCISE TAX	
TOTAL	1401.78

REVENU NATIONAL CANADA CASHIER CAISSIER 28 5 1947 DUTY PAID Droits Acquittés MONTREAL P.Q.

DUPLICATE

FORM 1

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of owner, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) F. POWELL. do hereby declare as follows:—(1) That I am (II) ATT'Y CURTISS REID FLYING SERVICE LTD. the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) ARE the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invcices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at MTL this 25RD day of MAY 1947

(Signature) .....

.....*Witness.*

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (4) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day of 19 ,

(Signature) .....

.....*Witness.*

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) affirmed.

I, (1) the undersigned importer of the (2) mentioned in this entry, do solemnly (3) that such (4) are imported by me for the manufacture of (5) in my own factory situated at (6) and that no portion of the same will be used for any other purpose or disposed of until so manufactured.

Sworn (7) before me this day of 19

(Signature) .....

.....

Collector or Title of Official authorized to Administer Oaths.

CURTISS-REID FLYING SERVICE LIMITED

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

May 28th. 1947.

Department of Transport,
Civil Aviation Division,
Room 910, Confederation Bldg.,
Montreal, P.Que.

BILL OF SALE.

Dear Sirs:

KNOW ALL MEN BY THESE PRESENTS: That Curtiss-Reid Flying Service Limited, is the owner of the full legal and beneficial title to Aircraft CF-EDI. That such title to said Aircraft is not subject to any mortgage, or other encumbrance.

For and in consideration of the sum of One dollar and other Valuable Considerations Curtiss-Reid Flying Service Limited, Montreal does this 28th. day of May 1947, sell, grant, transfer, and deliver all of their above-described right, title, and interest in and to the above-described Aircraft, together with such equipment installed therein unto Rimouski Airlines Limited, Rimouski, P.Que. And to their executors, adminstrators, and assigns, to have and to hold all and singular, the said Aircraft forever.

In testimony Whereof, I have set my hand and seal this 28th. day of May 1947.

CURTISS-REID FLYING SERVICE LIMITED.

W.R.J. Oliver.
President.

WO/el.

FORM ACA-500
(12-19-46)
PART C

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BILL OF SALE

FORM APPROVED
BUDGET BUREAU NO. 41-R889

FOR AND IN CONSIDERATION OF $ One dollar and other considerations, THE UNDERSIGNED OWNER OF THE FULL LEGAL AND BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS FOLLOWS:

AIRCRAFT MAKE	SERIAL NO.	CAA REGISTRATION NO.
Stinson	108-2657	CF-EDI

DOES THIS 16th DAY OF May, 19 47 HEREBY SELL, GRANT, TRANSFER AND DELIVER ALL OF HIS RIGHT, TITLE AND INTEREST IN AND TO SUCH AIRCRAFT UNTO:

NAME OF PURCHASER
Curtiss-Reid Flying Service, Ltda.

ADDRESS OF PURCHASER *(Street and number, city, zone and state)*
Box 365 Station "O" Montreal, P. Q., Canada

AND TO their EXECUTORS, ADMINISTRATORS AND ASSIGNS, TO HAVE AND TO HOLD SINGULARLY, THE SAID AIRCRAFT FOREVER, AND CERTIFIES THAT SAME IS NOT SUBJECT TO ANY MORTGAGE OR OTHER ENCUMBRANCE EXCEPT:

TYPE OF ENCUMBRANCE	AMOUNT	DATE

IN FAVOR OF

IN TESTIMONY WHEREOF we HAVE SET our HAND AND SEAL
THIS 16th DAY OF May, 19 47

SIGNATURE OF SELLER W. E. Monroe

TITLE OF SELLER
Coordinator

FOR *(Name of corporation, partnership)*
Consolidated Vultee Aircraft Corp.

FORWARD TO WASHINGTON

ACKNOWLEDGMENT

STATE OF Michigan

COUNTY OF Wayne

ON THIS 16th DAY OF May, 19 47
BEFORE ME PERSONALLY APPEARED THE ABOVE-NAMED SELLER, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING BILL OF SALE, AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED. GIVEN UNDER MY HAND AND OFFICIAL SEAL THE DAY AND YEAR ABOVE WRITTEN.

NOTARY PUBLIC J. S. Shaw — MY COMMISSION EXPIRES 1-12-51

Seal

READ INSTRUCTIONS ON REVERSE SIDE CAREFULLY

PART C - BILL OF SALE

TO PURCHASER: It is your responsibility to determine at time of purchase of aircraft that chain of title to you is in order (from last registered owner and all intervening owners or, if not previously registered, from manufacturer through all intervening owners), and whether or not there is a lien, mortgage or other encumbrance against such aircraft. Copies of Bills of Sale confirming chain of title should be obtained and attached to file when forwarded for registration in your name. For use in checking this form at the time of purchase, both in connection with previously unregistered and previously registered aircraft, the following conditions are discussed:

Condition 1 - SALE OF AN AIRCRAFT WITH CLEAR TITLE - The seller will complete Part "C" in detail and the purchaser should check its accuracy. Both original and copy must be signed in ink by the seller and both attested to by a Notary Public. The purchaser should detach the original of the Bill of Sale and retain it as proof of ownership.

Condition 2 - SALE OF ENCUMBERED AIRCRAFT - OTHER THAN CONDITION 3 - Seller shall complete Part "C" exactly as described above, and in addition, shall indicate in the spaces provided for the purpose, the type of encumbrance and the amount and date thereof, and the name of the owner of the encumbrance. However, if it is desired that the encumbrance be recorded with the Civil Aeronautics Administration, the original or an executed counterpart thereof, (signed and notarized duplicate) must be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D.C., together with *recordation* fee of $5.00, (in addition to the *registration* fee of $5.00) payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

Condition 3 - AIRCRAFT SOLD WITH CONDITIONAL SALE CONTRACT - (FORM ACA-906 OR EQUIVALENT.) - Part "C" (Bill of Sale) will not be completed by the seller. The purchaser shall complete Parts "A" and "B" as instructions provide, and in place of the Bill of Sale, the original Conditional Sale Contract or an executed counterpart thereof (signed and notarized duplicate), the original and copy of Part "A" and copy of Part "B", together with fee of $10.00 ($5.00 for registration and $5.00 for recordation of sale contract), shall be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C. Such remittance may be made by money order or check made payable to the Treasurer of the United States, (Currency forwarded at your risk - stamps not acceptable.) Title to the aircraft is retained by the seller until the terms of the conditional sale contract are fulfilled.

Condition 4 - RECORDATION BY HOLDER OF MORTGAGE OR OTHER INSTRUMENT AFFECTING TITLE TO REGISTERED AIRCRAFT - This may be accomplished by forwarding to the Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C., the original mortgage or lien or an executed counterpart thereof (signed and notarized duplicate), together with the required recordation fee of $5.00, payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

AFTER AN ENCUMBRANCE HAS BEEN RECORDED AND ASSIGNED, AN ACKNOWLEDGMENT WILL BE FURNISHED BY THE CAA TO THE HOLDER.

241.3

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) triplicate

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... CF-EDI ..... $5.00 ✓ 22267

Certificate of Airworthiness ..... $5.00 ✓
(See note below)

The particulars given below are true in every respect. RIMOUSKI AIRLINES LIMITED

Signature of Applicant ..... Superintendent

Date of Application ..... May 28, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
RIMOUSKI AIRLINES LTD	RIMOUSKI, P.Q.	Br.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
ALBERT DIONNE	PRESIDENT	RIMOUSKI, P.Q.	FR. CAN.
ALPHEE GAGNON	VICE PRESIDENT	" "	" "
MAURICE TESSIER	SEC- TREAS.	" "	" "

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial, passenger and/or freight service

Usual Station RIMOUSKI, P.Q.

Date of manufacture or reconstruction

Crew required One

Accommodation for what number of passengers Three

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Stinson Aircraft

Type Station Wagon Maker's No. 108-2657.

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33'11"	
Length o/a in feet	24'6"	
Height o/a in feet	6'10"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	1264	

Total weight authorized (fully loaded) in lbs 2230 Air speed ..... miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed, Altimeter, Tachometer, Compass,
2. Gauges Oil pressure, Oil Temperature, Fuel gauge, Ammeter.
3. Lights Navigation and landing.
4. Signals
5. Fire Extinguishers One.
6. Parachutes
7. Tools
8. Other Equipment Edo Floats 2425: 2 way radio; ski axles

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type 30405	Franklin			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	6			
H.P.	165			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 28.5.47 Satisfactory B. Pascal

Particulars accurate as corrected yes

Modifications from type are indicated on annexed sheet no mod.

Registration recommended with the following special conditions

recommended.

Date 3.7.47 Signature J. Laurin

Registration approved and Registration Mark C.F. EDI allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 8
6-46

910 Confederation Building,
Montreal 2, Que., July 10, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-9	STINSON - CF-EDI	5008-E4-9

TRANSPORT-RECORDS
JUL 11 A.M.
File 5008-E 4-9

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Please find attached the following documents regarding the subject aircraft:

(a) Application for Certificates of Registration and Airworthiness, as a commercial machine, in the name of Rimouski Airlines Limited.

(b) Fees $10.00 (Department Receipt No. 20267) forwarded under Cash Book Folio No. 3343.

(c) Proof of Ownership: Bill of Sale from factory to Curtiss-Reid Flying Service Limited.

A11666

Bill of Sale from Curtiss-Reid Flying Service Limited to Rimouski Airlines Ltd.

(d) Customs Entry Receipt.

(e) Copy of our temporary authority for the operation of this machine.

(f) Certificate of Airworthiness for export and documents attached hereto.

2. The radio equipment in this aircraft was inspected by our Radio Division on May 27, 1947, and found satisfactory.

3. This application appears to be in order and issue of certificates is recommended.

OIC (for issue)

6074(R)
2285-(A)

J. P. Fournier,
For District Inspector, Air Regulations.

JPF:gd
Encl.

10

2462A
8-41

/20

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6074

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corp., Wayne, Mich., U.S.A.
3. Constructor's serial number	108-2657
4. Name of owner	Rimouski Airlines Ltd.,
5. Address of owner	Rimouski, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rimouski, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 3rd, day of June, 1947., in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration mark CF-EDI and is of Canadian nationality.

Given at Ottawa this 15th, day of August, 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAYLETTER COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

910 CONFEDERATION BUILDING
MONTREAL QUEBEC AUGUST 20 1947

A16375

TRANSPORT-RECORDS
AUG 21 A.M.
File 5M 8. C4-9

RODOLPHE PAGE
LAC DES AIGLES QUEBEC

AR 260 THIS YOUR AUTHORITY NOT VALID AFTER OCTOBER TENTH FORTY SEVEN OPERATE STINSON EASY DOG EYE AS COMMERCIAL AIRCRAFT DAY VFR stop WEIGHT EMPTY THIRTEEN NINEVE MAXIMUM WEIGHT TWENTY TWO THIRTY stop SUBJECT AIRCRAFT AIRWORTHY AT ALL TIMES

J P FOURNIER
CIVIL AVIATION

1110 hrs
AR.

CF-EDI

Worked
[illegible]

AC-5-59 /RH

5008-E4-9

Ottawa, Ontario,
August 28th, 1947.

REGISTERED

Rimouski Airlines Ltd.,
Rimouski,
P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6074 and Certificate of Airworthiness No. 2285, together with Engine and Journey and Aircraft Log Books, for your Stinson 108-2 aircraft, CF-EDI Serial No. 108-2657.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until June 3rd, 1948.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Montreal, P.Q.

6/9/47

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

FORM 6102

CLASS
FULL RATE MES.
DAY LETTER
NIGHT MESSAGE
NIGHT LETTER
EVENING & SUNDAY
PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

13

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

COPY

910 Confederation Building,
Montreal Quebec August 20 1947

RODOLPHE PAGE
LAC DES AIGIES QUEBEC

AR 260 THIS YOUR AUTHORITY NOT VALID AFTER OCTOBER TENTH FORTY SEVEN OPERATE STINSON EASY DOG ITEM AS COMMERCIAL AIRCRAFT DAY VFR stopWEIGHT EMPTY THIRTEEN ELEVEN MAXIMUM WEIGHT TWENTY TWO THIRTY stop SUBJECT AIRCRA FT AIRWORTHY AT ALL TIMES

J P FOURNIER

CIVIL AVIATION

1110 hrs.

AR

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

910 Confederation Building,
Montreal 2, Que., Sept. 3, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-9	STINSON CF-EDI	5008-E4-9

TRANSPORT-RECORDS
SEP 4 A.M.
File 5008-E4-9

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Please find attached the following documents regarding the subject aircraft:

(a) Application for Certificates of Registration and Airworthiness, in the name of Les Ailes du Sud Enr., Lac-Des-Aigles, P.Q. A17878

(b) Fees $5.00 (Department Receipt No. 20343) will be forwarded under Cash Book Folio No. 3351.

(c) Proof of Ownership: Bill of Sale from Rimouski Air Lines Limited to Les Ailes du Sud.

(d) Copy of the temporary authority issued to Rimouski Air Lines Limited.

(e) Copy of the temporary authority issued to Rodolphe Page of Les Ailes du Sud Enr.

2. The radio equipment in this aircraft has been inspected by our Radio Division on May 27, 1947, and found satisfactory. This application appears in order, and issuance of Certificates is recommended.

J. P. Fournier
J. P. Fournier, for 1947
For District Inspector, Air Regulations.

JPF:gd
Encl.

241.3

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) Triplicate

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Change in ownership.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:— CF-EDI

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. LES AILES DU SUD ~~LIMITEE~~

Signature of Applicant par Rodolphe Pagé

Date of Application August 14, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Les Ailes du Sud Ltée.	Lac-des-Aigles, P.Q.	Fr-Can.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Rod. Pagé.	Mang-Dir.	Lac-des-Aigles	FR-Can.

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial Passenger and Freight Charter Work.

Usual Station Lac-des-Aigles, P.Q.

Date of manufacture or reconstruction April 1947

Crew required One

Accommodation for what number of passengers Three.

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

Inc Co (1947) noted ZC

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Stinson Aircraft Div.

Type Station Wagon 108 Maker's No. 2657

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33' 11"	
Length o/a in feet	24'	
Height o/a in feet	7'	
Cubic Capacity (of Airship or Balloon)	---	
Weight equipped, but without load, fuel, or oil		

Total weight authorized (fully loaded) in lbs 2230 Air speed 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments 1 Magnetic Compass Pioneer Scout. 1 R.P.M. Kollsman
2. Gauges 1 Airspeed Indicator; 1 Altimeter Kollsman
3. Lights 1 8 Day Chronometer Elgin-Pioneer, 1 Oil Pressure
4. Signals 1 Oil Temperature. Hallicrafter Radio 3105.
5. Fire Extinguishers 2 Pyrene 1 ot.
6. Parachutes -------
7. Tools 1 Tool Kit.
8. Other Equipment Axe, Capes, First Aid Kit.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 6A4165B3			
Pusher or Tractor	Tractor			
Right or Left Hand	RH			
No. of Cylinders	6			
H.P.	165			
Bore	4 1/16			
Stroke	3 5/8			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 28-5-47 C. Vacal

Particulars accurate as corrected yes

Modifications from type are indicated on annexed sheet no mod

Registration recommended with the following special conditions recommended.

Date 20-8-47

Signature [signature]

Registration approved and Registration Mark C.F. EDI allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

BILL OF SALE

This Bill of Sale was drawn up and signed by the following parties contracting same at Rimouski. P.Q. this Fifth day of August in the year of our Lord One Thousand Nine Hundred and Forty-Seven.

BETWEEN Rimouski Airlines Limited, a corporate body, operating under letters patent granted by the Government of the Province of Quebec, and having its' principal place of business in the Town of Rimouski, in the Province of Quebec; hereinfter called the seller, AND

Les Ailes du Sud Enregistré, a duly registered commercial enterprise in the Province of Quebec, having its' principal place of business at Lac-des-Aigles, in the County of Rimouski, in the Province of Quebec, hereinfter called the purchaser; WHO AGREE AS FOLLOWS:-

THE SELLER hereby sells, transfers and makes over to the purchaser accepting same ONE ONLY STINSON STATION WAGON MODEL 108 AIRCRAFT, complete with One set of Edo floats fitted to same and equipped with a General-Electric radio-transmitter-receiver. This sale and transfer is furthermore made for and in consideration of a total sale price of Nine Thousand Nine hundred DOLLARS and ninety-six cents ($ 9,900.96).

The following payments and terms have been mutually agreed upon by both the seller and the purchaser and receipt is hereby accepted and given gor any and or all cash down payments agreed upon and paid by the purchaser to the seller viz :- The seller has received from the purchaser the sum of Four thousand dollars ($,000.00) cash down payment and the purchaser hereby agrees tp pay off the balance owing on this aircraft at the rate of Seven Hundred dollars per month.

The aircraft so sold and transferred carried the Canadian Registration markings of CF-EDI.

In witness thereog the parties have signed and have caused to have witnessed their respective signatures.

RIMOUSKI AIRLINES LIMITED

per _____ President

WITNESS _____

_____ Director.

LES AILES DU SUD ENRG

WITNESS Leo Boucher per _____

C
O
P
Y

5008-E4-9

14

910 Confederation Building,
Montreal 2, Que., June 3, 1947.

Rimouski Airlines Limited,
Rimouski, Que.

Gentlemen:

Re: Stinson CF-EDI:

This letter will constitute your temporary authority not valid after August 2, 1947, for the commercial operation of the subject aircraft, under visual day flying conditions only.

The maximum all-up weight of this aircraft must not exceed 2230 pounds. The weight empty has been established at 1311 pounds.

No more than three passengers may be carried in this aircraft in addition to the pilot.

This authority does not include permission for the operation of the radio equipment in this aircraft.

Yours truly,

J.P.Fournier,
for J.L.Blondeau,
District Inspector, Air Regulations.

DG

/RM

AC-5-59

SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E4-9

Ottawa, Ontario,
August 28th, 1947.

REGISTERED

Rimouski Airlines Ltd.,
Rimouski,
P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6074 and Certificate of Airworthiness No. 2285, together with Engine and Journey and Aircraft Log Books, for your Stinson 108-2 aircraft, CF-EDI Serial No. 108-2657.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until June 3rd, 1948.

Yours very truly,

H. Stallworthy

/- (S. Graham),
Superintendent, Air Regulations.

Encls.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6074

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corp., Wayne, Mich., U.S.A.
3. Constructor's serial number	108-2657
4. Name of owner	Rimouski Airlines Ltd.,
5. Address of owner	Rimouski, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rimouski, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 3rd, day of June, 1947, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration mark CF-EDI and is of Canadian nationality.

Given at Ottawa this 15th, day of August, 1947.

H. Patterson

for Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate for which there shall be payable a fee of $5.

2. In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister of Transport.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

15 2 8-45

910 Confederation Building,
Montreal 2, P.Q. September 18, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
CAR	Stinson CF-EDI	5008-E4-9

A19964

TRANSPORT-RECORDS
SEP 20 A.M.
5008 E 4:9
FILE

REGISTERED

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Further to our letter of September 3, 1947 relating to an application for the registration of the subject aircraft, please find attached Certificate of Airworthiness No. 2285 and Certificate of Registration No. 6074 for this machine.

Effe
Fee re-registration

J. F. Fournier,
for District Inspector, Air Regulations

JF/MP

6325 (R)
2285 (A)

Regbook sent

/RM

17

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6325

NATIONALITY AND REGISTRATION MARKS..... CF-EDI

1. Type and description.....	Stinson 108-2
2. Name and address of constructor.....	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number.....	108-2657
4. Name of owner.....	Les Ailes du Sud Enr.,
5. Address of owner.....	Lac-des-Aigles, P.Q.
6. Nationality of owner.....	Canadian
7. Usual station of aircraft.....	Lac-des-Aigles, P.Q.
8. Purpose.....	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 20th day of August 19 47, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 3rd day of October 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after May 28th, 1948, unless endorsed.

AC-5-60 /RM

18 5008-E4-9

REGISTERED

OTTAWA, October 3rd, 1947.

Les Ailes du Sud Enr.,
Lac-des-Aigles,
P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6325 and Certificate of Airworthiness No. 2285 for your Stinson 108-2 aircraft CF-EDI , Serial No. 108-2657.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until May 28th, 1948.

Yours truly,

(A. Graham)
Superintendent, Air Regulations.

Encls.

NOTED Montreal, P.Q.
OCT 16 1947
Revenue Audit
Dept. of Transport.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

AR

OCT 9 A.M.
File

910 CONFEDERATION BUILDING
MONTREAL QUEBEC OCTOBER 7 47

A21950

MR RODOLPHE PAGE
C/O RIMOUSKI AIRLINES LIMITED
RIMOUSKI QUEBEC

AR 345 PREVIOUS AUTHORITY STINSON EASY DOG

ITEM REGISTERED IN THE NAME OF RODOLPHE PAGE EXTENDED

NOT VALID AFTER DECEMBER SIXTH FORTY SEVEN SUBJECT

AIRCRAFT.AIRWORTHY

J P FOURNIER

CIVIL AVIATION

1630 HRS.
NP

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG, GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAYLETTER COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

20

910 CONFEDERATION BUILDING
MONTREAL QUEBEC NOVEMBER 26 47

TRANSPORT-RECORDS
NOV 27 A.M.
File 5008-E4-9

RIMOUSKI AIRLINES
RIMOUSKI QUEBEC

A27625

ARQ 30 THIS YOUR AUTHORITY NOT VALID AFTER JANUARY

TWENTY FIFTH FORTY EIGHT OPERATION STINSON CF EASY DOG ITEM

COMMERCIAL SUBJECT ISSUANCE RADIO LICENSE STOP MAXIMUM

PERMISABLE WEIGHT TWENTY TWO HUNDRED THIRTY POUNDS

J [illegible] FOURNIER

CIVIL AVIATION

1600 HRS
MP

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAYLETTER COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

C O P Y

910 Confederation Building,
Montreal Quebec November 26/47

RIMOUSKI AIRLINES
RIMOUSKI QUEBEC

ARQ 30 THIS YOUR AUTHORITY NOT VALID AFTER JANUARY TWENTY FIFTH FORTY EIGHT OPERATION STINSON OF EASY DOG ITEM COMMERCIAL SUBJECT ISSUANCE RADIO LICENSE STOP MAXIMUM PERMISABLE WEIGHT TWENTY TWO HUNDRED THIRTY POUNDS

J P FOURNIER
C I V I L A V I A T I O N

Cleated R.L.M.

1600 Hrs.
MP

/RM

22

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6325

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2657
4. Name of owner	Les Ailes du Sud Enr.,
5. Address of owner	Lac-des-Aigles, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Lac-des-Aigles, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 20th day of August 1947 in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 3rd day of October 1947.

H. L. Fullerton

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after May 28th, 1948, unless endorsed.

V 3

BILL OF SALE.

This agreement of sale is drawn between Rimouski Airlines Limited, a corporation duly incorporated under the Quebec Companies Act, and having its' principal place of business at Rimouski, P.Q. Canada, hereinafter, called the party of the first part,

and,

Les Ailes du Sud Enrg, a duly registered business having its' principal place of business at Lac-des-Aigles, Rimouski County P.Q. Canada, hereinafter called the party of the second part;

The party of the second part hereby assigns, sells and makes over to the party of the first part accepting hereby, one only aircraft, Stinson Model Flying Station Wagon, Serial Number 108-2657 powered by a Franklin Engine, Series 6A4 Number 1506B3 bearing Canadian Registration CF-EDI.

This sale is furthermore made for and in consideration the price of One or more Dollars, receipt of which amount is hereby acknowledged by the party of the second part.

The party of the second part hereby warrants that said aircraft is free from all liens and encumbrances.

Made in triplicate, at Rimouski, P.Q. Canada, this sixteenth day of October 1947.

RIMOUSKI AIRLINES LIMITED

President

Witness

Secretary-Treasurer

LES AILES DU SUD ENRG.

Witness

Rodolphe Pagé

24 2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

XX CF-EDI

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

RIMOUSKI AIRLINES LIMITED

Signature of Applicant.....

Date of Application.....October 18, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
RIMOUSKI AIRLINES LTD	RIMOUSKI, P.Q.	Can.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
ALBERT DIONNE	PRESIDENT	RIMOUSKI	Fr-Can.
ALPHEE GAGNON	V.P.	"	"
MAURICE TESSIER	SEC.TRES.	"	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....Commercial,
Charter-passenger/freight.

Usual Station.....RIMOUSKI AIRPORT, P.Q.

Date and place of manufacture or reconstruction.....Wayne Michigan USA May 1947

Crew required.....One

Accommodation for what number of passengers.....Three

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, is $5.00, which certificate is re-issue[illegible] change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cons. Vultee

Type Stinson 108-2 Maker's No. 108-2657

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33' 11"	---
Length o/a in feet	24' 6"	---
Height o/a in feet	6' 10"	---
Cubic Capacity (of Airship or Balloon)	------	
Weight equipped, but without load, fuel, or oil	1287	
Total weight authorized (fully loaded) in lbs	2230	

Airspeed 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: 1-Airspeed; 1- Altimeter; 1-Compass; 1-Oil Temperature; 1-Turn & Bank; 1- Rate of climb; 1- chronometer; 1- Oil Pressure;
2. Gauges: 1- Fuel Pressure
3. Lights: Cabin, Cockpit, Navigation, Landing
4. Signals: None
5. Fire Extinguishers: 1 Pyrene
6. Parachutes: none
7. Tools: 1 Kit
8. Other Equipment: Radio- ~~C-5 Personal Plane.~~ Hallicrafter Skyhawk model a.t.-2.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin			
Pusher or Tractor	Tractor			
Right or Left Hand	R.H.			
No. of Cylinders	6			
H.P.	165			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 22-11-47 Eng J. P. Carney A.1945

Particulars accurate as corrected yes

Modifications from type are indicated on annexed sheet no modi.

Registration recommended with the following special conditions recommended

Date 28.11.47

Signature J. Fauvin

Registration approved and Registration Mark C.F. EDI allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

910 Confederation Building,
Montreal 2, P.Q. November 28, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson CF-EDI	5008-E4-9

CAR

TRANSPORT-RECORDS
NOV 29 AM
File 5008 E 4-9

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Please find attached the following documents regarding the subject aircraft: A27881

✓ (a) Application for Certificates of Registration and Airworthiness.

✓ (b) Fees $5.00 (Department Receipt No. 31601) has been forwarded under Cash Book Folio No. 3354.

✓ (c) Bill of Sale from Les Ailes du Sud to Rimouski Airlines.

✓ (d) Certificate of Registraion No. 6325.

✓ (e) Certificate of Airworthiness No. 2285.

✓ (f) Copy of our temporary authority.

Mrs Jones
for Re-Reg
HLP 3-12-47

2. The Radio equipment in this aircraft has been inspected and found satisfactory.

3. This application appears to be in order and issuance of Certificates is recommended.

NOTED
DEC 11
Revenue Audit
Dept. of Transport

6581(R)
2285(A)

J.F.Fournier,
for District Inspector, Air Regulations.

JPF/mp

for Booker
Cem

/RM

27

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6581

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2657.
4. Name of owner	Rimouski Airlines, Ltd.,
5. Address of owner	Rimouski, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rimouski, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 26th day of November 19 47, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 6th day of December 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after November 22nd, 1948, unless endorsed.

/RM

AC-5-60

28

5008-E4-9

REGISTERED

OTTAWA, December 6th, 1947

Rimouski Airlines, Ltd.,
Rimouski,
P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6581 and Certificate of Airworthiness No. 2285 for your Stinson 108-2 aircraft CF-EDI , Serial No. 108-2657.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until November 22nd, 1948.

Yours truly,

(W. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Montreal, P.Q.

NOTED
DEC 11 1947
Revenue Audit
Dept. of Transport.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAYLETTER COLLECT

29

euillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
end the following message, subject to the terms on back hereof, which are hereby agreed to

ROOM 44 TRANS-ATLANTIC AIRWAYS BUILDING
MONTREAL AIRPORT JUNE 17 1948

H.Q. COPY

A11969

TRANSPORT RECORDS
JUN 19 A.M.
5-008-E4-9
File

A SENEGAL
RIMOUSKI AIRLINES LIMITED
RIMOUSKI QUEBEC

ARQ 106 TEMPORARY AUTHORITY NOT VALID AFTER JUNE THIRTIETH FORTY EIGHT HEREBY

GRANTED OPERATION STINSON HASY DOG ITEM ON FLOATS AT WEIGHT STATED IN TELEGRAM

Noted

J L BLONDEAU
CIVIL AVIATION

15 10 hrs.
DE.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102.B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAYLETTER COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

21

TRANSPORT-RECORDS
JUL 6 A.M.
File 5708-E 4-9

MONTREAL AIRPORT, DORVAL, QUE JULY 5 1948

RIMOUSKI AIRLINES
RIMOUSKI QUE

A14683

ARQ 135 AUTHORITY NOT VALID AFTER JULY THIRTY FIRST FORTY EIGHT

GRANTED FOR OPERATION STINSON EASY DOG ITEM ON FLOATS

noted

J L BRODEAU
CIVIL AVIATION

1520 hrs
AR

c.c. H.Q.
D.C.A.S.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	37
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			RUSH COLLECT

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

TRANSPORT-RECORDS
AUG 17 P.M.
File 5708-E4-9

MONTREAL AIRPORT, DORVAL, AUGUST 16, 1948

A20163

RIMOUSKI AIRLINES LIMITED
RIMOUSKI, QUEBEC

ARQ 192 PREVIOUS AUTHORITY DATED JULY FIFTH OPERATION OF EASY DOG ITEM

EXTENDED NOT VALID AFTER SEPTEMBER FIFTEENTH FORTY EIGHT SUBJECT AIRCRAFT

AIRWORTHY AT ALL TIMES

J P TOURNIER
FOR DCAS

1225 HRS
HP

cc D.C.A.S.
H.Q.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

38 2 2-48

Rm. 44, Trans-Atlantic Admin. Bldg., Montreal Airport, Dorval, P.Q. Oct. 16, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson, CF-EDI	5008-E4-9

A29307

TRANSPORT-RECORDS
OCT 19 P.M.
FILE 5008 E 4- 9

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

1. Please find attached copy of a letter received from Rimouski Airlines Limited regarding Advice of Sale of the above mentioned aircraft.

2. For your information and record, please.

J.P. Fournier,
for District Controller, Air Services

JPF/mp

W

34

AIR-RIMOUSKI, LIMITEE

C
O
P
Y

Rimouski East, P.Q.
Oct. 11, 1948

Mr. J.L. Blondeau,
District Inspector Air Regulations,
Department of Transport,
Room 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport,
Dorval, P.Q.

Dear Sir:

Please be advised that our Stinson 108, CF-EDI has been exchanged for a heavy wing Cessna Crane CF-FXY with Mr. E.A. Bond of Century Motor Sales, Toronto, Ont. The latter aircraft arrived Mont-Joli where it is to be fitted out for service, pending receipt of its C. of A. and C.of R., application for which, I understand from M.G. Beaudoin, was made in Toronto, in order to obtain the necessary ferry permit.

Our own C. of R. and C. of A. for Stinson CF-EDI were inadvertently left in the log book of the aircraft at time of delivery. For your information, please.

Yours very truly,
RIMOUSKI AIRLINES LIMITED

A. Senecal,
MANAGER

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

33 2 6-47

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., Aug. 26, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-9	STINSON 108 - CF-EDI	5008-E4-9

Director of Air Services,
Department of Transport,
OTTAWA, Ontario.

TRANSPORT-RECORDS
AUG 30 A.M.
File 5008-E4-9

1. Certificate of Airworthiness No. [illegible] for the subject machine has been amended as follows:

Para. 9 - Land and marine.

Para.24 - Airscrews pitch two position.

Para.25 - Weight empty as seaplane 1,590 lbs.

Para.31 - Maximum commercial load as seaplane 219 lbs.

Para.32 - Maximum weight authorized as seaplane 2,235 lbs.

A21602

Para.33 - Maximum total weight authorized as seaplane Two thousand two hundred and thirty five pounds.

Page. 3 - "D" Safety Belt for each occupant: Life preserver for each occupant when operating as a seaplane.

Page. 3 - Note: "When operated as a seaplane: Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

2. These amendements were made in view of the installation of Edos floats Model 44-2425 on this aircraft. In addition, the owners have also advised us that this machine is also equipped with a Sensenich two-position propeller.

J. P. Fournier,
for District Controller, Air Services.

JPF:gd

COPY

36

TOR:5008-E4-9

ORIGINAL ON FILE.....

COPY FOR FILE.....1 Montgomery Avenue, Toronto,
October 23rd, 1948.

Century Motor Sales Ltd.,
637 Yonge Street,
TORONTO, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for re-registration of STINSON 108-2 aircraft, C F - E D I, Serial No. 108-2657, which you recently purchased from Rimouski Airlines Limited; together with the following papers:-

(a) Application form in triplicate.
(b) Fee of $5.00 (receipt no. 45135 enclosed herewith).
(c) Bill of Sale.
(d) Old C. of R. No. 6581 and C. of A. No. 2285.

We have requested the Headquarters of this Department to return the Bill of Sale to you.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate C F - E D I as a private aircraft (land & seaplane) on day visual flying only under the conditions of issue as given in the Certificate of Airworthiness No. 2285. This authority is valid until November 22nd, 1948.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

S.T. Grant
for (D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

/alb

8
6-48

/RM

37

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6581

NATIONALITY AND REGISTRATION MARKS..... CF-EDI

1. Type and description.....	Stinson 108-2
2. Name and address of constructor.....	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number.....	108-2657.
4. Name of owner.....	Rimouski Airlines, Ltd.,
5. Address of owner.....	Rimouski, P.Q.
6. Nationality of owner.....	Canadian
7. Usual station of aircraft.....	Rimouski, P.Q.
8. Purpose.....	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 26th day of November 19 47, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 6th day of December 19 47.

H. L. Patteson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after November 22nd, 1948, unless endorsed.

CENTURY MOTOR SALES LIMITED
Toronto, Ontario

No. 38 905

Date October 6th 1948

I (or we) the Purchaser Kamouraska Airlines Ltd hereby offer to purchase from you (the Seller), at the price herein, and the terms and conditions hereon, the following:

DELIVERY to be made during the month of October, 1948

If delivery is not made within thirty days after the last day of said month, this purchase may be cancelled by Purchaser in writing within five days thereafter.

No. 1 In the event of cancellation by the PURCHASER because delivery is not made within 30 days after the last day of the month above specified, the deposit will be returned as follows:

The deposit, if cash, will be returned.
The deposit, if car still unsold, will be returned.
The deposit, if car already sold, will be returned in the form of cash to the amount of the allowance price on the car.

No. 2 If the PURCHASER fails to comply with this contract:

The deposit, if cash, will be returned less 10% of the list price of the new car involved, the same being agreed upon as liquidated damages in that event.

The deposit, if car which is as yet unsold, will be returned upon payment of 10% of the list price of the new car involved and all expense incurred upon the used car while in the SELLER'S possession, the same being agreed upon as liquidated damages in that event.

The deposit, if car which has been sold, will be returned in cash to the amount of the proceeds of the used car sale less all expense in connection with the used car while in the SELLER'S possession and 10% of the list price of the new car, the same being agreed upon as liquidated damages in that event.

The responsibility of the SELLER for delivery is limited to having ready at its place of business the car herein ordered and in notifying in writing the PURCHASER at address given.

If an employee of the Seller is furnished to drive the vehicle for instruction, or for any other reason, Purchaser assumes full responsibility for any damage to this vehicle, or to any other property of any persons including such employee incurred while such employee is so engaged, and agrees to indemnify the Seller for any such damages.

In addition to price quoted herein, Purchaser agrees to pay any new taxes imposed on the articles covered hereby before the delivery to Purchaser is completed.

Purchaser agrees to pay list price effective at time of delivery. If such price exceeds the amount herein noted, Purchaser has the right to cancel contract; Seller reserves right to cancel contract if for any reason it cannot make delivery. Price subject to change without notice.

This contract is unassignable without the Seller's written consent.

Title to the car and all accessories and equipment remains with the Seller until the whole purchase price with interest, if any, including notes and renewals thereof, shall have been fully paid in cash, and on any default the Seller may repossess the said car, accessories and equipment, without process of law, and for that purpose enter any premises where the same may be and remove the same therefrom. The Seller at its option may retain the goods repossessed, and all moneys paid thereon, as liquidated damages. The Purchaser shall indemnify the Seller against all loss, costs, charges and damages, arising from the operation or possession of the said car by the Purchaser, and shall observe all Governmental laws and regulations in connection therewith, and the failure so to indemnify or observe shall constitute default hereunder.

	Price
CAR, Cessna Heavy-duty twin engine aircraft serial # 8876.	
Extra Equipment: Completely modified, and re-conderted with two Hamilton Constant speed propellers.	2500.00
License Fee	
Insurance and Finance Charge	
Total Purchase Price	2500.00
USED CAR ALLOWANCE — Amount	
Make Pontiac Model Station Wgn. Year 1947	
Motor No. Serial No. Registration CF-EDI. Complete with Goodyear tires & tubes	3000.00
License No. Year of License	
The used car which is being traded in is my personal property and is free from all liens and encumbrances.	
If the used car involved is not delivered to the Seller until delivery of the new car, it is agreed that any reduction in the prices of the new cars of the same make as the used car is to affect the used car allowance in the same proportion and manner.	
This amount to be paid upon notification that the above purchase is ready for delivery to Purchaser, which delivery Purchaser agrees to take within five days after such notice from Seller. Failure to make such payment shall give Seller the right to cancel contract. — Balance	2500.00

Terms of Payment

Deposit	
Cash on Delivery Cheque in full from Century Motor Sales Ltd	2500.00
Deferred Payments	
Total	2500.00

No person has any authority to make any oral statement or representation to bind the Seller; and all such, if any, pertaining to this purchase, not specified herein, are waived.

Accepted: this 6th day of October, 1948

Century Motor Sales Limited

By E. Pond
Sales Manager

Salesman

PURCHASER Kamouraska Airlines Ltd

Occupation per A. Lemieux Manager

City Kamouraski Province Quebec

Business Address Phone 237

Residence Address Phone

NOT VALID UNLESS ACCEPTED BY AN EXECUTIVE OF THE SELLER

39

2413
1-48

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

To be sent in ~~duplicate~~ triplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

CENRURY MOTOR SALES LTD.

Signature of Applicant.....

Date of Application.....October 22nd. 1948.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CENTURY MOTOR SALES LTD.	637 Yonge St. Toronto	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
E. A. Bond	President	121 Cheltenham Ave Toronto	Canadian
S. B. Day	Secy Treasurer	24 Roehampton Ave Toronto	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....Private.....

.....

Usual Station.....Toronto Island.....

Date and place of manufacture or reconstruction.....Wayne Michigan.....

Crew required.....One.....

Accommodation for what number of passengers.....Three.....

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air ..... Heavier ..... made by Consolidated Vultee Aircraft Corp.

Type Stinson 108-2 ..... Maker's No. 108-2657

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33 feet 11 inches	
Length o/a in feet	24 feet 6 inches	
Height o/a in feet	6 feet 10 inches	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	Landplane 1287 Seaplane 1590	
Total weight authorized (fully loaded) in lbs 2230 - 2235	Air Speed ..... miles per hour	

EQUIPMENT—(Give number and type).

1. Instruments Magnetic compass, altimeter, airspeed Indicator, clock.
2. Gauges Revolution counter, oil pressure guage, oil temperature guage.
3. Lights Navigation
4. Signals
5. Fire Extinguishers One
6. Parachutes
7. Tools
8. Other Equipment Radio

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin			
Pusher or Tractor	Tractor			
Right or Left Hand	Left			
No. of Cylinders	6			
H.P.	165			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

40 2
6-47

Toronto, Ontario, October 23rd, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-9	Re-Registration of aircraft CF-EDI	5008-E4-9

AA9955

TRANSPORT-RECORDS
OCT 25 A.M.
File 5008-E4-9

Director of Air Services,
Department of Transport,
OTTAWA.

1. Attached herewith are the following papers relating to re-registration of STINSON 108-2 aircraft C F - E D I, Serial No. 108-2657, recently purchased by Century Motor Sales Limited from Rimouski Airlines Limited:-

(a) Application form in duplicate.
(b) Fee of $5.00 (see page 8842 in cash book, receipt no. 45135)
(c) Bill of Sale.
(d) Old C. of R. No. 6581.
(e) Old C. of A. No. 2285.
(f) Copy of letter of temporary authority.

2. Century Motor Sales Limited have requested that the Bill of Sale be returned to them as it is essential for their records.

S.T. Grant
for (D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

7514 (R)
2285 (

/alb
Attach.

/RM

42

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7514

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2657
4. Name of owner	Century Motor Sales Ltd.,
5. Address of owner	637 Yonge Street, Toronto, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Toronto, Ontario.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 23rd day of October 19 48, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 28th day of October 1948.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after November 22nd, 1948, unless endorsed.

/RM

AC-5-60

43

5008-F4-9

OTTAWA, October 28th, 1948.

187 REGISTERED

Century Motor Sales Ltd.,
627 Yonge-Street,
Toronto, Ontario.

Dear Sir:

Enclosed please find Certificate of Registration No. 7514 and Certificate of Airworthiness No. 2285 for your Stinson 108-2 aircraft CF-WDI , Serial No. 108-2657.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until November 22nd, 1948.

Yours truly,

(S. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.C.A.S.,
Att: D.I.A.R. Toronto, Ont.

NOTED
NOV 2 1948
Revenue Audit
Dept. of Transport

COPY

44

ORIGINAL ON FILE.....

COPY FOR FILE..... TOR:5008-E4-9

8137

REGISTERED

260 Richmond St. W., Toronto,
May 26th, 1949.

TRANSPORT-RECORDS
MAY 27 P.M.
File 5008-E4-9

Century Motor Sales Ltd.,
637 Yonge Street,
Toronto, Ontario.

Gentlemen:

Pending receipt of the Weight and Balance Report, as required in accordance with Information Circular T14/48, this letter will constitute your authority to operate STINSON 108-2 aircraft C F - E D I as a private aircraft (land & marine) on day visual flying only under the conditions of issue as stated in the Certificate of Airworthiness No. 2285 and valid until June 26th, 1949.

Certificates of Registration No. 7514 and Airworthiness No. 2285 are being held in this office pending renewal. The Journey and Aircraft and Engine Log Books are herewith enclosed.

Yours truly,

(D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

/alb
encl.

CC:Headquarters

noted

8
2-47

45

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q: 5008-E4-9

TOR: 5008-E4-9

Toronto, Ontario.

12485
TRANSPORT - RECORDS
JUN 23 P.M.
5008-E 4-9
File

TO: Director of Air Services,

ATTENTION: Superintendent, Air Regulations.

FROM: District Inspector, Air Regulations.

SUBJECT: Renewal of Certificates of Registration and Airworthiness

Registration Markings C F - E D I

Aircraft Type Stinson 108-2

Owner Century Motor Sales Limited

Place of Inspection Sky Harbour Air Services Ltd. Goderich, Ont.

Date of Inspection May 6th, 1949

Satisfactory inspection report has been received from Air Engineers E.C.G. Thompson - J.P. Sherratt and Test Pilot K. Hopkinson

C. of R. No. 7514 and C. of A: No. 2285 were renewed on June 21st, 1949 valid until May 6th, 1950

Remarks Certificate of Airworthiness endorsed to read:-

"The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight."

Noted
JDS

attach.

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

C

SKY HARBOUR AIR SERVICES GODERICH ONT.

Aircraft CF-EDI received from Mr.E.Bond,Toronto,Ont. for necessary work and inspection for renewal of Certificate of Airworthiness. The following work and inspection was carried out.

Aircraft time since new 8705hrs 01 Mins Type- Stinson 108-2 Mfg.#2657
Engine time since new 39hrs 01 Mins Type- Franklin 165 Mfg.#3040
Propeller Type Sensenich 6A4-150-B3.

FUSELAGE

Frame checked for condition as to rust,Corrosion,cracks or any other defects.Rust spots sanded off and refinished with P27 and Lionoil.Lower longerons checked with spring loaded center punch for possible weak spots and found satisfactory.All float attachment checked for condition,must removed where found and painted with P27 and Lionoil.All wing attachment fittings checked.Stern post checked for condition.Fuselage covering inspected.Rejuvinated where necessary and given 2 coats of Stinson Red.

WING STRUCTURES

Wings removed from Aircraft.All inspection holes opened up and wings inspected throughout. Internal drag wires checked for condition,tension and proper installation.Wing attachment fittings and boltsinspected.Front and rear spars inspected.Main ribs and compression members inspected.All control fairleads,pullies and actuating gear inspectedFlap and Aileron attachment fittings inspected for condition and proper operation.Fabric Coverings inspected and found to be in good condition.All doped surfaces given two coats of Stinson Red. Registration Markings installed.

EMPENAGE

General inspection of empenage carried out.Elevator attachment fittings checked for condition and proper installation. Fin and rudder inspected for condition and proper installation.Tab and tab controls checked.Fabric coverings inspected and found to be in good condition. Fabric redoped useing two coats of Stinson Red. Registration installed on Fin and Rudder.

UNDERCARRAGE

Float structure inspected throughout.Floats water tested,floats patched and rivetts replaced where necessary.All attachment fittings inspected and found satisfactory. Spreader bars inspected for tightness and proper installation.Water rudder and controls inspected for condition,installation and proper operation. Floats primed with P27 where necessary and given two coats of Lionoil and silver paste mixture.

FLIGHT CONTROLS

All flying controls in wing and fuselage checked for condition,operation, attachment and the presence of all saftey devices.New Rudder controls installed, New springs installed in trim mechanism.

PROPELLER

The propellor now installed to be changed for a Maximum McCauley Type DM7649 as soon as one can be obtained.

INSTRUMENTS

All flight and engine instruments checked for condition and proper operation.Compass air checked.

ENGINE

Engine given a 100hr inspection according to Manufacturers specifications. All new ignition wires installed.New distributor Plate electrode,New condensor,set of points andaa new coil installed in left Magneto.All oil and gas lines checked for installation and condition.Gas and oil screens cleaned.Magnetoes re-timed to engine and engine run up on ground and found to be satisfactory.

General

Saftey belts renewed.
Fire extinguisher checked for condition and proper installation.
Department of Transport Circulars reviewed for any possible modification to this type Aircraft and Engine.

Cont.

I hereby certify that all Manufacturer's Service Bulletins affecting saftey have been complied with to-date, that no unapproved modifications or parts have been incorporated and that the Aircraft is Airworthy.

Signed Ers Lampson Date May 6th.1949
"B" & "D" Air Engineer #A2745

Certified that all Aircraft controls have been examined in detail for soundness, correct action and presence of all locking and saftey devices.

Signed Ers Lampson Date May 6th.1949
"B" & "D" Air Engineer #A2745

Signed J V Schmatt Dated May 6th.1949
"A" & "C" Air Engineer #A1207

I hereby certify that I have flown the Aircraft described herein and that its performance, flying qualities and functioning of controls, power plant, and float gear are up to the Standards of the type.

Signed [illegible] Date May 6/49
Pilot's License C-1650

VBMcO:MF

6252-187
5008-R4-9

COPY SENT TO RADIO INSP.

at TORONTO

RECORDS TO FILE

Ottawa, May 30th, 1950.

Sir:

Receipt is acknowledged of your letter of May 11th, 1950, advising us that you have recently removed a Hallicrafter "Skyfone" transceiver from Stinson Aircraft CF-KDI, owned and operated by Century Motor Sales Limited, Toronto, and that you replaced it with a Harvey-Wells type ATR-3-12 transceiver.

In view of the fact that this change of equipment required a different mount insofar as the power supply is concerned, it will be necessary to supply the Radio Division with drawings showing the extent of changes in the methods of mounting of the unit concerned, and it is suggested that you might get in touch with our District Superintendent of Radio, Room 566 Dominion Public Bldg., Toronto, for more detailed information.

Yours faithfully,

(C.C.W. Browne)
Controller of Radio.

L.T. Trotter, Esq.,
Secretary-Treasurer,
Technical Enterprises Limited,
DOWNSVIEW P.O.,
ONTARIO.

VHMcO:MF

47

Ottawa, May 30th, 1950.

RECORDS TO FILE

Licence Application - Aircraft CF-EDI — 6252-187 (CRI)
Century Motor Sales, Ltd., Toronto, Ontario. — 5008-E4-9

Enclosed is a letter received from L.T. Trotter, Technical Enterprises Limited, Downsview P.O. Ontario, and our reply, which is self explanatory.

I would point out, however, that Century Motor Sales, 637 Yonge Street, Toronto, owner and operator of Aircraft CF-EDI, should be asked to submit the fee of $10.00 to cover the Aircraft Station Licence for the fiscal year 1950-51. The fee deposited and shown in your February 11th blotter cash book, page 13286 to the amount of $2.00 and the $8.00 that accompanied the application for licence submitted, covered the licence fee only for that portion of the fiscal year 1949-50 from the date of installation of the radio equipment, and which expired on the 31st of March, 1950.

(G.C.W. Browne)
Controller of Radio.

Encl.

S.J. Ellis, Esq.,
District Superintendent of Radio,
Room 566 Dominion Public Bldg.,
TORONTO 1, Ontario.

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF-EDI Serial No. 108-2657

1. C. of A. No. 2285 Expires 6th May/50 C. of R. No. 7514 Expires 6th May 1950
Aircraft Data - Manufacturer Stinson Model 108-2
Hours flown - Since New 431 Hrs. 52 Min. Since Overhaul ----
Engine Data - Manufacturer Franklin Model 6A4-150-B3

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	3040	443 hrs. 31 min.	-
(2)			
(3)			
(4)			

Signature of Applicant W.P. Sanderson.
Date 24th July 1950.

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed J. Eggar. A.1953
"B" Engineer
Date May 22nd 1950.

3. I hereby certify that I have flown this aircraft and that its performance flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed James Palmer Sc-107
Test Pilot
Date July 22 1950

4. The following documents are attached:
Certificate of Airworthiness [X]
Certificate of Registration [X]
Weight and Balance Report [X]
(when applicable)

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. and C. of A. No. , pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificat is recommended.

Signed S Bell
District Aircraft Inspector
Date July 25/50

7. C. of A. and C. of R. renewed, not valid after.

(Date)- July 22nd, 1951
Permissible Gross Weights - Wheels Normal - 2230 lbs Utility 1925 lbs.
- Skis
- Floats 2235 lbs.

Signed S. Grant
District Superintendent, Air Regulations
Date July 27th, 1950.

Other Action:- Items 26 to 32 inclusive on the Certificate of Airworthiness have been deleted.

8. H.Q. Action C.A.R.

C.A.E.

TOR:5008-E5-9

BY HAND

260 Richmond St. W., Toronto,
July 25th, 1950.

Mr. W.J. Sanderson,
Central Aircraft Limited,
Malton Airport,
Malton, Ontario.

Dear Sir:

Receipt is hereby acknowledged of the following papers relating to re-registration of Stinson 108-2 aircraft, CF-EDI, Serial No. 108-2657, which you recently purchased From Century Motor Sales Limited:-

(a) Application form in triplicate.
(b) $5.00 fee.
(c) Bill of Sale.
(d) Form 2444 in duplicate.
(e) Old C. of R. No. 7514 and C. of A. No. 2285 together with the Weight and Balance Report.

Pending issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your temporary authority to operate CF-EDI as a commercial aircraft (land and marine) on day visual flying only under the conditions of issue as stated in the old Certificate of Airworthiness No. 2285 and valid until October 25th, 1950.

This authority does not include permission for the operation of radio apparatus; nor does it permit you to conduct a commercial air service unless you are in possession of an Air Transport Board Licence and an Operating Certificate or temporary authority relative thereto.

Yours truly,

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

/alb
cc:Headquarters

/RM

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7514

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2657
4. Name of owner	Century Motor Sales Ltd.,
5. Address of owner	637 Yonge Street, Toronto, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Toronto, Ontario.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 23rd day of October 19 48 in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 28th day of October 1948.

H. L. Patteson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after November 22nd, 1948, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

" 6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

" 7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

June 21st, 1949 - Renewed valid until May 6th, 1950 - D.R. Saunders

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

THIS INDENTURE made in duplicate this Twenty-ninth (29th) day of May, A.D. 1950,

B E T W E E N :

CENTURY MOTOR SALES LIMITED,
637 Yonge Street, Toronto,
Ontario, Canada,

Hereinafter called the Grantor
OF THE FIRST PART

-and-

W. J. SANDERSON,
c/o Central Aircraft Limited,
Malton, Ontario, Canada,

Hereinafter called the Grantee
OF THE SECOND PART.

WHEREAS the Party of the First Part is now the right and lawful owner of Stinson Station Wagon, CF-EDI, Serial 108-2657, equipped with Franklin 165 engine, Serial 3040.

AND WHEREAS there are no liens, encumbrances or any claims of any nature whatsoever affecting the title to the said aircraft, CF-EDI.

NOW THIS INDENTURE WITNESSETH that for valuable considerations paid to the Grantor by the Grantee, the Grantor doth transfer, grant and assign to the said Grantee, all right, title and interest in the said Aircraft, CF-EDI.

IN WITNESS WHEREOF the Grantor has hereunto subscribed their name and affixed its Corporate Seal.

CENTURY MOTOR SALES LIMITED

E. A. Bond - President.

Witness:-

52

241.3

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) Triplicate

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration X $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant W J Sanderson

Date of Application July 24, 1950.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
W. J. Sanderson c/o Central Aircraft Limited,	Malton, Ontario.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial

Usual Station Malton, Ont.

Date of manufacture or reconstruction

Crew required one

Accommodation for what number of passengers three

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air ..... made by Consolidated Vulte

Type Stinson 108-2 ..... Maker's No. 108-2657

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33' 11"	
Length o/a in feet	24' 6"	
Height o/a in feet	6' 10"	

Cubic Capacity (of Airship or Balloon) -

Weight equipped, but without load, fuel, or oil 1311 lbs.

Total weight authorized (fully loaded) in lbs 2230 lbs. Air speed 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass, Turn & Bank, Airspeed, Sensitive Altimeter, Clock & Vertical Speed
2. Gauges Tachometer, Ammeter, Oil Temperature, Oil Pressure & Fuel Gauges
3. Lights Landing Lights, Navigation Lights, Instrument & Cabin Lights
4. Signals Harvey-Wells - 2 way radio
5. Fire Extinguishers Hand pyrene extinguisher in cabin
6. Parachutes nil
7. Tools nil
8. Other Equipment nil

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 6A4-150-B3			
Pusher or Tractor	Tractor			
Right or Left Hand	Right Hand			
No. of Cylinders	Six			
H.P.	150			
Bore	4.5"			
Stroke	3.5"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. EDI ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

Toronto, Ontario, July 27th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-9	Re-Registration of aircraft CF-EDI	5008-E5-9

RECORDS
JUL 28 1950
File 5008-E4-9

Director of Air Services, 15202
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. Herewith the following documents relating to re-registration of Stinson 108-2 aircraft, CF-EDI, Serial No. 108-2657, recently purchased by Mr. W.J. Sanderson from Century Motor Sales Limited:-

(a) Application form in duplicate.
(b) $5.00 fee - see official receipt no. 101238.
(c) Bill of Sale.
(d) Old Certificate of Registration No. 7514.
(e) Old Certificate of Airworthiness No. 2285 together with the Weight and Balance Report.
(f) Form 2444.
(g) Copy of letter of temporary authority.

D.W. Saunders

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.(7)

8885 (R)
2285 (A)

Item 25(a) 1311
To Ldgr
ACG-80

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8885

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Mich., U.S.A.
3. Constructor's serial number	108-2657
4. Name of owner	W.J. Sanderson,
5. Address of owner	c/o Central Aircraft Limited, Malton, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Malton, Ontario.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of July 19 50, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 31st day of July 19 50.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 22nd, 1951, unless endorsed.

/RM

July 31st, 1950.

5008-E5-9 **Stinson 108-2** **CF-EDI** 5008-E5-9

REGISTERED

District Controller of Air Services,
260 Richmond St. West,
Toronto, Ontario.

Attention: District ~~Inspector~~ **Superintendent,** Air Regulations

Certificate of Registration No. 8885
and Certificate of Airworthiness No. 2285
are enclosed for the above named aircraft which is owned by **Mr. W.J. Sanderson.**

The Weight and Balance Report is enclosed with the Certificate of Airworthiness. This report should be amended to date before the Certificate is forwarded to the new, registered owner. **(A.E. Staff Instruction 2/50).**

The attention of the owner is to be directed to Information Circular T/8/39.

noted 03 7E

(C.H. Travers),
Superintendent, Air Regulations.

ENCLS.

AC-5-80

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

59 2
6-47

Toronto, Ontario, August 15th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-9	Stinson 108-2 aircraft, CF-EDI	5008-E4-9

TRANSPORT - RECORDS
AUG 16 1950
5008-E4-9
File

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. Please be advised that the Certificate of Airworthiness No. 2285 relating to Stinson 108-2 aircraft, CF-EDI, was endorsed August 14th, 1950, as follows:

16693

Page 1. "Valid for day and night flying."

Page 3. Section A: Navigation Lights
Landing Lights.

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

noted B7E
NOTED

JPR:MF

60

RECORDS TO FILE

Ottawa, August 17th, 1950.

6252-187 (CRI)
5008-E4-9

Installation Drawings - Aircraft CF-KDI

We have received from Technical Enterprises Limited, Toronto, three drawings showing the method of mounting the power supply for a Harvey Wells type ATR 3-12 transceiver in Aircraft CF-KDI, owned by the Century Motor Sales Limited, Toronto.

We have examined these drawings and approved them, subject to inspection by our Radio Inspector, and have retained one copy for record purposes.

The two remaining copies of the drawing are enclosed, one of which should be sent to the District Controller of Air Services, Toronto, marked for the attention of the Aeronautical Engineer, and the other should be sent to the owner of the aircraft and retained at the aircraft operating base where it will be available for inspection purposes.

(G.C.W. Browne)
Controller of Radio.

Encls.

S.J. Ellis, Esq.,
District Superintendent of Radio,
Room 566 Dominion Public Bldg.,
TORONTO 1, Ontario.

/RM

61

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8885

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Mich., U.S.A.
3. Constructor's serial number	108-2657
4. Name of owner	W.J. Sanderson,
5. Address of owner	c/o Central Aircraft Limited, Malton, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Malton, Ontario.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of July 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 31st day of July 1950.

H. Patterson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 22nd, 1951, unless endorsed.

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
TOR:5008-E4-9

67

REGISTERED

260 Richmond St. W., Toronto,
August 8th, 1950.

Mr. W.J. Sanderson,
Central Aircraft Limited,
Malton Airport,
Malton, Ontario.

Dear Sir:

Enclosed are Certificate of Registration No. 8885 and Certificate of Airworthiness No. 2285 for your Stinson 108-2 aircraft, CF-EDI, Serial No. 108-2657.

These Certificates are valid until July 22nd, 1951.

Your attention is directed to Information Circular T/8/39.

Yours truly,

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

encls.(2)

TCR:5008-E4-9

63

260 Richmond St. W., Toronto,
September 27th, 1950.

Mr. D.T. Hamilton,
Gold Lake, Alberta.

Dear Sir:

Receipt is hereby acknowledged of the following papers relating to re-registration of Stinson 108-2 aircraft, C F - E D I, Serial No. 108-2657, which you recently purchased from Mr. W.J. Sanderson:-

(a) Application form in triplicate.
(b) $5.00 fee - counter receipt no. 16557 enclosed.
(c) Bill of Sale in duplicate.
(d) Old Certificates of Registration No. 8885 and Airworthiness No. 2285 together with the Weight and Balance Report.

Pending issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your temporary authority to operate C F - E D I as a commercial aircraft on day visual flying only under the conditions of issue as stated in the old Certificate of Airworthiness No. 2285 and valid until December 27th, 1950.

This authority does not include permission for the operation of radio apparatus; nor does it permit you to conduct a commercial air service unless you are in possession of an Air Transport Board Licence and an Operating Certificate or temporary authority relative thereto.

Yours truly,

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

/alb
cc:Headquarters
cc:DSAR - Edmonton

BILL OF SALE

64

The Undersigned is the owner of the full legal and beneficial title to the following aircraft:

MODEL:	Stinson 108-2
MANUFACTURER'S SERIAL NUMBER:	108-2657
REGISTRATION LETTERS:	CF-EDI
ENGINE:	Franklin 6A4-165-B3
SERIAL NUMBER	3040

That such title to said aircraft is not subject to any mortgage, or other encumbrance, except as follows:

NIL

for value received

W. J. Sanderson
c/o Central Aircraft Limited,
Malton, Ontario.

this twenty-fifth day of September, 1950, sell, grant, transfer and deliver all of his above-described right, title and interest in and to the above described aircraft together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto:

D. M. Hamilton,
411 Ominica St. E.,
Moose Jaw, Sask.

and to his executors, administrators and assigns, to have and to hold, all and singular, the said aircraft forever.

W. J. Sanderson

W. J. Sanderson.

CANADA

2413
1-48

65

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

To be sent in duplicate ~~triplicate~~

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... X $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... D. Hamilton

Date of Application ..... September 26, 1950

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
HAMILTON D. T.	GOLD LAKE, ALTA.	CANADIAN
	Cold	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Commercial

Usual Station ..... Cold Lake, Alberta

Date and place of manufacture or reconstruction .....

Crew required 1

Accommodation for what number of passengers 3

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air ..... made by Consolidated Vulte

Type Stinson ..... Maker's No. 108-2657

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33' 11"	
Length o/a in feet	24' 6"	
Height o/a in feet	6' 10"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	1311 lbs.	

Total weight authorized (fully loaded) in lbs. Landplane 2230 lbs. Air Speed 120 miles per hour
Seaplane

EQUIPMENT—(Give number and type).

1. Instruments Compass, Turn & Bank, Airspeed, Sensitive Altimeter, Clock & /Vertical Speed
2. Gauges Tachometer, Ammeter, Oil Temperature, Oil Pressure & Fuel Guages
3. Lights Landing Lights, Navigation Lights, Instrument & Cabin Lights
4. Signals Harvey-Wells - 2 way radio
5. Fire Extinguishers Hand pyrene extinguisher in cabin
6. Parachutes nil
7. Tools nil
8. Other Equipment nil

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 6A4-165-B3			
Pusher or Tractor	Tractor			
Right or Left Hand	Right Hand			
No. of Cylinders	Six			
H.P.	165			
Bore	4.5"			
Stroke	3.5"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. EDI ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

66

2
6-47

Toronto, Ontario, September 29th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-9	Re-Registration of aircraft CF-EDI	5008-E4-9

20871

TRANSPORT - RECORDS
SEP 30 1950
File 5008-E4-9

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: C.A.R.

1. Herewith the following documents relating to re-registration of Stinson 108-2 aircraft, C F - E D I, Serial No. 108-2657, recently purchased by Mr. D.T. Hamilton from Mr. W.J. Sanderson:-

(a) Application form in duplicate.
(b) $5.00 fee - see official receipt no. 101497.
(c) Bill of Sale.
(d) Old Certificate of Registration No. 8885.
(e) Old Certificate of Airworthiness No. 2285 together with the Weight and Balance Report.
(f) Copy of letter of temporary authority.

9037(R.)
2285(A).
To owner

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.(6)

Records to file 5008-
+ refer ① CCA
② CAE

TRANSPORT - RECORDS
SEP 20 1950
181
5068-E4-9 C 4B

DEPARTMENT OF TRANSPORT
RADIO DIVISION

20880

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings.....C.F.-.R.B.I.....
2. Make..PTINSON 108 - 2..... .....Type.....Serial 108 - 2057.....
3. Registered Owner (Name and Address).(CENTRAL AIRCRAFT Limited, Malton, Ontario.
4. If aircraft operated by other than registered owner (Name & Address).....
.....-----.....
5. Licensee of aircraft radio station (Name & Address).....
..CENTRAL AIRCRAFT LIMITED, Malton, Ontario.....
6. Where is aircraft normally maintained?.....Malton.....Based?.....Malton....
7. Class of service performed.....
Scheduled Non-Scheduled Private
8. Certificate of Registration No.....6055.....,Date.July.31,.1950..
9. Certificate of airworthiness.....2258.....Date of expiration..July.22,.1951.
10. Operating Certificate No.....
11. Do radio communication facilities comply with Departmental requirements?..Yes.
Yes or No
12. Radio Licence No.Applied for...19..50...19..51....Is copy kept in aircraft?.....
13. If no radio station licence, state:
(a) Has application been filed?.....
(b) Date radio installed.....
(c) Has radio been operated since April 1st?.....
14. Radio Installation drawings: Drawing No. T.E.L. 1018
(a) Identification As licensed under Century Meters.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....
15. Was aircraft imported with radio incorporated?.....
16. Was radio installed by aircraft manufacturer?.....
17. Was radio installation made by radio technicians?..Yes. P. J. Bell.....
Give name of firm or individual
18. Are radio components positioned in accordance with drawings?...Yes.....
19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?.....
(Full particulars to be attached)
20. Is any radio equipment or associated wiring considered to be a fire hazard?.No
Yes or No
21. Is aircraft radio station log being kept?.....NO.....
Yes or No
22. Will documents carried meet requirements?.....
Yes or No
23. Radio Operator(s).Any qualified Pilot Cert No.....Grade.....
Cert No.....Grade.....
24. Is radio operator employed in a dual capacity?.....Yes.....
If so, give details

669

26. Is aircraft equipped for Instrument Flight?.....Day.....Night.....

Visual Flight?....X.....Night.....

FREQUENCIES

25. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
3105 Kc/s	Yes	Yes	A3	10	Any Tower or Range.

27. TRANSMITTER(s) Make, type, Freq. range power output (1)..HARVEY WELLS - AIR 3 Transceiver.....
(2).....
(3).....

28. Radar, Radio Altimeter, DME or similar devices, describe .....
.....

29. RECEIVER(s) Make, type, Frequency Range (1)...TRANSCEIVER - as above - 2 band.....
(2).....
(3).....

30. LORAN .....

31. Direction finders Make, type Manuel or automatic. (1).....
(2).....
(3).....

32. Emergency radio equipment, including that for survival craft. .....

33. Blind approach equipment. .....
(describe)

34. Aerial(s) (1).Top of fuselage. ...(2).....(3).....(4).....(5).....
describe)

35. Types of Compasses.....Pioneer Magnetic.....
Unable to check equipment in Aircraft as plane in back of hangar.

36. Compass error due (a) Earphones.....Receiver..... .....Transmitter.....

37. Compass heading at time of check.....

38. Weight of Radio equipment, Trans.....Recv'r.....Misc'l.....Total 15.5#

39. Aircraft battery capacity (a) ampere-hours.....24 .....(b) Voltage...12.....

40. Have radio direction finders been checked for (1) function?.....
(ii) accuracy?.....

41. Is interference to radio reception within tolerable limits?....Yes.....

42. Are you satisfied the radio equipment complies with airworthiness standards?.Yes

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom) Not made in presence of C.A. Inspector.....

REMARKS: September 12, 1950: CENTRAL AIRCRAFT - Malton.
Sept.26, 1950 - Plane sold, this date, to O.T.Hamilton, 411 Ominica St.E., Moosejaw, Sask.

H.R.Mason
Signature of Radio Inspector.
(H.R.Mason) Radio Inspector.

If more space required use back of form.

402 Blowey-Henry Bldg.,
Edmonton, Alta., October2nd, 1950.

6.6C

5008-E4-9 Temporary - Aircraft CF-EDI 5008-E4-9

21195

AIR MAIL

TRANSPORT - RECORDS
OCT 4 1950
File 5008-E4-9

District Controller of Air Services,
260 Richmond St. W.,
Toronto, Ont.

Attention: D.S.A.R.

1. Reference our spare copy of your temporary issued aircraft CF-EDI, in favor of D. T. Hamilton, Gold Lake, Alberta.

2. We believe the address should have read Cold Lake instead of Gold Lake.

for District Controller of Air Services.

KFS/MN
cc-HQ

H.Q. to watch when issuing formals please.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

67

2
6-47

Toronto, Ontario, October 6th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-9	Stinson 108-2 aircraft CF-EDI	5008-E4-9

C.A.R.

TRANSPORT - RECORDS
OCT 10 1950
File 5008 - E4 - 9

21513

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: C.A.R.

1. With reference to our letter dated September 29th, 1950, regarding re-registration of Stinson 108-2 aircraft, C F - E D I, Mr. D.T. Hamilton's address should read "Cold Lake, Alberta" and not "Gold Lake, Alberta."

W W Saunderson

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

11.10.50

Please file and

return

RW

/SBK

2462A

64

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 9037

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2657
4. Name of owner	D. T. Hamilton
5. Address of owner	Cold Lake, Alberta
6. Nationality of owner	Canadian
7. Usual station of aircraft	Cold Lake, Alberta
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 27th day of September, 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 12th day of October, 1950.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

NOT VALID AFTER JULY 22ND, 1951, UNLESS ENDORSED.

night (15.8.50)

VALID FOR DAY FLYING ONLY.

2462

This Certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export Number E14076 and is subject to conditions specified therein.

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2285

(Heavier than air)

FIRST PART

~~(23.10.48) CENTURY MOTOR SALES LTD.~~
~~(26.11.47) RIMOUSKI AIRLINES, LTD.~~
~~(20.8.47) LES AILES du SUD INC.~~
~~Mimouski Airlines Limited~~

~~(25.7.50) SANDERSON,~~
(27.9.50) HAMILTON,

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company)
2. Christian name ~~W.J.,~~ D.T.,
3. Address ~~687 Yonge St.,~~ ~~Toronto, Ontario.~~ ~~Rimouski, P.Q.~~ ~~Lac des Aigles, P.Q.~~ ~~c/o Central Aircraft Limited,~~ ~~Harbour, Ontario.~~ Cold Lake, Alta.
4. Nationality Canadian

~~Rimouski, P.Q.~~

NAME OF CONSTRUCTOR

5. Name Consolidated Vultee Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EDI

DESCRIPTION OF AIRCRAFT

7. Type Stinson Series 108-2 Constructor's No. 108-2657
8. Place and year of construction of aircraft Wayne, Michigan, U.S.A. May 1947

CLASS OF AIRCRAFT

9. Land and/or marine Land + marine (26.8.48)
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal & Utility
14. Subdivision a,b,c,d & e ~~A, B, C, D & E~~
15. Maximum span (in flying position) 33' 11"
16. Maximum length (in flying position) 24' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 10"

ENGINES

18. Number installed: One
19. Makes: Franklin
20. Types: 6A4-150-B3
21. International power of the engine or engines at
    (a) Sea Level 165 H.P. at 2800 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....
24. Airscrews: Number fitted One Types Sensenich No. .....
    Pitch Fixed--Two/Position (17.8.48) Diameter 1311

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane (26.8.48)	1287-- lbs.
	(b) Seaplane	1590 lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	238 lbs.
(a) Number of tanks Two	
(b) Capacity of tanks 33 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	18 lbs.
(a) Number of tanks One	
(b) Capacity of tanks 2 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (S.P.) 219 lbs L.P.	517 lbs.
32. Maximum total weight authorized (26.8.48)	
Landplane (Utility) 1925 (Normal)	2230 lbs.
Seaplane (S.P.) (26.8.48)	2235 lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane (Normal) Two Thousand Two Hundred & Thirty Pounds
    Seaplane (Utility) One Thousand Nine Hundred & Twenty-Five Pounds
    Skiplane (S.P.) Two thousand two hundred & thirty-five pounds (26.8.48)
34. Minimum crew necessary One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 21.3 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2600 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2600 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 3rd June, 1947, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 15th day of August, 19 47.

H.P.

Superintendent, Air Regulations.

/MIM
/ZC
/MM

55

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge
Navigation Lights } 14.8.50
Landing Lights }

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant
Life preserver for each occupant when operating as a seaplane (26.8.48)

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

When operated as a seaplane
Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made. (26.8.48)

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (21.6.49)

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		3rd June, 1948 May 28, 1948. November 22, 1948 6.5.50 22.7.51.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

/SEK

5008-E4-9

70

OTTAWA, Ontario.
October 16th, 1950.

Mr. D. T. Hamilton,
Cold Lake,
Alberta.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 9037 and Certificate of Airworthiness No. 2285 for your Stinson 108-2 aircraft, CF- EDI , Serial No. 108-2657.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until July 22nd, 1951.

Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured.

NOTED
OCT 23 1950
Audit
Dept. of Transport.

Yours truly,

Noted B76

(C. T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

c.c. EDMONTON

REGISTERED

AC-5-60

Re copy to file
50 F-
+ Ltr (1) CCA
(2) CAE

28635

TRANSPORT - RECORDS
DEC 19 1950
File 5006, E4-9

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings.....CF-EDI..... 72
2. Make.....Stinson..... .....Type.....108-.....
3. Registered Owner (Name and Address)..D.T.Hamilton,.Cold.Lake,.Alta.....
4. If aircraft operated by other than registered owner (Name & Address).....
.....-.....
5. Licensee of aircraft radio station (Name & Address).....D.T.Hamilton.....
....
6. Where is aircraft normally maintained?.Cold.Lake.Alta..Based?.....Cold.LakeAl
7. Class of service performed.....Commercial.....
Scheduled Non-Scheduled Private
8. Certificate of Registration No.9037.....Date.Oct..12..'50..
9. Certificate of airworthiness..2285.....Date of expiration.July.22..'51
10. Operating Certificate No.....-.....
11. Do radio communication facilities comply with Departmental requirements?.....Yes.
Yes or No
12. Radio Licence No.Applied.for.19.....19.....Is copy kept in aircraft?.....
13. If no radio station licence, state:
(a) Has application been filed?.....Yes.....
(b) Date radio installed.....Current.change.ownership.
(c) Has radio been operated since April 1st?.....
14. Radio Installation drawings:
(a) Identification.....-.....T.E.L. 1018 (approved)
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....
15. Was aircraft imported with radio incorporated?.....Yes..No.....
16. Was radio installed by aircraft manufacturer?.....Yes/.No.....
17. Was radio installation made by radio technicians?.....Yes/No....NK.....
Give name of firm or individual
18. Are radio components positioned in accordance with drawings?....Standard.....
19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?.....No.
(Full particulars to be attached)
20. Is any radio equipment or associated wiring considered to be a fire hazard?..No.
Yes or No
21. Is aircraft radio station log being kept?.....No.....
Yes or No
22. Will documents carried meet requirements?.....Yes.....
Yes or No
23. Radio Operator(s)...Pilot.will.operate.....Grade.....
Cert No.....Grade.....
24. Is radio operator employed in a dual capacity?.....Will.also.pilot....
If so, give details

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25. Is aircraft equipped for Instrument Flight?...-.....Day.....-.Night....-

Visual Flight?....Day-.....Night.....

FREQUENCIES

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
.3105.....	...Yes.....	.....Yes...	..A-3.....	...10.....	...Towers A.
.....	.....	.....	.....	.....	.....Ranges.

27. TRANSMITTER(s) Make, type, Freq. range power output (1).....Harvey Wells Transceiver.....
(2).....
(3).....

28. Radar, Radio Altimeter, DME or similar devices, describe .....-.....
.....

29. RECEIVER(s) Make, type, Frequency Range (1).....Part of '1'.....
(2).....
(3).....

30. LORAN .....-.....

31. Direction finders Make, type Manuel or automatic. (1).....-.....
(2).....
(3).....

32. Emergency radio equipment, including that for survival craft. .....-.....

33. Blind approach equipment. .....-.....
(describe)

34. Aerial(s) (1)...Top...(2).....(3).....(4).....(5).....
describe)

35. Types of Compasses,.....Scout.....

36. Compass error due (a) Earphones.-.....Receiver... .-...Transmitter..-..

37. Compass heading at time of check.....240°.....

38. Weight of Radio equipment, Trans.....Recv'r.....Misc'l.....Total..13.1bs

39. Aircraft battery capacity (a) ampere-hours.....20....(b) Voltage.....12..

40. Have radio direction finders been checked for (1) function?.....-.....
(ii) accuracy?.....

41. Is interference to radio reception within tolerable limits?...Yes-.Run up...

42. Are you satisfied the radio equipment complies with airworthiness standards?Yes.

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom).....10th.November.1950..Edmonton.Airport.....

REMARKS:

Signature of Radio Inspector.

If more space required use back of form.

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SWIFT CURRENT AIR SERVICES
****

RENEWAL OF CERTIFICATE OF AIRWORTHINESS REPORT

Type of Aircraft.Stinson.....Model.108-2.....Registration.CF-EDI.Serial.No.108-2657

Time since new.568..hours....Since overhaul.....None.previous.....

Engine Type.Franklin 165..... Serial No.3040.....

Time since new.577:33.hours.Since overhaul..None.previous.....

Makeref Propellor.McCauley.....Model...1A170.....Serial No.51735.....Time26:10.since overhaul.

All fairings cowlings and inspection ports were removed and a complete inspection was carried out.The following work was carried out:

Engine given loo hour inspection in accordance with Franklin service manual.
Engine cowl repaired,lowerinspection panel,floar board repaired,undercarriage fairings repaired,all parts repaired coated with primer and re painted.
New oil hose installed at oil cooler by pass.
Wheels removed and repacked,two brake anti rattle clips replaced and one new brake block,brakes cylinders filled with Unvis J43.
Floar boards removed and internal inspection carried out for corrossion,also inspected through large hole in bottom of aircraft.Fuselage bottom cleaned out and control cables wiped down and checked for condition.
Stabilizer leading edge attachment to fuselage inspected for fatigue cracks in accordance with Directive 47-50-12.
Rudder cable checked in accordance with Directive 50-17-22 left cable found to have one strand frayed,new cable ordered,present cable considered airworthy until replacment cable arrives.
All fuselage members inspected for corrossion visually and through openings in belly.
All fabric repaired,rejuvinated and redoped where required.
Tail wheel and swivel mechanism greased.
All missing metal screws replaced in fairings and cowlings.
Weight & Balance estimated within 2%.

I hereby certify that all Airworthiness Directives(or equivalent)and Manufacturers Service Bulletins affecting safety have been complied with to date,that no unapproved modifications have been incorporated and that the Aircraft is Airworthy.

Signed.....
Air Engineer Licence No WGM 54
Date.June.9th,1951.....

I hereby certify that I have flown this aircraft and that its performance,flying qualities and functioning of controls ,power plant,landing gear,etc.,are equivalent to the standards of the type.

Signed.....Test Pilot

Date..June.9th,1951.....

TO: Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Att'n: Superintendent, Air Regs.

CANADA

17339

TRANSPORT - AIR SERVICES
2444 8-50
JUN 22 P.M. 1951
File 5008-E4-9

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF- KDI SERIAL No. 108-2657

1. C. of A. No. 2285 Expires July 22/51 C. of R. No. 9037 Expires July 22/51
AIRCRAFT DATA—Manufacturer Consolidated Vultee Aircraft Corp Model 108-2
Hours flown—Since New 568:00 Since Overhaul None previous
ENGINE DATA—Manufacturer Aircooled Motors Incorporated Model Franklin 165

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	3040	577:33	None previous
(2)			
(3)			
(4)			

Date June 9th,1951 *Signature of Applicant* D M Stark

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Date June 9th,1951 *Signed* D M Stark wff mstr ENGINEER

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Date June 9th,1951 *Signed* D M Stark TEST PILOT

4. The following documents are attached:
Certificate of Airworthiness ☒ Certificate of Registration ☒ Weight and Balance Report ☑ (when applicable) (Canaplane only)

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions and to the expiration date, of C. of R. No. 9037 and C. of A. No. 2285 or for a period of 30 days, whichever is the earlier, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended. and I am satisfied that

Date June 16 1951 *Signed* J Neilson D.A.I. DISTRICT AIRCRAFT INSPECTOR

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING CANADA

7. C. of A. and C. of R. renewed, not valid after (Date) June 8th, 1952.
Permissible Gross Weights— Wheels 2230 lbs.
Skis
Floats

Date June 18th, 1951.
Other Action:—

Signed for M L Gordon CIVIL AVIATION DISTRICT SUPERINTENDENT, AIR REGULATIONS

DEPARTMENT OF TRANSPORT CANADA

8. H.Q. Action— C.A.R.
C.A.E.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

25275

2
7-43

76

Edmonton, Alta. July 11th, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-9	Installation Spray Equipment Engineering Notice No. 51N-10-025 Stinson 108-2 CF-EDI	5258-50 5008-E4-9 5010-10-48

REGISTERED

21459

D.A.S.,
Ottawa.

TRANSPORT - RECORDS
JUL 17 A.M. 1951
File 5008-E4-9

Attention: CAE

1. Enclosed for your approval please, three copies of Engineering Notice No. 51N-10-025 covering a Crop Spraying Installation installed in Stinson 108-2 CF-EDI, submitted by Cold Lake Air Service, Cold Lake, Alberta. The Spray Equipment was installed by Western Airmotive Ltd. under the supervision of Mr. J. M. Keith, B & D Engineer.

2. The installation was inspected and Flight Tests were carried out at Edmonton on June 29th, 1951. The installation and the flight tests were considered satisfactory at this inspection, therefore if the Engineering Notice 51N-10-025 meets with your approval, the Installation may be considered approved.

3. Attached also, one copy of revised Weight and Balance record, and altigraph record covering Flight Test.

J J Currie

for D.C.A.S.

JJC/M
Enc.

FOLD UNDER AT THIS LINE

JUNE 29-51
STC SON 108-2
CF-EDI

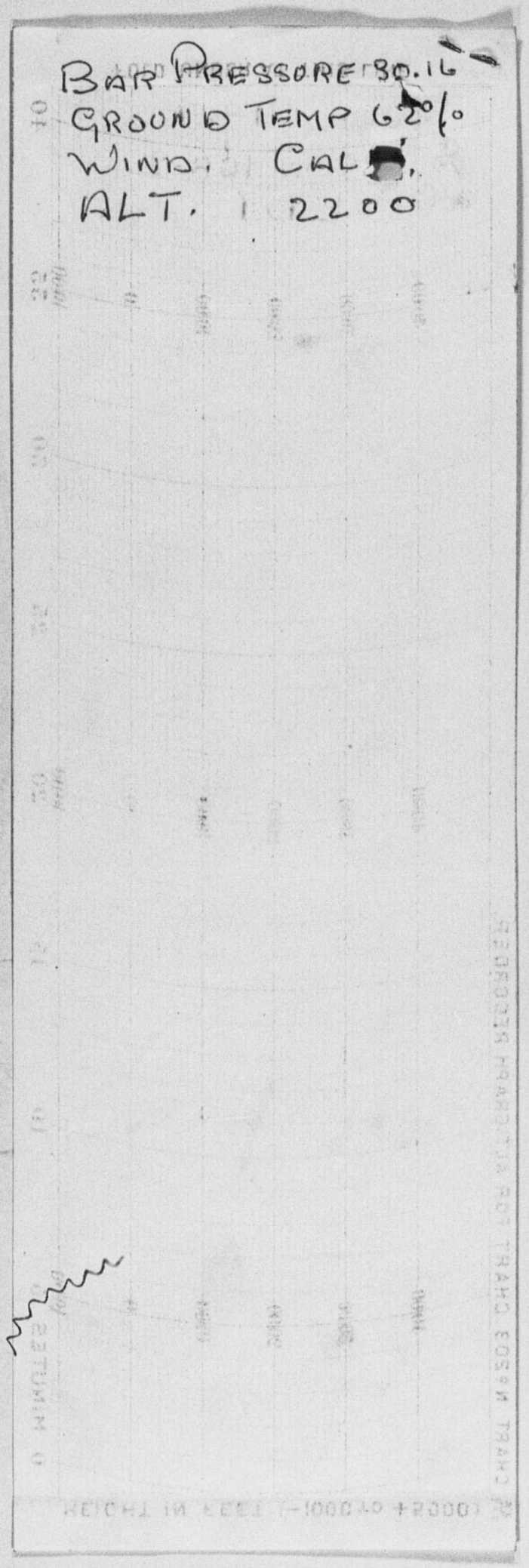
CHART Nº203. CHART FOR ALTIGRAPH RECORDER.

HEIGHT IN FEET (-1000 to +5000)

0 MINUTES 5 10 15 20 25 30 35 40

-1000 0 1000 2000 3000 4000 5000

BAR PRESSURE 30.16
GROUND TEMP 62°
WIND. CAL[illegible].
ALT. 2200



77

OTTAWA, Ontario, July 20, 1951

5258-50
5008-E4-9
5010-10-48

Installation Spray Equipment
Engineering Notice No. 51N-10-025
Stinson 108-2 CF-EDI

5008-E4-9 (CAE)

District Controller of Air Services,
302 Blowey-Henry Building,
Edmonton, Alberta

Attention: District Aircraft Inspector

1. With reference to your letter dated July 11th, Western Airmotive Limited Engineering Notice 51N-10-025 covering the Crop Spraying Installation in Stinson 108-2 Aircraft CF-EDI is approved subject to D.A.I. inspection and duplicate sealed copies are returned herewith.

2. The Weight and Balance calculations also enclosed with your letter for the subject aircraft with the spray equipment is satisfactory.

for (H.S. Rees)
Chief Aeronautical Engineer.

Encls.

COPY SENT TO RADIO INSP.

at KIMONTON

6252-816

RECORDS TO FILE

Ottawa, November 14th, 1951.

Sir:

I wish to acknowledge receipt of your letter dated October 12th, advising that the radio equipment in your Aircraft CF-EDI is not serviceable and that you see no reason for obtaining an Aircraft Station Licence as you do not intend to use the radio equipment; also asking to be advised what the licence fee is for an Aircraft Radio Receiving Station only.

In reply, I would inform you that The Radio Act, 1938, stipulates that "No person shall establish a radio station or private receiving station, or install, operate or have in his possession a radio apparatus at any place in Canada or on any aircraft registered in Canada, except under and in accordance with a licence granted by the Minister in that behalf." Therefore, if you do not intend to use the radio equipment in your aircraft and wish to avoid the necessity of obtaining a licence, the radio equipment must be rendered inoperative and the microphone and earphones removed from the aircraft. May we please have your assurance that this has been done.

In connection with your request for information regarding an Aircraft Radio Receiving Station, I may say that the fee for such a licence is $2.00. If you intend to install a radio receiver or modify the present equipment in your aircraft for reception only, it will be necessary for you to submit for approval four sets of drawings covering the new installation or three copies of a schematic drawing showing complete details of the changes carried out to modify the present equipment for reception purposes only.

Yours faithfully,

(G.C.W. Browne)
Controller of Telecommunications.

D.T. Hamilton, Esq.,
Cold Lake Air Service,
COLD LAKE, Alberta.

TRANSPORT - RECORDS
FEB 25 A.M. 1952
File 5008-E4-9

80

5008-E4-9

58037

402 Blowey-Henry Bldg.,
Edmonton, Alta.,
Feb. 20th, 1952.

(given over by hand)
Mr. D. T. Hamilton,
Cold Lake, Alta.

Dear Sir:

Returned herewith, Certificate of Registration No. 9037 and Certificate of Airworthiness No. 2285 covering aircraft Stinson 108-2 CF-EMI.

ACTION TAKEN:

C of A Item 25 (c) Skiplane empty weight endorsed 1376 lbs.
Item 33 Skiplane gross endorsed (Normal) Two Thousand Two Hundred & Thirty pounds.
(Utility) One Thousand Nine Hundred & Twenty-Five Pounds.

Page 3 - the endorsement which read "Total weight authorised does not permit of carrying the total number of passengers unless suitable reduction in the quantity of fuel is made" when operated as a seaplane" was amended to read and include "landplane and skiplane".

Kindly place these Certificates in the pocket of the Journey and Aircraft log book and carry on board the aircraft on all flights.

Yours truly,

K. F. Saunders,
Dist. Supt., Air Regulations.

KFS/M
Enc.
cc: H.Q. - attached is copy of W & B report covering skis dated Feb. 19, 1952.

79

ADDITION TO
WEIGHT AND BALANCE REPORT

STINSON 108-2 REGISTRATION CF-EDI

Maximum Gross Weight: 2230#

A net Weight of + 65.0# is added to the aircraft at a net Moment Arm of + 17.2 inches when changed from a landplane on wheels to skis, causing a net moment of + 1120 inch pounds.

AIRCRAFT LOADED - Most Forward C. G. Check (without spray equipment)

Loaded Weight	1580#	Moment Arm	12.78"	Moment	20191
Ski Change	65#		17.2"		1120
Total Weight	1645				21311

C. G. Location = $\frac{21311}{1645}$ = 12.95 aft of datum

AIRCRAFT LOADED - Most Rearward C. G. Check (without spray equipment)

Loaded Weight	2135#	Moment Arm	21.33"	Moment	45534
Ski Change	65		17.2		1120
Total Weight	2200#				46654

C. G. Location = $\frac{46654}{2200}$ = 21.2" aft of datum

Approved C. G. limits: + 10.6 to +21.3" aft of datum

Note: This Weight and Balance on skis is an addition to the original Weight and Balance dated May 20th, 1947, and June 29, 1951, and forms part of the complete Weight and Balance for the Aircraft.

WEIGHT AND BALANCE FOR: Western Airmotive Limited Date: Feb. 19, 1952

WEIGHT AND BALANCE BY: Wm Bardsley Date: Feb. 19, 1952

81

COPY

ORIGINAL ON FILE.....

COPY FOR FILE.....

4. As the log books were retained by the D.A.I. in order to investigate possible over-loading of the aircraft, it appeared that further clarification was required in my office concerning the responsibilities of investigating infractions of the Air Regulations. I therefore prepared the attached memorandum today and passed it to the D.S.A.R. and the D.A.I.

T.G. How,
District Controller of Air Services.

COPY

DEPARTMENT OF TRANSPORT.

ORIGINAL ON FILE 5258-981

COPY FOR FILE 5008-E4-9
5008-F12-8

TRANSPORT - RECORDS
FEB 27 A.M.
File 5008-E4-9

302 Blowey-Henry Building,
Edmonton, Alberta, February 22, 1952.

SUBJECT: Cold Lake Air Services -
Cessna CF-FLH; Stinson CF-EDI.

OUR FILE: 5250-50
5008-E4-9
5008-F12-8

Director of Air Services,
Air Services Branch
Department of Transport,
Ottawa, Ontario.

38930

1. I attach copy of a letter dated February 17th, from Cold Lake Air Services describing the grounding of this company's aircraft.

2. The District Aircraft Inspector advised me on February 12th, that he was proceeding to Bonnyville for aircraft inspection work. On February 14th, the day of mourning for His Majesty's death, when most businesses were closed, he requested Mr. Hamilton, then in Bonnyville, to accompany him to Cold Lake for inspection of aircraft and log books. Mr. Hamilton did not wish to proceed and gave our D.A.I. permission to obtain the keys to the aircraft and to make any inspection he deemed necessary. This was done and our D.A.I. found it necessary to discuss with Mr. Hamilton several entries in the log books of the two aircraft He therefore returned to Bonnyville with the Log books but was unable to locate Mr. Hamilton, and returned to Edmonton the same evening.

3. When this matter was brought to my attention on February 15th, telegrams were forwarded to Mr. Hamilton containing authority to continue operating aircraft CF-FLH pending receipt of Certificates of Airworthiness which had been left in the log books and were being returned by registered mail to Mr. Hamilton on February 18th. The Certificate for CF-EDI was not in order and authority for operating this aircraft was not granted by wire. The journey log books have been retained in the District Office for further inspection.

..... 2

8
10-50

83

COPY 59486

TRANSPORT - RECORDS
MAR 4 A.M. 1952
File 5008-E4-9

ORIGINAL ON FILE 5802-16838

COPY FOR FILE 5008-F12-8
-E4-9
-E13-15

LEJG. 5258-981

5802-690
5260-50
5008-F12-8
5008-E4-9
5008-E13-15

402 Blowey-Henry Bldg.,
Edmonton, Alta.,
Feb. 28, 1952.

REGISTERED

Mr. D. T. Hamilton,
Cold Lake, Alberta.

Dear Sir:

Perusal of the Journey log books of your aircraft CF-FLH, CF-EDI and CF-EMO, showed that between the dates February 5th to February 13th, 1952, inclusive, the loads carried from Mosquito Lake to Cold Lake make a total of 6,050 lbs. However, on checking with the Provincial Fisheries Department, their records show that between the same dates the amount of fish so delivered for the Gateway Fisheries, whom you are hauling for, totals 16,200 lbs. Therefore, we can arrive at no conclusion other than the entries in your log books covering this traffic are incorrect, and furthermore indicate that you have been overloading your aircraft, which is contrary to The Air Regulations.

Before taking any further action in this matter, we offer you the opportunity of submitting your written explanation as to why you permitted your aircraft to carry overloads. In your reply, please bear in mind that in your telephonic communication with the D.S.A.R. you admitted that you had been overloading, and further, that when you learned an inspector from this Department was in Cold Lake awaiting your arrival, you landed before reaching Cold Lake and took off some of your load so that you could pass his expected inspection satisfactorily insofar as the load carried was concerned.

Yours truly,

(Sgd) K.F. Saunders,
Dist. Supt., Air Regulations.

8
10-50

KFS/MN
cc: H.Q.

CARKPA copy

COPY 59454

84

TRANSPORT - RECORDS
MAR 4 A.M. 1952
File 5008-E4-9

ORIGINAL ON FILE 5802-16838

COPY FOR FILE 5008-E4-9
5258-981

LEJG.

5008-E4-9
5260-50
5802-690

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Feb. 28, 1952.

REGISTERED

Mr. D. T. Hamilton,
Gold Lake, Alberta.

Dear Sir:

On or about the 15th instant, the Certificates and log books of your aircraft CF-EDI were inspected by an inspector from this Department, and it was ascertained that you have permitted this aircraft to be flown on skis without a Weight and Balance report covering such equipment or your Certificate of Airworthiness endorsed as a skiplane, which is contrary to The Air Regulations inasmuch as the aircraft so flown is considered in an unairworthy condition.

Before taking any further action in this matter, we offer you the opportunity of forwarding us your written explanation as to why you permitted the aircraft to be so operated.

Yours truly,

(Sgd) K. F. Saunders,
Dist. Supt., Air Regulations.

KFS/MN
cc: H.Q.

8
10-50

85

OTTAWA, Ontario, March 8th, 1952.

5260-50
5008-B4-9
5008-F12-8

Cold Lake Air Services
Cessna CF-FLH - Stinson CF- EDI

5258-981
5008-B4-9
5008-F12-8

District Controller of Air Services,
302 Bloweg-Henry Building,
EDMONTON, Alberta.

1. In reply to your letter dated February 22nd with which was enclosed copies of a letter dated February 17th, from Cold Lake Air Services, your reply and your memorandum dated February 22nd, this will confirm that the ruling given in your memorandum is in accordance with Headquarters' policy.

(C.T. Travers),
Superintendent, Air Regulations.

CTT/bm

CNR PREPAID 4-3-52

TRANSPORT - RECORDS
MAR 10 A.M. 1952
File 5008-E4-9

60424

DON HAMILTON
COLD LAKE AIR SERVICE
COLD LAKE, Alta.

PROVIDING YOU SIGN AS AIR ENGINEER EASY DOG ITEM AIRWORTHY
OK RESUME NORMAL FLIGHT OPERATION

D.S.A.R.

copy to H.Q.

CATK PA

COPY 06446

DEPARTMENT OF TRANSPORT

TRANSPORT-RECORDS
MAY 9 P.M. 1952
File 5008-E4-9

ORIGINAL ON FILE 5802-16858

COPY FOR FILE 5258-981
5008-E13-15
-F12-8
-E4-9

LEJG.

EDMONTON, Alberta. May 5th, 1952.

Your File
5802-16858
5008-E13-15

Our File
5260-50
5802-690
5008-F12-8
5008-E4-9
5008-E13-15

D. T. Hamilton - Overloading.

Director of Air Services,
OTTAWA, Ontario.

Attention: Superintendent,
Air Regulations.

1. In reply to your letter of the 1st instant on the subject matter, please be advised that insufficient evidence was produced to enable us to take any further action at this time.

2. We are inclined to believe that further evidence may be forthcoming, but until such evidence is obtained, we have no choice other than to consider the matter closed.

(Sgd) K.F. Saunders
for District Controller, Air Services.

KFS/H

8
10-50

TO D[illegible] OTTAWA
ATT[illegible]ION: CCA

EDI
49

08816

TRANSPORT - RECORDS
- MAY 19 P.M. 1952
File 5008-E4-9

244
4-50

DEPARTMENT OF TRANSPORT

File: 5008-E4-9

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

REGISTRATION - CF- EDI SERIAL NO. 108-2657

1. C. of A. No. 2285 Expires June 8/52 C. of R. No. 9037 Expires June 8/52
AIRCRAFT DATA - Manufacturer Consolidated Model 108-2
Hours Flown - Since New 766:15 Since Overhaul NPO
Engine Data - Manufacturer Aircooled Motors Model 6A4-165-B3

Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1) 30405		
(2)		
(3)		
(4)		

Signature of Applicant [signature]
Date Sept. 5/52

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.
Signed [signature]
W/M Engineer. WGM 11
Date May 5 52

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.
Signed [signature]
Test Pilot
Date May 5/52

4. The following documents are attached:

Certificate of Airworthiness [X] Certificate of Registration [X] Weight and Balance Report (when applicable) [X]

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 9037 and C. of A. No. 2285, or for a period of thirty days, whichever is the earlier, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, and I am satisfied that the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.
Signed [signature] A. I.
District Aircraft Inspector.
Date MAY 13 1952

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING CANADA

7. C. of A. and C. of R. renewed, not valid after (Date) May.5th,.1953.
Permissible Gross Weights - Wheels 2230 lbs.
Skis 2230 lbs.
Floats 2235 lbs.
Signed [signature]
District Supt., Air Regulations.
Date May.15/52.

HED/M Other Action:-
Enc. to H.Q. copy of W & B covering floats dated May 7/52.

8. H.Q. Action - C.A.R.
D.A.E.

C of A Item 25 Landplane empty changed from 1311 lbs. to 1420 lbs. ✓
Seaplane " " " 1590 lbs. to 1612 lbs. ✓
Skiplane " " " 1376 lbs. to 1485 lbs.

WEIGHT AND BALANCE REPORT

84

Stinson 108-2 CF-EDI

C. G. Determination on Floats

Maximum Gross Weight on Floats: 2235#
Edo Floats: #44-2425
C. G. limits on Floats: + 11.1 to + 19.8" aft of datum

A net weight of + 192.0# is added to the aircraft at a net moment arm of +19.0" when changed from a landplane to a float plane, causing a net moment change of 3645 inch pounds.

Most Forward C. G. Postion

Aircraft loaded	1580#	moment	20191 inch pounds
float change	+ 192		3645
	1772		23836

C. G. location $\frac{23836}{1772}$ = 13.5" aft of datum

Most Rearward C. G. Location

Aircraft loaded	2135	moment	45534
Float change	+192		3645
	2327		49179

C. G. Location $\frac{49179}{2327}$ = 21.20" aft of datum

This Weight and Balance on floats is an addition to the original Weight and Balance dated Feb. 19, 1952, June 29, 1951, and May 20, 1947, and form part of the complete Weight and Balance for the Aircraft.

WEIGHT AND BALANCE FOR: WESTERN AIRMOTIVE LIMITED

WEIGHT AND BALANCE BY: J. M. Bouchard.

DATE: MAY 7, 1952

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

89 3 90 5-51

PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
		5258-981 5008-E4-9 5008-F12-8

MEMORANDUM TO: C.C.A.

1. With reference to the attached letter from D.C.A.S., Edmonton, I have had an opportunity to discuss this matter with him at the time of my recent visit to Edmonton and have since drawn it to the attention of C.A.E. as will be seen from the attached Minutes to D.C.A.S.'s letter and it will be seen that he agrees with the ruling.

2. It is believed that it would be of assistance to other Districts if this information could be circulated. Copies of the reference memorandum have therefore been prepared for the information of all Districts.

(C.T. Travers),
Superintendent, Air Regulations.

CTT/bm

PSM/R C

591

OTTAWA ONTARIO JUNE 6th, 1952

~~5258-981~~
5008-R4-9;
~~5008-F12-8~~;

Co-ordination - Duties Air Regulations
Aircraft Inspection

District Controller of Air Services,
302 Mlouey Henry Building,
EDMONTON, Alberta

1. With the reorganization of the Aircraft Inspection Section it was expected that, as time progressed, problems would arise in the co-ordination of the work of that Section with the work of the Air Regulations Section, the solution of which would assist in the formulation of policy.

2. The matter of investigation of aircraft overloading is a case in point. In a particular case, for example, the District Aircraft Inspector undertook the investigation of a suspected infraction of The Air Regulations.

3. It is drawn to the attention of all District Aircraft Inspectors that suspected infractions of The Air Regulations should be reported immediately and directly to the District Superintendent, Air Regulations.

4. Suspected unairworthiness of an aircraft should be reported immediately and directly to the District Aircraft Inspector by the District Superintendent, Air Regulations.

Original signed by
R. Dodds.

(R. Dodds),
Controller of Civil Aviation.

SIMILAR LETTER TO ALL DISTRICT CONTROLLERS

W7 PCT

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
11-48

93.

EDMONTON, Alberta. 23 September, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident - Stinson Aircraft CF-EDI. Pilot:- MACKEY, Stewart Alexander.	5008-E4-9 5802-737

TRANSPORT - RECORDS
SEP 25 P.M. 1952
File 5008-E4-9

AIRMAIL

33368

Director of Air Services,
OTTAWA, Ontario.

Attention: Superintendent, Air Regulations.

1. Herewith, for your information and records, copy of telegram received from Don Hamilton of Cold Lake Air Service, self-explanatory.

2. As the notification of the accident lacks much information, we contacted Mr. Pinski, a member of the firm, by long distance telephone and gathered that the accident took place on the morning of the 22nd instant. The pilot had on board, a load of fish and was taxiing out to take-off when he noticed that one float was very low in the water. He therefore stopped the engine to investigate, and while so doing the aircraft capsized and is, at the present moment, being salvaged.

3. According to our records Mr. Mackey is not licenced as a Seaplane pilot, although he may have had seaplanes endorsed on his Private Pilot's Licence, of which we have no record. However, whether he had or did not have same on his private pilot licence, and if Headquarters concurs that his present Commercial licence does not carry Seaplane endorsement, we recommend, in view of his past record, that his pilot's licence be suspended for a period of not less than ninety days, as he was flying contrary to The Air Regulations, Part IV, Paragraph 4.1.

4. On receipt of the pilot's accident report we will immediately forward same to Headquarters.

COPY ON
5802 - 21969

for District Controller, Air Services.

KFS/Z
Encl.

92

COPY

BONNYVILLE ALBERTA 23 1030 A

DISTRICT INSPECTOR OF AIR REGULATIONS
402 Blowey-Henry Building,
EDMONTON, Alberta.

STINSON EDI OVERTURNED AND SUNK IN PRIMROSE LAKE PILOT S MACKEY

UNINJURED

DON HAMILTON COLD LAKE

WHJ/MMC 94

OTTAWA ONTARIO SEPTEMBER 26th, 1952

5802-737;
5008-E4-9;

Pilot Stewart Alexander MACKEY

~~5802-21969;~~
5008-E4-9;

District Controller of Air Services,
302 Blowey Henry Building,
EDMONTON, Alberta

ATTENTION: District Superintendent, Air Regulations

1. Reference is made to your letter of September 23rd, 1952, in regard to an accident to a seaplane being operated by the subject pilot.

2. Perusal of our records reveals that Mr. Mackey's licence has never been endorsed for seaplane aircraft.

3. Before any further action may be taken in regard to the suspension of his licence, an explanation in writing from Mackey is required in accordance with Inspection Instructions 1.4.2.1. May this explanation be secured and forwarded to this headquarters at the earliest date.

(C.T. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
9-49

96

EDMONTON, Alberta. October 3rd, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5802-21969 5008-E4-9	Accident - Stinson CF-EDI Pilot: MACKEY, Stuart Alexander.	5802-737 5008-E4-9

TRANSPORT - RECORDS
OCT 8 A.M. 1952
File 5008-E4-9

Director of Air Services,
OTTAWA, Ontario.

35231

Attention: Superintendent,
Air Regulations.

1. Herewith for your information and records, please, and further to our letter of September 23rd, 1952, copy of accident report dated September 26, 1952, as submitted by the owner of the aircraft, Mr. D. T. Hamilton, and which is self-explanatory.

for District Controller, Air Services.

KFS/H
Enc.

COPY ON
5802-21969

Entered on
Accident
Cards

95

COPY

Cold Lake, Alberta,
September 26, 1952.

District Inspector Air Regs.,
402 Blowey-Henry Bldg.,
Edmonton, Alberta.

Dear Sir:

In Compliance with Information Circular 0-10-52.

1. Stinson 108-2, CF-EDI.

2. Owner and operator - D. T. Hamilton.

3. Pilot in command - S. Mackay.

4. Time of accident - 12 noon Sept. 22, 1952.

5. Point of departure - Primrose Lake, Saskatchewan.
Point of intended landing - Cold Lake, Alberta.

6. Position of aircraft at time of accident was 300 yds. out on lake from Primrose Lake fish plant.

7. No one injured or killed.

8. Aircraft overturned and sank while taxing to shore as the result of a hole in float sustained in the attempted take off run. Damage was slight consisting of the loss of right door and windshields, also damage to tail units and belly fabric. The latter damage occurred during salvage operations.

9. The aircraft was engaged in commercial flying.

10. The cause of accident was due to the failure of float as the result of rough water.

Yours very truly,

"D. T. Hamilton"
Cold Lake Air Service.

Entered on
Accident
Cards

COPY 35325

TRANSPORT - RECORDS
97
OCT 8 P.M. 1952
File 5008-E4-9

DEPARTMENT OF TRANSPORT

ORIGINAL ON FILE 5008-C3-11

COPY FOR FILE 5008-E4-9
5802-21969

LEJG.

EDMONTON, Alberta. 6 October, 1952.

Your File
5802-21969

Our File
5802-737

MACKEY, Stuart Alexander
Applicant for Restricted Commercial Pilot Licence.

AIRMAIL

Director of Air Services,
OTTAWA, Ontario.

Attention: Superintendent, Air Regulations.

1. Reference your letter of September 26, 1952, on the 2nd instant a heavy wind storm, with gusts up to 78 miles per hour, passed through northern Alberta, and the subject pilot, in aircraft CF-CCK, equipped with floats and engaged in hauling fish between Primrose Lake and Cold Lake, Alberta, a distance of approximately 35 miles, went missing. Search and Rescue of the R. C. A. F. were notified and they located his aircraft up-side-down on the northern end of Cold Lake, but to date the pilot has not been located, and he is feared drowned.

2. The letter of explanation you require, as referred to in the third paragraph of your letter has not as yet been obtained.

3. Kindly advise what further action you require by this District office, if any?

(Sgd) ----------?
for District Controller of Air Services.

KFS/Z

5802-21969
16.10.52 Very

8
5-52

COPY

42085

TRANSPORT - RECORDS
NOV 25 P.M. 1952
File 5008 - E4 - 9

ORIGINAL ON FILE.....5802-24520.....

COPY FOR FILE.....5008-E4-9.....

EDMONTON, Alberta 22 November, 1952.

SUBJECT: Alleged Illegal Flying - John O. HUNTER

OUR FILE: 5008-E4-9
5802-1831

Director of Air Services,
O T T A W A, Ontario.

Attention: Superintendent, Air Regulations.

1. In reply to yours of October 29, 1952, on the subject matter, herewith, as requested, Journey and aircraft Log Book for Stinson CF-EDI, and original letter from Mr. D. T. Hamilton, dated November 19, 1952, stating the wages paid Mr. Hunter.

K.F. Saunders,
for District Controller, Air Services.

KFS/Z
Encl.

8
5-52

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

100 2 4-52

WMJ/MIF

OTTAWA, Ontario, November 29th, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	John Campbell Hunter	5802-24520 — 5008-E4-9 (CAR)

MEMORANDUM TO INSPECTOR WALKER

1. SUMMARY

Reference is made to folios 47, 48, 52, 53, 54, 55, 59, 60, 61, 62, 64, 65 and 42085 on file 5802-24520 which concerns flying for remuneration or reward by the subject pilot while the holder of private licence only.

Folio 59 is a letter from Cold Lake Air Services detailing flights carried out by Hunter and a letter under folio 42085 states that he was paid the sum of two hundred and fifty dollars ($250.) for flying duties. While the flight dates mentioned in folio 59 are signed by Hunter the name in the crew column of the Journey and Aircraft Log Book is Hamilton. This point may cause some difficulty in court.

2. RECOMMENDATIONS

If Law concurs that the evidence at hand is sufficient to support prosecution then court action against Hunter is recommended under the Aeronautics Act, Section 4, sub-section 3 for infractions of The Air Regulations, Paras. 4.1 and 8.1.14 in that he acted as a pilot of Stinson 108-2 aircraft, CF-EDI from August 17th, 1952, to September 1st, 1952, inclusive, while he did not hold a licence appropriate to such duties and, contrary to the Conditions of Issue of his Private Pilot's Licence he received remuneration.

3. Submitted, please.

(W.M. Johnson),
Inspector, Air Regulations.

M. S. 74 12-48

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE 2 4-52

101

OTTAWA, Ontario, December 15th, 1952.
PLACE DATE

John Campbell HUNTER

OUR FILE
~~5802-24520~~
5008-E1-9(C.A.R.

TO C.C.A.:-

1. In view of Law's minute on the memorandum dated November 29th, 1952, it is recommended that Hunter be prosecuted for the infractions detailed in the foregoing memorandum.

(C.T. Travers),
Superintendent, Air Regulations.

wmy

27

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

102 2
4-52

WMJ/ZC

Ottawa, December 22nd, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Alleged Infractions - John Campbell Hunter	5802-24520(C.A.R.) 5008-E4-9

PA

MEMORANDUM TO LAW:

1. Reference is made to memorandums hereunder dated November 29th and December 15th, 1952.

2. It is requested, please, that Justice be asked to prosecute the subject pilot under the Aeronautics Act, Section 4, sub-Section (3), for infractions of The Air Regulations, Paragraphs 4.1 and 8.1.14, in that he acted as pilot of Stinson 108-2 aircraft, CF-EDI, from August 17th, 1952, to September 1st, 1952, inclusive, while he did not hold a licence appropriate to his duties and, contrary to the Conditions of Issue of his Private Pilot Licence, he received remuneration for these flights.

3. The District Superintendent, Air Regulations, whose address is 302 Blowey Henry Building, Edmonton, Alberta, will be pleased to render any information or assistance possible.

Original Signed by
C. T. TRAVERS

(C. T. Travers),
Superintendent, Air Regulations.

TRANSPORT-AIR SERVICES
103
MAR 9 A.M. 1953
File 5008-E4-9

COPY 56809

DEPARTMENT OF TRANSPORT

ORIGINAL ON FILE 5802-24520

COPY FOR FILE 5008-E4-9

EDMONTON, Alberta. 3 March 1953.

SUBJECT: Alleged Illegal Flying
John C. HUNTER. CF-EDI

Director of Air Services,
O T T A W A, Ontario.

Attention: Superintendent, Air Regulations.

1. Please refer to our letter of November 22, 1952, on the subject matter.

2. Mr. D.T. Hamilton of Cold Lake, Alberta, has now requested that the Journey and Aircraft Log Book, which was forwarded to you at that time, be returned to him, as the aircraft is being overhauled and prepared for renewal of the C of A, which procedure is being held up until he is in possession of the log Book. Therefore, may the log book please be returned direct to him if it has now served its purpose at Headquarters.

K.F. Saunders,
for District Controller, Air Services.

KFS/Z

8
5-52

W.J/MJL

104

OTTAWA, Ontario March 9th, 1953.

5008-E4-9 ✓
5803-24520

5008-E4-9 Alleged Illegal Flying - John C. Hunter

REGISTERED

District Controller of Air Services,
302 Bloway-Henry Building,
Edmonton, Alberta.

Attn:- District Superintendent, Air Regulations.

1. Reference is made to your letter of March 3rd, 1953, concerning the return of a Journey and Aircraft Log Book for Stinson 108-2, CF-EDI.

2. As requested, enclosed please find the Journey and Aircraft Log Book and Certificates of Registration No. 9037 and Airworthiness No 2285.

3. This Log Book and the Certificates may be returned to Cold Lake Air Services, however, the agent of the Minister of Justice may require them when the matter of the Prosecution of John C. Hunter comes to Court and they may have to be regained and produced at that time.

(C.T. Travers),
Superintendent, Air Regulations.

Encl.

27

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

118 2/9-49

EDMONTON, Alberta. April 23, 1953.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-9	Stinson 108-2 CF-EDI Serial No. 108-2657.	5008-E4-9

REGISTERED

05965

TRANSPORT - RECORDS
APR 28 P.M. 1953
File 5008-E4-9

Director of Air Services,
OTTAWA, Ontario.

Attention: Superintendent,
Air Regulations.

1. We are forwarding herewith for cancellation, please, Certificate of Airworthiness No. 2285 and Certificate of Registration No. 9037, covering the subject aircraft, together with copy of letter from Cold Lake Air Services, dated April 21st, 1953, which is self-explanatory.

R.S. Keith
for District Controller of Air Services.

RSK/H
Enc.

117

COPY

Cold Lake, Alberta,

April 21st, 1953.

District Superintendent, Air Regulations,

Edmonton, Alberta .

Dear Sir:

Please be advised in answer to your letter of April 17 that Stinson aircraft E.D.I. is written off and will not be put into service again.

Please retain the certificates from the log book which I left with Mr. Saunderson and return same at your convenience.

Yours very truly,

"D.T. Hamilton"

Cold Lake Air Services.

116

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 9037

NATIONALITY AND REGISTRATION MARKS CF-EDI

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2657
4. Name of owner	D. T. Hamilton
5. Address of owner	Cold Lake, Alberta
6. Nationality of owner	Canadian
7. Usual station of aircraft	Cold Lake, Alberta
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 27th day of September, 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDI and is of Canadian nationality.

Given at Ottawa this 12th day of October, 1950.

H. Statham

Superintendent, Air Regulations.

~~Attention is drawn to the extracts from Air Regulations, 1938, overleaf.~~

~~NOT VALID AFTER JULY 22ND, 1951, UNLESS ENDORSED.~~

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

18/6/51 Certificate renewed to be valid after the 8th day of June 1952

Department of Transport Civil Aviation Division CANADA

See the Air Regulations 2.1.8

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

VALID FOR DAY ~~[illegible] ONLY~~. 115
and night flying
2462 (14-8-50)

~~VALID IN CANADA ONLY~~

This certificate is issued in lieu of ~~[illegible]~~ United States Department of ~~Commerce~~ Certificate of Airworthiness for Export Number E14076 and is subject to conditions specified therein.

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2285

(27.9.50) HAMILTON, ~~[illegible]~~

~~(25.7.50) ONDERDONK~~

(Heavier than air)

FIRST PART ~~(25.10.48) CENTURY MOTOR SALES LTD.~~ ~~(26.11.47) RIMOUSKI AIRLINES, LTD.~~

Full Name, Address and Nationality of Owner or of Owning Company

~~(29.8.47) LES AILES du SUD ENR.~~ ~~Rimouski Airlines Limited~~

1. Surname of owner (or name of Company) .....
2. Christian name ~~[illegible]~~ D.T., ~~Rimouski, P.Q.~~
3. Address ~~637 Yonge St., Toronto, Ontario.~~ ~~Rimouski, P.Q.~~ ~~Lac-des-Aigles, P.Q.~~
4. Nationality Canadian ~~c/o Central Aircraft Limited, Malton, Ontario.~~ Cold Lake, Alta.

NAME OF CONSTRUCTOR

5. Name Consolidated Vultee Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EDI

DESCRIPTION OF AIRCRAFT

7. Type Stinson Series 108-2 Constructor's No. 108-2657
8. Place and year of construction of aircraft Wayne, Michigan, U.S.A. May 1947

CLASS OF AIRCRAFT

9. Land and/or marine Land / marine
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal & Utility
14. Subdivision a,b,c,d & e ~~A, B, C, D & E~~ 25/7/50
15. Maximum span (in flying position) 33' 11"
16. Maximum length (in flying position) 24' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 10"

ENGINES

18. Number installed: One
19. Makes: Franklin
20. Types: 6A4-150-B3
21. International power of the engine or engines at
    (a) Sea Level 165 H.P. at 2800 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....
24. Airscrews — Number fitted: One Types: Sensenich No: .....
    Pitch: ~~Fixed~~ TWO POSITION Diameter: ~~9'11"~~ 17/3/48
25. Weight of aircraft empty (including water in the radiators):
    (a) Landplane 1420 ~~1393~~ 15-5-52 ~~1287~~ lbs.
    (b) Seaplane 1612 15-5-52 ~~1490~~ lbs. 17/3/48
    (c) Skiplane 1485 15-5-52 ~~1376~~ 20-2-52

WEIGHT OF FUEL AND OIL

26. ~~Fuel~~ (at 7·2 lbs. per gallon)		238 lbs.
(a) Number of tanks	Two	
(b) Capacity of tanks	33 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		18 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	2 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	5 plans 219 lbs. 17/3/48 B.P.	517 lbs.
32. Maximum total weight authorized		lbs.
Landplane (Utility) 1925	(Normal)	2230 lbs.
~~Seaplane~~ Seaplane		2236 lbs. 17/3/48
~~Skiplane~~		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Skiplane and Landplane (Normal) Two Thousand Two Hundred & Thirty Pounds
~~Seaplane~~ (Utility) One Thousand Nine Hundred & Twenty-Five Pounds
~~Skiplane~~ Seaplane Two Thousand Two hundred & thirty-five pounds 17/3/48

34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 21.3 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2600 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2600 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 3rd June, 1947. in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 15th day of August, 19 47.

H. Patterson
Superintendent, Air Regulations.

WEIGHT AND BALANCE REPORT

114

Stinson 108-2 CF-EDI

C. G. Determination on Floats

Maximum Gross Weight on Floats: 2235#
Edo Floats: #44-2425
C. G. limits on Floats: ∠ 11.1 to ∠ 19.8" aft of datum

A net weight of ∠ 192.0# is added to the aircraft at a net moment arm of ∠19.0" when changed from a landplane to a float plane, causing a net moment change of 3645 inch pounds.

Most Forward C. G. Postion

Aircraft loaded	1580#	moment	20191 inch pounds
float change	∠ 192		3645
	1772		23836

C. G. location $\frac{23836}{1772}$ = 13.5" aft of datum

Most Rearward C. G. Location

Aircraft loaded	2135	moment	45534
Float change	∠192		3645
	2327		49179

C. G. Location $\frac{49179}{2327}$ = 21.20" aft of datum

This Weight and Balance on floats is an addition to the original Weight and Balance dated Feb. 19, 1952, June 29, 1951, and May 20, 1947, and form part of the complete Weight and Balance for the Aircraft.

WEIGHT AND BALANCE FOR: WESTERN AIRMOTIVE LIMITED

WEIGHT AND BALANCE BY: J. M. Buchard.

DATE: MAY 7, 1952

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ADDITION TO
WEIGHT AND BALANCE REPORT

STINSON 108-2 REGISTRATION CF-EDI

Maximum Gross Weight: 2230#

A net Weight of + 65.0# is added to the aircraft at a net Mement Arm of + 17.2 inches when changed from a landplane on wheels to skis, causing a net moment of + 1120 inch pounds.

AIRCRAFT LOADED - Most Forward C. G. Check (without spray equipment)

Loaded Weight	1580#	Mement Arm	12.78"	Moment	20191
Ski Change	65#		17.2"		1120
Total Weight	1645				21311

C. G. Location = $\frac{21311}{1645}$ = 12.95 aft of datum

AIRCRAFT LOADED - Most Rearward C. G. Check (without spray equipment)

Loaded Weight	2135#	Moment Arm	21.33"	Moment	45534
Ski Change	65		17.2		1120
Total Weight	2200#				46654

C. G. Location = $\frac{46654}{2200}$ = 21.2" aft of datum

Approved C. G. limits: + 10.6 to +21.3" aft of datum

Note: This Weight and Balance on skis is an addition to the original Weight and Balance dated May 20th, 1947, and June 29, 1951, and forms part of the complete Weight and Balance for the Aircraft.

WEIGHT AND BALANCE FOR: Western Airmotive Limited Date: Feb. 19, 1952

WEIGHT AND BALANCE BY: Date: Feb. 19, 1952

I HEREBY CERTIFY, that there have been no changes in the empty weight and balance since its last certification.

Date May 5, 1952.

_____

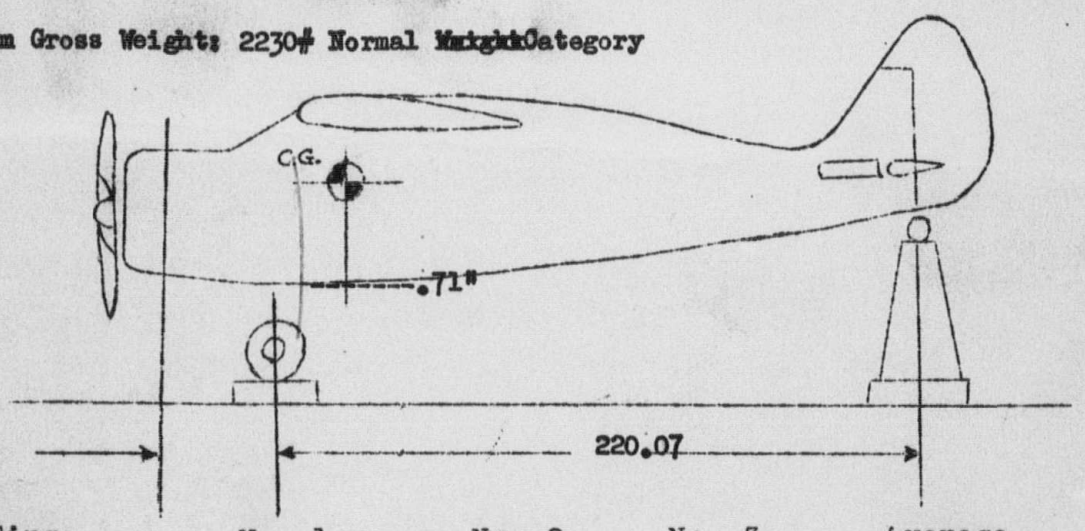
AS A SPRAY A/C

112

WEIGHT & BALANCE DETERMINATION
FOR
EMPTY WEIGHT C. G. LOCATION

Aircraft: ~~Stinson 108-2~~ Registration: ~~CF-EDI~~

Maximum Gross Weight: 2230# Normal ~~Weight~~ Category



Reading:	No. 1	No. 2	No. 3	Average
LEFT WHEEL		667	660	663.5
RIGHT WHEEL		668	675	671.5
TAIL WHEEL		85	85	85.0
			Total Mean Weight:	1420.0

WEIGHT EMPTY INCLUDES RESIDUAL OIL AND ALL EQUIPMENT AS LISTED IN WEIGHT AND BALANCE CERTIFICATE AS ORIGINALLY SUPPLIED WITH THE AIRCRAFT (See attached list).

DISTANCE OF C.G. FROM MAIN WHEEL: $\frac{85(220.07)}{1420}$ = 13.20

DISTANCE OF C.G. FROM DATUM LINE: 13.20 - .71 = 12.49" aft of datum

REMARKS:

This aircraft as weighed is equipped with a 60 gallon tank mounted inthe cabin for crop spraying, and carries a spray liquid weighing 8.2# per gallon.

W & B For: ~~Western Airmotive limited~~ Date: June 29, 1951

W & B By: BARCHARD ENGINEERING & EQUIPMENT

Per: J. Barchard Date: June 29, 1951

PAGE:

W E I G H T & B A L A N C E D E T E R M I N A T I O N

AIRCRAFT: Stinson 108-2 REGISTRATION: CF-EDI

Most Forward C.G. Check: (ON WHEELS)

ITEM	WEIGHT	ARM	MOMENT
Weight Empty	1420.0	12.49	17750.0
Fuel	82.0	22.0	1804.0
Oil	17.0	- 49.0	- 833.0
Pilot	170.0	16.0	272.0
Passenger (front)			
Passenger (rear)			
Cargo			
~~spray tank empty~~ Total	1689.0		21441

Most forward C.G. location $\frac{21441}{1689}$ = 12.7" aft of datum

Approved limits: +10.6 to +21.3" aft of datum

Most Rearward C.G. Check: (Spray tank full) on wheels

ITEM	WEIGHT	ARM	MOMENT
Weight Empty	1420.0	12.49	17750
Fuel	131.0	22.0	4752
Oil	17.0	-49.0	- 833
Pilot	170.0	16.0	2720
Extra fuel			
~~Baggage~~ spraying liquid	492.0	32.2	15860
Passenger (front)			
Passenger (rear)			
Total	2230.0		40249

Most rearward C.G. location $\frac{40249}{2230}$ = 18.09 aft of datum

Notice Aircraft must be placarded to restrict fuel load to 131# when spray tank is full

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PAGE:

W E I G H T & B A L A N C E D E T E R M I N A T I O N

AIRCRAFT: Stinson 108-2 REGISTRATION: CF-EDI

EQUIPMENT LIST (Cont'd)

CLASS "B" ITEMS - REMOVABLE EQUIPMENT

QTY.	ITEM	MAKE	WEIGHT	MOM.	ARM	INCLUDED
rear	Passenger Seat					
	Passenger Seat					
	Passenger Seat					
	Co Pilots Seat					
x	Landing Light					
	Hand Cranking Unit					

CLASS "C" ITEMS - REMOVABLE RADIO APPARATUS & RADIO PARTS

QTY.	ITEM	MAKE	WEIGHT	MOM.	ARM	INCLUDED
x	Transmitter	Hallicrafter				
x	Receiver					
	Power Unit					
	Cable & Accessories					
	Headphone					
	Microphone & Jacks					
	Control Panel					

PAGE:

W E I G H T & B A L A N C E D E T E R M I N A T I O N

AIRCRAFT: REGISTRATION:

EQUIPMENT LIST

CLASS "A" ITEMS - FIXED EQUIPMENT

Under "Included", items marked "Land","Float", or "Ski" are in those versions only.

QTY.	ITEM	MAKE	WEIGHT	MOM. ARM	INCLUDED
1	Engine				
1	Propeller				
	Main Ski Installation				
	Tail Ski Installation				
2	Main Wheel Installation				
1	Tail Wheel Installation				
	Tail Skid Installation				
	Nose Wheel Installation				
	Float Installation				
1	First Aid Kit				
1	Carburetor Air Heater				
1	Tachometer				
	Oil Cooler				
	Oil Filter				
1	Oil Pressure Gauge				
	Manifold Pressure Gauge				
	Carburetor Air Temp.				
1	Fuel Level Indicator				
1	Airspeed Indicator				
1	Altimeter				
1	Turn & Bank Indicator				
1	Magnetic Compass				
	Rate of Climb				
	Directional Gyro				
	Artificial Horizon				
	Outside Air Temperature				
	Chronometer				
1	Battery Installation				
1	Generator Installation				
1	Voltage Regulator				
1	Voltage Ammeter				
1	Electric Starter				
1	Fire Extinguisher (hand)				
	Wobble Pump				
	Engine Driven Fuel Pump				
	Fuel Filter				
1	Cabin Heater				
	CO2 Fire Ext. Bottle				
	Propeller Governor				
	Vacuum Pump				

STATION WAGON
SKI AXLES
FLOAT FITTINGS

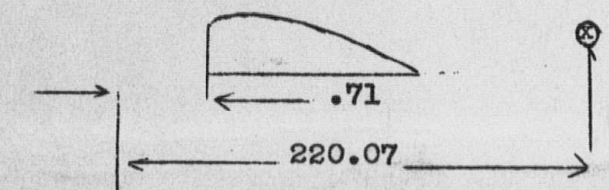
108

CONSOLIDATED VULTEE AIRCRAFT CORPORATION
Stinson Division
WEIGHT AND BALANCE

License No. CF-EDI (Export) Serial No. 108-2657

Prepared by J. Sherwood Approved by M. Fasolo

Date May 20, 1947 C.A.A. Inspector [illegible] (3026)



Reaction	Gross	Tare	Net
Left Wheel	628		628
Right Wheel	603		603
Tail Wheel	101	28	73
Total as Weighed			1304

C.G. as Weighed = $\frac{73 \times 220.07}{1304} - .71 = 11.61$ " Aft L.E. Wing

Airplane as Weighed	1304	11.61	15139
Less Oil 9 qts.	-17	-49	-833
Plus Unusable Fuel 4 gal.	+24	22	+528
Airplane Empty	1311	(12.59)	16500

ACTUAL WEIGHT

	GROSS WEIGHT Normal Category			CONDITION Utility Category		
	Weight	Arm	Moment	Weight	Arm	Moment
Airplane Empty	1311	12.59	16500	1311	12.59	16500
Pilot & Passenger	340	16	5440	380	16	6080
Passengers - Rear	340	48	16320	0		
Baggage	6	75	450	1	75	75
Fuel - 36 gal.	216	22	4752	216	22	4752
Oil - 9 qts.	-17	-49	-833	17	-49	-833
Total	2230	(19.12)	42629	1925	(13.80)	26574
C.G. Location in % M.A.C.		33.5%			23.9%	

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	Weight	Arm	Moment	Weight	Arm	Moment
Airplane Empty	1311	12.59	16500	1311	12.59	16500
Pilot	170	16	2720	170	16	2720
Passengers - Rear	0			340	48	16320
Baggage	0			81	75	6075
Fuel	~~45~~ 82	22	~~990~~ 1804	216	22	4752
Oil	17	-49	-833	17	-49	-833
Total	1580	(12.78)	20191	2135	(21.33)	45534
C.G. Location in % M.A.C.		22.1%			37.5%	

Approved C.G. Limits are 18.2%M.A.C. and 37.5% M.A.C.
N(+10.6)(18.2%MAC) to (+21.3)(37.5%MAC)
U(+10.6)(18.2%MAC) to (+16.8)(29.4%MAC)

April 20/49.
B. OK
Smith.

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CONSOLIDATED VULTEE AIRCRAFT CORPORATION
Stinson Division

License No. CF-EDI (Export)

Serial No. 108-2657

STANDARD EQUIPMENT LIST

NO.	ITEM	WEIGHT	ARM
1*	Propeller Sensenich	14.0	-65.5
2	Spinner - Propeller	2.0	-66.5
101	Starter - Delco-Remy	16.0	-32.0
102*	Carburetor Air Heater and Control	5.0	-41.0
103	Carburetor Air Filter - Air-Maze C-13197	1.0	-40.0
104	Cabin Heater and Control	6.0	-15.0
201*	Wheels and Brakes - Goodyear PD-127-2	33.0	- 1.0
202*	Tail Wheel, Tire and Fork 6.00 x 2	6.0	218.0
203	Parking Brake	.5	-16.2
204	Wheel Pants	6.0	- 1.0
301	Generator - Delco-Remy	12.0	-31.5
~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~		~~xx.x~~	~~xx.x~~
303	Landing Light and Wiring	1.0	4.0
304	Radio Transmitter - Receiver Hallicrafter	9.0	- 9.0
302a	Battery - Willard AW 1226	23.5	13.5
600	Cargo Retainer	5.5	75.0
600	Rear Seats & Tube	23.5	48.0
600	Ski Axles (2)	4.6	- .71
	Fire Extinguisher Pyrene 1 Qt.	6.7	19.0
	First Aid Kit	1.3	-4.4

*Required Equipment

/MIM
/ZC
/MM

106

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

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SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Navigation Lights
Landing Lights

Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant
Life preserver for each occupant when operating as a seaplane.

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight.

Date 24-6-49 S.T. Grain

When operated as a seaplane: Landplane & Skiplane 20-2-52
"Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made ~~when operating as a seaplane.~~".

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		3rd June, 1948	H. L. Watson
		May 28, 1948.	H. L. Watson.
		November 22, 1948.	H. L. Watson
May 6th, 1949 Sky Harbour Air Services	Airworthy	May 6th, 1950	D. Watson
July 22nd, 1950 Central Aircraft	Airworthy	July 22nd, 1951 JUN 8 - 1952	
Inspected by Engineer D. Watson May 5/52.	Satisfactory.	May 5th, 1953.	

40. The in[illegible]

(1) The pre[illegible] of and reasons for suspensions and withdrawals of certificates of airworthiness will in re[illegible] column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

FILE No. 5008 - E 4 - 11 VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JUNE 1947
TO

5008 - E 4 - 11 VOL. 1

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF -EDK - STINSON 108-2

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) SERVICES DATE LEFT OFFICE	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
MAY 8	Leg Mr Salisbury	Civ		MAY 9 1957	

FILE NO. 5008 - E4 - 11 VOLUME No 1

DEPARTMENT OF TRANSPORT

FROM JUNE 1 947
TO

VOL. 1 — 5008 - E4 - 11

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EDK STINSON

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
	10344	Cak			JUL 3 - 1947
JUL 7 - 1947	10483	Cak			MAR 11 48
AR 11 48	40499	CAK			APR
		CAE ①			APR 2
APR 21 948		CRE ②			APR 21 48
APR 21 48		CAI ③			APR 22 48
APR 22 48		Sun Accounts ④			APR 948
JUN 18 48	11891	CAR			JUL 6 - 48
JUL 6 - 48		CAI ⑤			JUL 7 - 48
JUL 7 - 48		CRE ⑥			JUL 7 948
JUL 7 948		Sun Accounts ⑦			JUL 9 - 48
MAR 8 - 1949	47199	CAR			MAR 11 1949
		CAE			MAR 11 1949
MAR 28 1949	50110	CAR			MAR 31 1949
JUL 1 1949	14986	CAR			JUL 1948
		CAE			JUL 3 1949
FEB 28 1950	48329	CAR			JUL 1949
		CAE			MAR 2 - 1950
JUL 17 1950	13949	CAR			MAR 2 - 1950
		CAE			JUL 17 1950
FEB 13 1951	42461	CAR			JUL 17 1950
FEB 13 1951		CAE			FEB 13 1951
JUN 27 1951	17791	CAR			FEB 14 1951
JUL 3 1951		CAI			JUL 3 1951
FEB 25 1952	58144	CAE			JUL 10 1951
	Reg Mr Salisbury	CAI ①			FEB 27 1952
MAR 22 1952	61570	CAR			MAR 22 1952
MAR 24 1952		CAE ②			MAR 22 1952
					MAR 24 1952

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 4102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

EDMONTON ALBERTA
JUNE 26 1947

J E SLEEPER C/O B M ROBINSON A10344
CONTINENTAL AVIATION CO INC
ST PAUL MINN

PROVIDING AIRCRAFT SIGNED FIT FOR FLIGHT BY COMPETENT PERSON AND YOUR PILOTS CERTIFICATE VALID THIS CONSTITUTES YOUR TEMPORARY AUTHORITY FERRY STINSON CF-EDK US-CANADIAN BORDER TO CALGARY VFR DAY FLYING NO PASSENGERS AND ON FLIGHT PLAN TO BE NOT VALID AFTER JULY 15TH 1947

TRANSPORT-RECORDS
AM
File 5000-C4-11

COLLECT

DISTRICT INSPECTOR AIR REGULATIONS

P.

cc: H.Q.
Our File 1-922

CLASS OF SERVICE	
Full Rate	
Day Letter	X
Night Message	
Night Letter	
Evening and Sunday Message	

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

CHECK
2
TIME FILED
STANDARD TIME

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

EDMONTON ALBERTA JULY 2[illegible]

TRANSPORT-RECORDS
JUL 7 A.M.
File 5008-E4-11

PILOT F B MYER
CARE OF KEPLER AVIATION LTD.
411A 8TH AVENUE W
CALGARY ALTA

A10983

PROVIDING YOUR PILOT'S CERTIFICATE VALID AND AIRCRAFT SIGNED OUT FIT FOR FLIGHT BY COMPETENT PERSON THIS YOUR TEMPORARY AUTHORITY FERRY STINSON STATION WAGON AIRCRAFT CF DASH EASY DOG KING CALGARY TO EDMONTON VFR DAY FLYING ONLY NO PASSENGERS AND ON FLIGHT PLAN NOT VALID AFTER FIFTEENTH INSTANT

DISTRICT INSPECTOR AIR REGULATIONS

COLLECT

COPY TO H.Q. File: 1-922
H.Q. file: 5008-E4-11

CLASS OF SERVICE

Full	
Day Letter	X
Night Message	
Night Letter	
Evening and Sunday Message	

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

CHECK 3

TIME FILED

STANDARD TIME

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

EDMONTON ALBERTA JULY 2/47

PILOT F B MYER
CARE OF KEPLER AVIATION LTD.
411A 8TH AVENUE W
CALGARY ALTA

PROVIDING YOUR PILOT'S CERTIFICATE VALID AND AIRCRAFT SIGNED OUT FIT FOR FLIGHT BY COMPETENT PERSON THIS YOUR TEMPORARY AUTHORITY FERRY STINSON STATION WAGON AIRCRAFT CF DASH EASY DOG KING CALGARY TO EDMONTON VFR DAY FLYING ONLY NO PASSENGERS AND ON FLIGHT PLAN NOT VALID AFTER FIFTEENTH INSTANT

DISTRICT ~~INSPECTOR~~ AIR REGULATIONS

COLLECT

COPY TO H.Q. File: 1-922
H.Q. file: 5008-E4-11

1-922

4

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
March 8, 1948.

Mr. Warren Dean CASKEY,
VERMILION, Alta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Stinson 108-2
Serial No.: 108-2960
Registration Marks: CF-E D K

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....	240 lbs.			
Oil.....	15 lbs.			
Crew.....	170 lbs.			
	Empty	Commercial	Gross	(Utility)
Landplane	1303 lbs.	502 lbs.	2230 lbs. (Normal)	1925 lbs.
Seaplane				
Skiplane	not authorised unless this authority endorsed.			

Minimum number of crew.....one
W Number of passengers permitted....three
Commercial Yes
Private N.A.
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after.....May 7, 1948.....unless extended or renewed.

If aircraft is ~~registered~~ operated commercially you must be in possession of a Charter as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

noted

K. F. Saunders,
District Inspector,
Air Regulations.

KFS/ M
Ch

W Maximum total weight authorized does not permit of carrying total number of passengers unless suitable reduction in the quantity of fuel is made when operating as a Landplane.

cc: to Radio Inspector - Edmonton Trans-ceiver installed.

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-1422

Certificate of Airworthiness

(FOR EXPORT)

to Canada

This certifies that the **aircraft** specified below and more particularly described in the accompanying specification has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements for Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Engine: Franklin - 6A4-165-B3

Propeller: Sensenich - 76JR53

Computed empty weight: 1303

Standard weight: - Normal category - 2230
Utility category - 1925

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Aircraft Specification and Engine Specification in process of being prepared will be forwarded as soon as available.

Manufactured by	CONSOLIDATED VULTEE AIRCRAFT CORPORATION Stinson Division - June 13, 1947
Type	LAND MONOPLANE
Model	108-2
Serial No.	108-2960
Date	June 19, 1947

Armer M. Alcorn (3013)

Armer M. Alcorn, Superintendent
Aircraft and Components Branch

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

B. 1
3,000,000-2-47

Port of Calgary July 2nd 1947. 19
Arriving per Flyaway
Imported by Keplers Aviation Ltd.
Goods Exported to Canada Direct from USA.
Via Direct.
(Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Aircraft #25

Sending Port Numbers of Manifests:

Report No. 1635
Entry No.
Outport
Port 9891

National Revenue Canada CUSTOMS and EXCISE DUTY PAID JUL 2 1947 Calgary, Alta.

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applied
	1	Model 108-2 Stinson Flying Station as Wagon aircraft not including engines Serial N9 108- 2960	1	3566.24	3566	20%	713.20									4401 ex
		Aircraft engines serial No 30213 imported for use only in equpment of aircraft	1	979 88	980	17½%	171.50									440m
				4546,k2	4546		884.70		5431		434.48					
																1319 18
		Consolidated Vultee Aircraft Corp June 19th 1947. Wayne, Mich														

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.) payable to non-residents.

Currency US Amount 4523.50

Cheques etc. must be made payable to the Receiver General of Canada.

The space below this line is reserved for Customs-Excise Officers' use only, and must not be filed in by the importer.

Sales Tax Licence No.
Power of Attorney No. 1311
which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

INITIALS		
	DUTY	
	SALES TAX	
	EXCISE TAX	
	TOTAL	

FORM 1

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of owner, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) D. MacDonald do hereby declare as follows:—(1) That I am (II) the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) is the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invcices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at Calgary this 2 day of July 19 47

(*Signature*) D MacDonald

.....*Witness.*

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (4) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day of 19 .

(*Signature*).....

.....*Witness.*

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) Or affirmed.

I, (1) the undersigned importer of the (2) mentioned in this entry, do solemnly (3) that such (4) are imported by me for the manufacture of (5) in my own factory situated at (6) and that no portion of the same will be used for any other purpose or disposed of until so manufactured.

Sworn (7) before me this day of 19

(*Signature*).....

.....

Collector or Title of Official authorized to Administer Oaths.

WESTERN AIRMOTIVE LIMITED
NO. 2 HANGAR, MUNICIPAL AIRPORT
EDMONTON, ALBERTA

BILL OF SALE

This is to certify that we have this day sold, assigned and transferred all right, title and interest in Stinson Flying Station Wagon CF-EDK, serial #108-2960, for the sum of one (1.00) dollar, and other valuable consideration, to Mr. W.D. Caskey, Vermilion, Alberta, receipt of which is acknowledged. We also certify there is no lein or encumberance against this machine.

Dated at Edmonton, Alberta.....this 8th day of March 1948

WESTERN AIRMOTIVE LIMITED.

Witness.....

Owner.....

BILL OF SALE

This is to certify that we have this day sold, assigned and transferred all right, title and interest in Stinson Flying Station Wagon CF-EDK, Serial #108-2960, for the sum of one ($1.00) dollar, and other valuable consideration, to Western Airmotive Limited, Edmonton, Alberta, receipt of which is hereby acknowledged. We also certify that there is no lien or encumberance against the machine.

Dated at Edmonton, Alberta .....this 3rd day of July, 1947.

KEPLER AVIATION LIMITED.

Witness..F.B.Myer..... Owner..G. Elves.....
G. Elves.

FORM ACA-500
(10-23-46)
PART C

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BILL OF SALE

FORM APPROVED
BUDGET BUREAU NO. 41-R889

FOR AND IN CONSIDERATION OF $ one dollar and other considerations, THE UNDERSIGNED OWNER OF THE FOLLOWING LEGAL AND BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS FOLLOWS:

AIRCRAFT MAKE	SERIAL NO.	CAA REGISTRATION NO.
Stinson	108-2960	CF-EDK

DOES THIS 20th DAY OF June, 1947 HEREBY SELL, GRANT, TRANSFER AND DELIVER ALL OF HIS RIGHT, TITLE AND INTEREST IN AND TO SUCH AIRCRAFT UNTO:

NAME OF PURCHASER
Kepler Aviation Limited

ADDRESS OF PURCHASER *(Street and number, city, zone and state)*
411 A - 8th Avenue West
Calgary, Alberta, Canada

AND TO their EXECUTORS, ADMINISTRATORS AND ASSIGNS, TO HAVE AND TO HOLD SINGULARLY, THE SAID AIRCRAFT FOREVER, AND CERTIFIES THAT SAME IS NOT SUBJECT TO ANY MORTGAGE OR OTHER ENCUMBRANCE EXCEPT:

TYPE OF ENCUMBRANCE	AMOUNT	DATE

IN FAVOR OF

IN TESTIMONY WHEREOF we HAVE SET our HAND AND SEAL
THIS 20th DAY OF June, 19 47

SIGNATURE OF SELLER W.C. Monroe

TITLE OF SELLER Coordinator

FOR *(Name of corporation, partnership)*
Consolidated Vultee Aircraft Corp.

ACKNOWLEDGMENT

STATE OF Michigan
COUNTY OF Wayne

ON THIS 20th DAY OF June, 19 47
BEFORE ME PERSONALLY APPEARED THE ABOVE-NAMED SELLER, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING BILL OF SALE, AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED. GIVEN UNDER MY HAND AND OFFICIAL SEAL THE DAY AND YEAR ABOVE WRITTEN.

NOTARY PUBLIC J. B. Shaw — MY COMMISSION EXPIRES 1-12-51

Seal

READ INSTRUCTIONS ON REVERSE SIDE CAREFULLY

RETAINED BY PURCHASER - USE TYPEWRITER

A-3319-0(2)+

PART C - BILL OF SALE

TO PURCHASER: It is your responsibility to determine at time of purchase of aircraft that chain of title to you is in order (from last registered owner and all intervening owners or, if not previously registered, from manufacturer through all intervening owners), and whether or not there is a lien, mortgage or other encumbrance against such aircraft. Copies of Bills of Sale confirming chain of title should be obtained and attached to file when forwarded for registration in your name. For use in checking this form at the time of purchase, both in connection with previously unregistered and previously registered aircraft, the following conditions are discussed:

Condition 1 - SALE OF AN AIRCRAFT WITH CLEAR TITLE - The seller will complete Part "C" in detail and the purchaser should check its accuracy. Both original and copy must be signed in ink by the seller and both attested to by a Notary Public. The purchaser should detach the original of the Bill of Sale and retain it as proof of ownership.

Condition 2 - SALE OF ENCUMBERED AIRCRAFT - OTHER THAN CONDITION 3 - Seller shall complete Part "C" exactly as described above, and in addition, shall indicate in the spaces provided for the purpose, the type of encumbrance and the amount and date thereof, and the name of the owner of the encumbrance. However, if it is desired that the encumbrance be recorded with the Civil Aeronautics Administration, the original or an executed counterpart thereof, (signed and notarized duplicate) must be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D.C., together with *recordation* fee of $5.00, (in addition to the *registration* fee of $5.00) payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

Condition 3 - AIRCRAFT SOLD WITH CONDITIONAL SALE CONTRACT - (FORM ACA-906 OR EQUIVALENT.) - Part "C" (Bill of Sale) will not be completed by the seller. The purchaser shall complete Parts "A" and "B" as instructions provide, and in place of the Bill of Sale, the original Conditional Sale Contract or an executed counterpart thereof (signed and notarized duplicate), the original and copy of Part "A" and copy of Part "B", together with fee of $10.00 ($5.00 for registration and $5.00 for recordation of sale contract), shall be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C. Such remittance may be made by money order or check made payable to the Treasurer of the United States, (Currency forwarded at your risk - stamps not acceptable.) Title to the aircraft is retained by the seller until the terms of the conditional sale contract are fulfilled.

Condition 4 - RECORDATION BY HOLDER OF MORTGAGE OR OTHER INSTRUMENT AFFECTING TITLE TO REGISTERED AIRCRAFT - This may be accomplished by forwarding to the Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C., the original mortgage or lien or an executed counterpart thereof (signed and notarized duplicate), together with the required recordation fee of $5.00, payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

AFTER AN ENCUMBRANCE HAS BEEN RECORDED AND ASSIGNED, AN ACKNOWLEDGMENT WILL BE FURNISHED BY THE CAA TO THE HOLDER.

CF-EDK

6

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... X $5.00

Certificate of Airworthiness ..... X $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... Warren Dean Caskey

Date of Application ..... March 4/1948

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
WARREN-Dean CASKEY-	Vermilion Alberta	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) .....

Commercial

Usual Station ..... Vermillion, Alta.

Noted

Date of manufacture or reconstruction ..... June 13, 1947.

Crew required ..... Pilot

Accommodation for what number of passengers ..... three

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

RADIO - HALICRAFTER TRANSCEIVER. Fee $10.00 rec'd
MODEL CA-2 - SKYPHONE Folio #12
TRANSMIT - 3105 KC Rec'd.
FREQUENCY - 195-410 KC & 540-1650 KC

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air ...Heavier... made by ...Consolidated Vultee Aircraft Corp.

Type ...Stinson - 108-2... Maker's No. ...108-2960...

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33' 11"	
Length o/a in feet	24' 6"	
Height o/a in feet	6' 10"	

Cubic Capacity (of Airship or Balloon) .....

Weight equipped, but without load, fuel, or oil ...1296...

Total weight authorized (fully loaded) in lbs ...2230... Air speed ...125... miles per hour

EQUIPMENT—(Give number and type).

1. Instruments ...Air Speed, Altimeter, Tachometer, Compass...
2. Gauges ...Oil Temp. Oil Pressure, Fuel Gauges, Ammeter...
3. Lights ...Navigation & Landing Lights...
4. Signals ...Nil...
5. Fire Extinguishers ...One - 1 Qt. Pyrene...
6. Parachutes ...Nil...
7. Tools ...Nil...
8. Other Equipment ...Radio & First Aid Kit...

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 6A4-165-B3		#30213	
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	6			
H.P.	165			
Bore	4½"			
Stroke	5½"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on ...New...

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

We recommend that Certificates be issued as applied for and forwarded direct to the owner.

Date ...March 8/48... Signature ...G W Priestley... D/AR

Registration approved and Registration Mark C.F. - ...E D K... allotted.

Registration { approved or / not approved for reasons annexed.

Radio-Halicrafter - Skyphone
Model-CA2-Trans-ceiver
Frequency - 3105

...Superintendent, Air Regulat...

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

7 2/6-46

Edmonton, Alta. March 8/48
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-11	Stinson 108-2 CF-EDK Serial No. 108-2960	1-922

A40499

TRANSPORT-RECORDS
MAR 11 P.M.
File 5008-C4-11

AIR MAILc - Registered

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration commercially of the subject aircraft in the name of Mr. Warren Dean CASKEY of Vermilion, Alta. together with:

(a) ✓ Bill of Sale from Consolidated Vultee Aircraft Corp. to Kepler Aviation Ltd.
(b) ✓ Bill of Sale from Kepler Aviation Ltd. to Western Airmotive Ltd.
(c) ✓ Bill of Sale from Western Airmotive Ltd. to Mr. W. D. Caskey.
(d) Customs Declaration B1.
(e) Weight and Balance Report.
(f) C of A for Export No. E-14222.
(g) Copy of temporary C of R and A issued this aircraft this date.

2. Fee of $10.00 has been received and will be forwarded to H.Q. under Folio #12, Receipt No. 26901.

3. We recommend that Certificates be issued as applied for please and forwarded direct to the owner.

13/3/48

for K. F. Saunders,
D.I.A.R.

GVP/M
Enc.

6885 (R)
2706 (A)

9

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6865

NATIONALITY AND REGISTRATION MARKS CF-EDK

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Stinson Division, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2960
4. Name of owner	Warren Dean Caskey
5. Address of owner	Vermilion, Alberta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Vermilion, Alberta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 8th day of March 1948, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDK and is of Canadian nationality.

Given at Ottawa this 13th day of April 1948

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

AC-5-59 /KM

10

5008-E4-11

Ottawa, Ontario,
April 20th, 1948.

REGISTERED

Mr. Warren Dean Caskey,
Vermilion, Alberta.

Dear Sir:

Enclosed please find Certificate of Registration No. 6885 and Certificate of Airworthiness No. 2706, together with Engine and Journey and Aircraft Log Books, for your Stinson 108-2 aircraft, CF- EDK Serial No. 108-2960.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until March 7th, 1949.

Yours very truly,

NOTED

APR 22 1948

(S. Graham),
Superintendent, Air Regulations.

Revenue Audit
Dept. of Transport.

Encls.
cc: DIAR EDMONTON

Granted (Pl-C-AO) 21-4-48

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6885

NATIONALITY AND REGISTRATION MARKS CF-EDK

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Stinson Division, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2960
4. Name of owner	Warren Dean Caskey
5. Address of owner	Vermilion, Alberta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Vermilion, Alberta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 8th day of March 1948, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDK and is of Canadian nationality.

Given at Ottawa this 13th day of April 1948.

H. L. Patteson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

AC-5-59

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E4-11 | 2

Ottawa, Ontario,
April 20th, 1948.

REGISTERED

Mr. Warren Dean Caskey,
Vermilion, Alberta.

Dear Sir:

Enclosed please find Certificate of Registration No. 6885 and Certificate of Airworthiness No. 2706, together with Engine and Journey and Aircraft Log Books, for your Stinson 108-2 aircraft, CF-EDK Serial No. 108-2960.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until March 7th, 1949.

Yours very truly,

H. L. Patterson

(S. Graham),
Superintendent, Air Regulations.

Encls.

H.Q. Copy

13

1-922

402 Blowey-Henry Bldg.,
Edmonton, Alberta,

June 15/48

Mr. Byron F. Tanner,
Metropolitan Bldg.,
Lethbridge, Alta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Stinson 108-2
Serial No.: 108-2960
Registration Marks: CF-EDK

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....	238 lbs.			
Oil.....	18 lbs.			
Crew.....	170 lbs.			
	Empty	Commercial	Gross	
Landplane	1303 lbs.	501 lbs.	2230 lbs.	Normal 1925 lbs. Utility
Seaplane	N.A.			
Skiplane	N.A.			

Minimum number of crew.....one.
Number of passengers permitted..... three
Commercial No
Private Yes
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after.....August. 14,. 1948.....unless extended or renewed.

If aircraft is operated commercially you must be in possession of a licence as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Noted
Ry

Yours very truly,

R.S. Keetley for
K. F. Saunders,
District Inspector,
Air Regulations.

KFS/
Ch

Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

BILL OF SALE

This is to certify that we have this day sold, assigned and transferred all right, title and interest in Stinson Flying Station Wagon CF-EDK, serial #108-2960, for the sum of one (1.00) dollar, and other valuable consideration, to Mr. Byron F. Tanner, Lethbridge, Alberta, receipt of which is acknowledged. We also certify there is no lein or encumberance against this machine.

Dated at Edmonton, Alberta.....this 15th day of June 1948

Witness B. F. Tanner

Owner W. E. Cackey

15

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~ triplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... X $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... Byron F. Tanner

Date of Application ..... June 15/48

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
TANNER, Byron F.	Metropolitan Bldg.	Canadian
	Lethbridge, Alta.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Private

Usual Station ..... Lethbridge, Alta.

Date and place of manufacture or reconstruction ..... 1947 Wayne Michigan USA

Crew required ..... one

Accommodation for what number of passengers ..... three

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air **Heavier** made by **Consolidated Vultee Aircraft Corp.**

Type **Stinson 108-2** Maker's No. **108-2960**

		In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33' 11"	33' 11"	
Length o/a in feet		24' 6"	
Height o/a in feet		6' 10"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 1303 lbs.

Total weight authorized (fully loaded) in lbs 2230 lbs. Air speed 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments T & B; Altimeter; Airspeed; Tach.
2. Gauges Gas; Amp Meter; Oil Press & Temp.
3. Lights Landing & Nav. lights.
4. Signals no
5. Fire Extinguishers one
6. Parachutes no
7. Tools no
8. Other Equipment Tie down straps for luggage Model CA2 Sky Phone Radio Trans-Receiver Transmits 3105 KC

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 165			
Pusher or Tractor	Tractor			
Right or Left Hand	Anti Clockwise			
No. of Cylinders	6			
H.P.	165			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on Formals will expire March 7/49. Not inspected by D.O.T. yet.

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

It is recommended that Certificate be issued as applied for please and forwarded direct to owner.

Date June 15/48 Signature G W Priestley D.I.A.R.

Registration approved and Registration Mark C.F. - E D K allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

16

Edmonton, Alta. June 16, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-11 ~~5008x~~	Stinson 108-2 CF-EDK Serial No. 108-2960	-922

TRANSPORT RECORDS
JUN 18 A.M.
5008-E4-11
A11891

AIR MAIL - Registered

Controller of Civil Aviation,
Ottawa.

1. Herewith, for your approval please, application in duplicate for:

Registration.....N.A.
Re-registration.....Yes
Commercially.....No
Privately.....Yes

of the subject aircraft in the name of..... Mr. Byron F. Tanner of Lethbridge, Alta.

2. Attached also, the following documents in connection with the application:

(a) Bill of Sale from W. D. Caskey to Mr. Tanner.

(b) Weight and Balance report N.A.
Customs' Declaration E1 N.A.
Copy of our temporary C of R and C of A issued this aircraft dated June 15/48
Inspection report dated.. N.A.
Weighing report dated N.A.
C of R No....6885...for Cancellation
C of A No....2706...for change of name
Work Report covering Engine No. N.A.
Work report covering aircraft... N.A.
Release Certificate A1-1 N.A.
Release Certificate AI-6 Issue 3 N.A.

3. Fee of $..5.00.....has been received and will be forwarded to H.Q. under Folio #..3.....Receipt No. 60526...

4. We recommend that formal Certificates be issued as applied for please and forwarded:

(a) Direct to the Owner.... Yes
(b) Direct to this district office to be handed over to the owner after our satisfactory inspection. No

7053(R)
~~2708~~(A)
2706(A)

K. F. Saunders,
D.I.A.R.

KFS/M Encls.

/RM

18

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7053

NATIONALITY AND REGISTRATION MARKS CF-KDK

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Stinson Division. Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2960
4. Name of owner	Byron F. Tanner,
5. Address of owner	Metropolitan Bldg., Lethbridge, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Lethbridge, Alta.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 15th day of June 1948 in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDK and is of Canadian nationality.

Given at Ottawa this 21st day of June 1948.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after March 7th, 1949, unless endorsed.

VALID FOR DAY FLYING ONLY

2462
6-47

VALID IN CANADA ONLY.
THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT NUMBER E-14222 AND IS SUBJECT TO CONDITIONS SPECIFIED THEREIN.

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2706

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Caskey (15.6.48) TANNER,
2. Christian name Warren Dean Byron F.,
3. Address Vermilion, Alberta Metropolitan Bldg., Lethbridge, Alta.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Consolidated Vultee Aircraft Corporation, Stinson Division

NATIONALITY AND REGISTRATION MARKS

6. CF-EDK

DESCRIPTION OF AIRCRAFT

7. Type Stinson Series 108-2 Constructor's No. 108-2960
8. Place and year of construction of aircraft Wayne, Michigan, U.S.A. 1947

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A,B,C,D&E
15. Maximum span (in flying position) 33' 11"
16. Maximum length (in flying position) 24' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 10"

ENGINES

18. Number installed: One — 1
19. Makes: Franklin
20. Types: 6A4-165-S3
21. International power of the engine or engines at:
Take-off (a) Sea level 165 H.P. at 2800 revolutions per minute. (International number of revolutions)
M.E.T.O. (b) Rated Altitude 150 H.P. at 2600 revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.
22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....

24. Airscrews: Number fitted One Types Sensenich No.
Pitch Fixed Diameter

25. Weight of aircraft empty (including water in the radiators): (a) Landplane 1291 (24.2.50) 1305 lbs. (b) Seaplane ..... lbs. (c) Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		238 lbs.
(a) Number of tanks	Two	
(b) Capacity of tanks	33 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		18 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	2 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full		501 lbs.
32. Maximum total weight authorized		lbs.
Landplane Utility: 1925 Normal		2250 lbs.
Seaplane		lbs.
Skiplane		lbs.

DELETED (24.2.50)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Normal: Twenty Two Hundred and Thirty Pounds
Seaplane Utility: Nineteen Hundred and Twenty Five Pounds
Skiplane
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 21.3 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2800 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2600 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister having regard to the reports furnished to him issues the present Certificate of Airworthiness dated March 8th, 1948 in respect of the above-mentioned aircraft, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 13th day of April 19 48

Superintendent, Air Regulations.

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public Transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight (25.3.49).

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		March 7th, 1949 28/2/50 21.2.51	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorised for that purpose by the Minister.

/RM

19

AC-5-60

5008-E4-11

OTTAWA, July 5th, 1948.

REGISTERED

Mr. Byron F. Tanner,
Metropolitan Bldg.,
Lethbridge, Alta.

Dear Sir:

Enclosed please find Certificate of Registration No. 7053 and Certificate of Airworthiness No. 2706 for your Stinson 108-2 aircraft CF-KDK , Serial No. 108-2960.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until March 7th, 1949.

Yours truly,

NOTED

JUL 8 1948

Revenue Audit
Dept. of Transport

(W. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Edmonton, Alta.

Audited (AV) 7-7-48 W

2181

2/

5508. E4/1

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT .Calgary, Alberta..... AIRCRAFT STATIONS.

1. Aircraft registration markings...CF-EDK...Ser. # 108-2960.....A20794

2. Make....Stinson..... .....Type..108-2 Station Wagon.....

3. Registered Owner (Name and Address)..~~xxxxx~~..Byron F. TANNER, Metropolitan Bldg, LETHBRIDGE, Alberta

4. If aircraft operated by other than registered owner (Name & Address).....

.....No.....

5. Licensee of aircraft radio station (Name & Address)..Same as registered owner..

....

6. Where is aircraft normally maintained?.Lethbridge.....Based?..Lethbridge..

7. Class of service performed.....X.....
Scheduled Non-Scheduled Private

8. Certificate of Registration No.Temporary Letter.....Date.June 15, 1948..

9. Certificate of airworthiness.Temporary Letter...Date of expiration...August 14, 1948

10. Operating Certificate No.....None.....

11. Do radio communication facilities comply with Departmental requirements?..Yes.
Yes or No

12. Radio Licence No Applied for....19.48...19.49.....Is copy kept in aircraft?Will be Direct to H.Q.

13. If no radio station licence, state:
(a) Has application been filed?....Yes.....
(b) Date radio installed....By Manufacturer.....
(c) Has radio been operated since April 1st?..Yes.....

14. Radio Installation drawings:
(a) Identification. C.A.A. approved.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....

15. Was aircraft imported with radio incorporated?.....Yes.....

16. Was radio installed by aircraft manufacturer?.....Yes.....

17. Was radio installation made by radio technicians?.....~~xx~~.....
Give name of firm or individual

18. Are radio components positioned in accordance with drawings?..Not available....

19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?.No signs of modification to factory installation
(Full particulars to be attached)Same as Question 18.

20. Is any radio equipment or associated wiring considered to be a fire hazard?.No
Yes or No

21. Is aircraft radio station log being kept?.....No.....
Yes or No

22. Will documents carried meet requirements?.Yes, when Station License received...
Yes or No

23. Radio OPerator(s)S.C. DURHAM.....Cert No.Examined.....Grade.R.O.R.
Cert No.....Grade.....

24. Is radio operator employed in a dual capacity?Yes. Also Pilot.....
If so, give details

Copy to: K.F. SAUNDERS, Esq.,
D.I.A.R.,
Edmonton, Alberta.

20

25. Is aircraft equipped for Instrument Flight?.. No .....Day. No .....Night. NO ..

Visual Flight?.... Yes .....Night... Yes .

FREQUENCIES

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
3105 Applied for	Yes	Yes	A3	10	Any D.O.T. Range or Tower

27. TRANSMITTER(s) Make, type, Freq. range power output
(1).. Hallicrafter Skyfone
(2). C.A. 2
(3). 10 Watts

28. Radar, Radio Altimeter, DME or similar devices, describe
--

29. RECEIVER(s) Make, type, Frequency Range
(1)... Hallicrafter Transceiver
(2)... C.A.2
(3)... 195 to 410 Kc .... and .... 540 to 1650 Kc

30. LORAN
--

31. Direction finders Make, type Manuel or automatic.
(1)
--
(2)...
(3)...--

32. Emergency radio equipment, including that for survival craft.
--

33. Blind approach equipment.
--
(describe)

34. Aerial(s) (1) Fin to Cabin, Fixed Loop incorporated in fuselage (2)....(3)....(4)....(5).....
describe)

35. Types of Compasses..... Kowlsman Magnetic

36. Compass error due (a) Earphones. Not used ..Receiver. 3 Deg. ..Transmitter. 5 Deg.

37. Compass heading at time of check... 110 °

38. Weight of Radio equipment, Trans.....Recv'r.....Misc'l.....Total.. Transceiver total approximately 12 lbs 12 lbs

39. Aircraft battery capacity (a) ampere-hours..24... .....(b) Voltage..12.....

40. Have radio direction finders been checked for (1) function?.....--.....
(ii) accuracy?.....

41. Is interference to radio reception within tolerable limits?..Yes.....

42. Are you satisfied the radio equipment complies with airworthiness standards?..Yes

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom)..June.17,.1948,.Municipal.Airport,.Calgary,.Alberta.....

REMARKS: Equipment checked on the air. Performance good.

Copy to: K.F. SAUNDERS, Esq.,
D.I.A.R.,
EDMONTON, Alberta.

H.W. Moore
Signature of Radio Inspector.

Weight & Balance Report
removed from file and
returned to: D.I.A.R.
~~Western Aerotwist Ltd.~~
Edmonton Alta.

Ref. file 5258-443

28

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-922
H.Q. File: 5008-E4-11
Place .....Edmonton...

Date....March 3.....194.9..

TO: Superintendent, Air Regulat

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

TRANSPORT-RECORDS
[redacted] 8 A.M.
File 5008-E 4-11

Aircraft Type .....Stinson 108-2.....

Registration Markings ....CF-EDK.....

Private or Commercial ...Private.....

Date of Inspection .....March 1,. 1949.....

Previous C. of A. Expires ..March 7,. 1949.....

Present C. of A. Expires .....Feb.. 28,. 1950 C. of R. #7053 C. of A #2706

Remarks ....Attached. hereto,. D.A.I.. inspection report dated
..March 3,. 1949;. Engineer. inspection. reports. covering. aircraft
..and. engine. dated, March 1/49.....
.....
.....
.....

.....
District Inspector.
Air Regulations.

RSK/M

Noted

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2.4 2 6-47

Edmonton, Alta. March 3, 1949
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson 108-2 CF-EDK Serial No. 108-2960	1-922

D.I.A.R.,
Edmonton.

1. The subject aircraft was inspected as a landplane at Calgary on the 1st instant.

AIRCRAFT: Total time: 245:50

ENGINE: Franklin 6A4-165-B3
Serial No. 30213
Total time: 245:50

AIRSCREW: Sensenich Wooden
Serial No. P5615

2. The aircraft appeared in good condition and airworthy at the time of inspection.

H. E. Davenport,
for D.A.I.

HED/M
C/CAE

STINSON 108-2 Serial 108-2960 CF-MDK

23

Since Manufacture Aircraft has flown 245 hours 50 mins and has not been overhauled.

Inspection for Certificate of Airworthiness renewal.

Instruments removed, recaliberated and overhauled as required by Northwest Industries Limited, Edmonton, Alberta. Instruments replaced in Aircraft.
Fuselage - All inspection covers and openings opened. Attachment of stabilizer and fin to fuselage inspected, attachment of rudder to fin and elevators to stabilizer inspected. Control cables to rudder and elevators checked for condition, security and locking.
Left rudder cable found to be frayed, at pulley just aft of attachment to rudder pedal.
Rear seat, upholstery and fairings removed for inspection of tubing, fairing strips etc., in rear fuselage.
Undercarriage - All fairings, and wheel parts removed, undercarriage beams inspected, particular attention given to welds. All bolts removed, inspected. New bolts at attachment of undercarriage beam to hydraulic shock cylinders. Hydraulic shock cylinders checked for fluid, replenished as required. Tires and wheel hubs checked, wheel bearing relubricated, brakes at wheels checked for condition. Tail wheel assembly removed, tail wheel bearing washed out, races in wheel checked relubricated. Spring leaves inspected for security and attachment.
Mainplanes:- Fabric checked for condition, all inspection covers removed. Condition, security and locking of aileron and flap cables inspected, pulleys and fairleads inspected. Attachment of struts to mainplanes, mainplanes to fuselage inspected for condition and security. Condition of ribs and structure inspected. Condition of fabric in fuel tank area at front and rear of fuel tanks inspected as per CAA Airworthiness Directive 49/7/3 d/14 February 1949. Gap between fuel tanks and spars sealed, as directed in above referenced Directive New Starboard lift strut installed, old one found kinked. Fire extinguisher inspected, replenished.
Compass swung, deviation card placed in Aircraft.
Aircraft weighed 1290 lbs.

I hereby certify that I/we have inspected in detail all Airframe controls for soundness, proper operation, presence of all safety and locking devices.

K. H. Jackson
.....
K. H. Jackson
A & C Engineer A _____
March 1, 1949

H. C. Johnson
.....
H. C. Johnson
A & C Engineer A 1470
March 1, 1949

I hereby certify that all Airworthiness directives (or equivalent) and Manufacturers Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the Aircraft is Airworthy.

E. A. Hogan
.....
E. A. Hogan
A B C Engineer A 1002
March 1, 1949

I hereby certify that I have flown this Aircraft and that it's preformance, flying qualities and functioning of controls, power plant, landing gear etc., are equivalent to the standard of the type.

Test Time :35

L. D. Molstad C 3530
.....
L. D. Molstad, Test Pilot

March 1, 1949

FRANKLIN 6A4-165-B3 SERIAL 50215

22

Since Manufacture engine has run 245 hours 50 mins.
and has not had a major overhaul

Inspection carried out for Certificate of Airworthiness renewal:

Engine cowling inspected for cracks or other damaged, Engine cooling baffles inspected for cracks. Small crack in front Airescoop to cylinders, stopped, drilled and repaired with patches rivited on.
Engine washed down. Oil drained, oil filters cleaned. Cabin and Carburettor heater muffs removed, exhaust pipes inspected for burning through, also for security. All cylinder hold down bolts inspected for tightness and locking. Manifolds checked for security and evidence of leaks, Accessories checked for security and locking. Moter mount bolts to fuselage structure, and engine bolts to [illegible] mount checked for tightness and security, shock absorbers checked for condition. Spark plugs removed and serviced. Magnetos services (points etc.) Ignition wires checked for condition and security. Carburettor attaching bolts and nuts tightened and locked. Carburettor drained, and flushed out. Inspected fuel lines cleaned fuel filters. Inspected engine controls and heat controls for security, locking and proper operation. Refill with proper grade of new Intava Engine oil. Install cowlings.
Sensenich Wood propeller 76-JR-55 Serial No. P5615 removed from hub, inspected for condition, particular attention given to hub area. Propeller replaced, tracked bolts saftied. Engine ground tested, found satisfactory.

I hereby certify that all Airworthiness Directives (or Equivalent) and Manufacturer's Service Bulletins affecting safety, have been complied with to date, that no unapproved modifications have been incorperated and the engine is Airworthy.

E. A. Hogan
Air Engineer A B C -A 1002
March 1, 1949

spare copy for H.Q. file.

ALBERTA AIRCRAFT SERVICES LIMITED

W E I G H T AND B A L A N C E REPORT

STINSON 108-2 Serial 108-2060 CF-EDK

Weight Limitations

Maximum permissable - 2250 Lbs.

C. G. Limits

+ 10.8 " to + 21.3 "

(Datum - Leading edge of wing)

Weight Empty

1291 Lbs.

Empty Weight C. G. Location

+ 12.7"

Fully forward C. G. Location

+ 10.6

Fully Rearward C. G. Location

+ 19.28

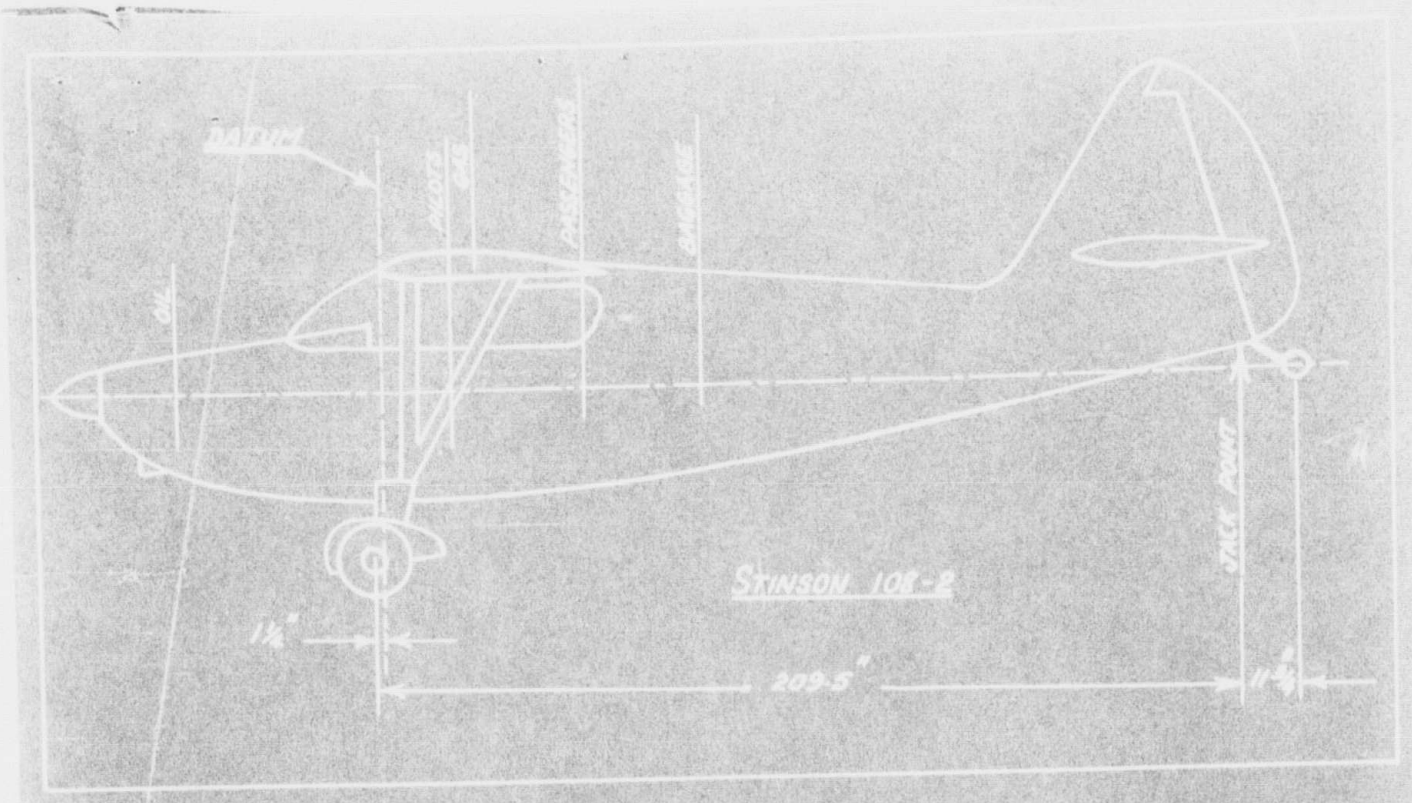
Baggage Limitations (Loading Schedule)

1. If total weight of 4 occupants is less than 580 lbs. ----------100 Lbs.
2. Maximum allowable baggage----------100 Lbs.
3. Do not place baggage under rear seat
4. If rear seats removed, maximum allowable baggage----350 Lbs.

Dated: 10th March 1949 — Gordon Hyde C.P.A.E.S. (Weight & Balance Engineer)

Dated: 10 March 49 — E. Ballyard (Inspector)

A. S. LTD.



COMPUTATION OF EMPTY WEIGHT C. G. LOCATION

Note: Aircraft weighed in flying attitude. Rear scale positioned at jacking point 11½" forward of tailwheel.

	Scale Reads
Left Main Wheel	607
Right Main Wheel	598
Jacking Point Load	86
Total Empty Weight	1291 Lbs.

Location of C.G. behind main wheel centreline:

$$= \frac{\text{Load at tail scale} \times \text{dist. from main wheels to jacking point}}{\text{Total empty weight}}$$

$$= \frac{209.5 \times 86}{1291} = 13.95 \text{ inches}$$

Therefore: C. G. Location behind datum

$$= (13.95 - 1.25) = 12.7 \text{ inches}$$

(4)

COMPUTATION OF MOST FORWARD C.G. LOCATION

Note: C.G. lies in a most forward position when Aircraft is loaded as follows:

Pilot
Fuel 4 gallons (unusable gas)
Oil 8 Quarts
No Passengers
No Baggage

ITEM	WEIGHT	ARM	MOMENT
Empty Aircraft	1291	+ 12.7	+ 16395.7
Pilot	170	+ 16	2720
Fuel	24	+ 22	528
Oil	67.6	- 49	-3310
Total Weight	1552.6	Moment	+ 16333.7

C. G. Location behind Datum

$$= \frac{16333.7}{1552.6} \text{ Inches}$$

$$= \underline{10.6 \text{ inches}}$$

(4)

COMPUTATION OF MOST REARWARD C. G. LOCATION

Note: C. G. lies in most rearward position when aircraft is loaded as follows:-

Pilot
Three passengers
Gas - full tanks
Oil - 6 Quarts
Baggage - Nil (See Baggage Limitations)

ITEM	WEIGHT	ARM	MOMENT
Aircraft empty	1291	∠ 12.7	∠ 16395.7
Pilot	170	∠ 16	2720.0
Passenger #1	170	∠ 16	2720.0
Passenger #2	170	∠ 48	8160.0
Passenger #3	170	∠ 48	8160.0
Fuel (40 U.S. Gals at 6 Lbs.)	240	∠ 22	5280.0
Oil (6 U.S. Quarts at 7.5 Lbs./Gallon)	11½	- 49	- 551.0
Total Weight	2222½	Moment	∠ 42884.7

C. G. location behind datum

$$= \frac{42884.7}{2222.25} \text{ Inches}$$

$$= 19.28 \text{ inches}$$

The empty aircraft weight includes the following equipment:

ITEM		WEIGHT	MOMENT
201	Propeller-Paasnish 76A-63	14	-65.6
101	Starter (Delco-Remy)	16	-32
102	Carburettor Air heater	5	-41
103	Carburettor Air filter	1	-40
104	Cabin heater and control	1	-57
107	Baker-Eberle Oil cooler shutter	2	-60
108	Filtered carburettor hot air induction system	2	-50
201	Two main wheel brake assembly	33	- 1
202	Tail wheel and tire-steerable	6	+216
203	Parking brake	1/2	-16
204	Wheel pants	6	- 1
301	Generator (Delco-Remy)	12	-31.6
302	Battery 12 Volt 24 Amp.Hr.	23½	+13.5
304	Radio - Transmitter receiver	9	- 9
	Fire extinguisher Pyrene 1-1 Qt.	2½	+22
	(Dual Controls)		

26

1-922

402 Blowey-Henry Bldg.,
Edmonton, Alta.,
March 25, 1949.

TRANSPORT-RECORDS
MAR 28 P.M.
File 5008-E4-11

REGISTERED

Mr. Byron F. Tanner,
Metropolitan Bldg.,
Lethbridge, Alta.

Dear Sir: Stinson 108-2 CF-EDK

Returned herewith C of R No. 50110 7053 and C of A No. 2706, together with Weight and Balance Report which is attached to page 3 of the C of A, and Journey and Aircraft log books.

The C of A, Page 3 has been endorsed this date as follows:

"Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight."

Log book was amended accordingly.

Yours truly,

K. F. Saunders,
D.I.A.R.

KFS/M
Encls.
Ch 5008-E4-11

HEADQUARTERS: Attached hereto, is copy of Weight and Balance report for your records please.

Records to file
5008-
& refer DCCA
(3) CAE

27

14986

DEPARTMENT OF TRANSPORT
RADIO DIVISION

TRANSPORT RECORDS
JUL 12 A.M.
5008-E4-11
File STATIONS

INSPECTION REPORT ..LETHBRIDGE, Alberta... AIRCRAFT STATIONS

1. Aircraft registration markings.....CF - EDK.....
2. Make..Consolidated Vultee.. .....Type...Stinson 108-2..Ser. # 108-2960..
3. Registered Owner (Name and Address)..Byron F. TANNER, 515 - 13th St. LETHBRIDGE, Alta
4. If aircraft operated by other than registered owner (Name & Address).....
.....Same.....
5. Licensee of aircraft radio station (Name & Address).....
....Same.....
6. Where is aircraft normally maintained?..Lethbridge.....Based?....Lethbridge
7. Class of service performed.....X....
Scheduled Non-Scheduled Private
8. Certificate of Registration No.....7053.....Date.....June 21, 1948.....
9. Certificate of airworthiness.....2706.....Date of expiration.....Feb. 28/50...
10. Operating Certificate No.....-.....
11. Do radio communication facilities comply with Departmental requirements?.....Yes.....
Yes or No
12. Radio Licence No.....171.....19.....49.....19.....50.....Is copy kept in aircraft?.....Yes
13. If no radio station licence, state:
(a) Has application been filed?.....-.....
(b) Date radio installed.....
(c) Has radio been operated since April 1st?.....
14. Radio Installation drawings:
(a) Identification.....-.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....
15. Was aircraft imported with radio incorporated?.....Yes.....
16. Was radio installed by aircraft manufacturer?.....Yes.....
17. Was radio installation made by radio technicians?.....-.....
Give name of firm or individual
18. Are radio components positioned in accordance with drawings?..Yes.....
19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?.....No.....
(Full particulars to be attached)
20. Is any radio equipment or associated wiring considered to be a fire hazard?..No
Yes or No
21. Is aircraft radio station log being kept?.....No.....
Yes or No
22. Will documents carried meet requirements?.....Yes.....
Yes or No
23. Radio Operator(s).....Cert No.....Grade...R.O.R.....
Cert No.....Grade.....
24. Is radio operator employed in a dual capacity?.....Pilot, also.....
If so, give details

copy to: D.I.A.R.
Dept. of Tpt.
EDMONTON, Alta.

25. Is aircraft equipped for Instrument Flight?.....Day.....Night.....

Visual Flight?.....Night.....

FREQUENCIES

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel A.W.D.O.T.
2105	Yes	Yes	A3	10 W	Range or Tower

27. TRANSMITTER(s) Make, type, Freq. range power output
(1) Bellcraft CA.4.-Transceiver
(2) Single Channel
(3) 10.W

28. Radar, Radio Altimeter, DME or similar devices, describe .....-.....

29. RECEIVER(s) Make, type, Frequency Range
(1) Bellcrafter..-.CA.4.
(2) .....-.....
(3) 195/405.....-.....590/1600 Kc

30. LORAN .....-.....

31. Direction finders Make, type Manuel or automatic.
(1) .....-.....
(2) .....
(3) .....

32. Emergency radio equipment, including that for survival craft. .....-.....

33. Blind approach equipment. .....

34. Aerial(s) (1).....(2) Cabin to fin (describe) .....(3) Loop in fuselage (describe).....(4).....(5).....

35. Types of Compasses Kollsman Magnetic

36. Compass error due (a) Earphones Speaker only .....Receiver.. - 1° .....Transmitter..-.3°

37. Compass heading at time of check 124 °

38. Weight of Radio equipment, Trans Transceiver approximately .....Recv'r.....Misc'l.....Total 22 lbs

39. Aircraft battery capacity (a) ampere-hours 25 .....(b) Voltage 12

40. Have radio direction finders been checked for (1) function?.....
(ii) accuracy?.....

41. Is interference to radio reception within tolerable limits? Yes

42. Are you satisfied the radio equipment complies with airworthiness standards? Yes

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom) June 22, 1949 Lethbridge, Alberta

REMARKS: Equipment checked - Performance good.

Copy to:
D.I.A. R.,
Dept. of Tpt.
EDMONTON, Alta.

H. D. Moore
Signature of Radio Inspector.

33

C'I-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

Our's and H.Q. file # 5008-E4-11

Place: Edmonton

Date: Feb. 24 1950.

TRANSPORT - RECORDS
FEB 28 P.M.
5008-E4-11
File

48327

TO: Superintendent, Air Regulations.

FROM: District Superintendent, Air Regulations.

SUBJECT: Aircra t Inspection Report.

Aircraft Type.....Stinson 108-2. .....

Registration Markings..... CF-EDK

Private or Commercial..... Private

Date of Inspection..... Feb. 22/50

Previous C. of A. Expires... Feb. 29/50 .....

Present C. of A. Expires... Feb. 21, 1951 C of R #7053 C of A #2706

Remarks: C of A amended as follows this date:
Item 25: Landplane empty weight: 1303 lbs. deleted 1291 lbs. inserted.
Items 26 to 32 incl. deleted.

Attached hereto, DAI report dated this instant covering inspection; Alberta Aircraft Services Ltd. inspection report covering airframe and engine; copy of W & B Report amendment dated Feb. 16/50.

NOTED
GJ

K. F. Saunders,
District Superintendent,
Air Regulations.

KFS/M
Enc.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

32 2

7-43

Edmonton, Alta. Feb. 24, 1950
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson 108-2 CF-EDK Serial #108-2960	5008-E4-11

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected for renewal of Certificate of Registration and Airworthiness at ....Calgary, Alta. on ....Feb. 22, 1950..... The aircraft was certified by B & ~~C~~ Engineer, ..H. C. Johnson.... holder of Certificate No. A-1470....

AIRCRAFT: Total time: 477:40

ENGINE: Type: Franklin 5A4-165-B3
Serial No. 30213
Total time: 477:40
Time since complete overhaul: NA

PROPELLOR: Type: McCauley Serial 51649
Hub Drg. Hub Number:
Blade No..
Total propellor time:
Time since overhaul:

2. The aircraft and engines were found in good condition and considered airworthy on the date of inspection. Attached, two copies of log book work sheets, and two copies of W & B data.

J J Currie

H. E. Davenport,
for District Aircraft Inspector.

HED/M

Enc.
cc/CAE

Dad Copy

31

ALBERTA AIRCRAFT SERVICES LTD

WEIGHT AND BALANCE REPORT AMENDMENT

STINSON 108-2 CF-EDK

Attach to rear of page 1.

AMENDMENT FOR ALTERATION IN EQUIPMENT

Item 201 Propellor Sensenich 76JA-53 replaced by McCauley propellor 1A170-DM

	Weight	Arm	Moment
Empty aircraft	1292	- 12.7	- 16395
Less Sensenich prop.	14	- 65.5	- 917
Plus McCauley prop.	33	- 65.5	- 2162
	1310	- 11.6	- 15150

Empty Weight C.G. Limits - 9.9 to - 14.4

Amended CALGARY February 16th 1950 Gordon Turner EBAS.

Alter equipment list item 201 to read:

201	McCauley propellor model 1A170-DM	33 lbs.

D-1

ALBERTA AIRCRAFT SERVICES LTD.

30

INSPECTION REPORT FOR: ---- Mineral of C-GT-A ----

AIRCRAFT

Make Stinson | Registration C[illegible]-[illegible]K

Type 108-2 | Serial 108-2980

Prop.Type McCauley | Prop. Serial 51649

Total time on Aircraft since new 477 hrs. 40 Mins

Total Time on aircraft since complete overhaul N/A hrs. ____ mins.

ENGINE

Type Franklin 6A4-165-B3 | H.P. 165 | Serial 30218

Total time on engine since new 477 hrs. 40 mins.

Total time on engine since complete overhaul N/A hrs. ____ mins.

Total time onengine since top overhaul N/A hrs. ____ mins.

FUSELAGE: Inspected for condition of structure covering and security of attachments Cabin inspected for condition and security of seats, safety belts fire extinguisher first aid kit. Cabin vacumned & windows cleaned, cabin doors & window inspected for operation & security.

FUEL & OIL SYSTEM: Oil changed, oil lines inspected for condition and security; fuel tanks drained, fuel filter cleaned, fuel lines checked for condition and security.

LANDING GEAR: Inspected for condition operation and security of attachment oleo cylinder checked and fluid added, New tire installed on stbd. main wheel, wheel replaced and safeties, Tail wheel inspected, new bearings, installed new dust seal & cap installed.

MAIN PLANES: Main planes inspected for condition of structure, covering security of attachment. Flying struts inspected for condition security attachment and locking.

TAIL ASSEMBLY: Inspected for condition of structure covering security of attachment. Stabilizer inspected in accordance with CAA bulletin 47-30-12 and modification installed in accordance with factory bulletin #254 dated Sept 5 - 1947.

FLYING CONTROLS: All control surfaces inspected for condition of structure covering and security of attachment all control cables inspected for condition wear and fraying. Fairlead cables given particular attention to where they pass over from pulleys.

Final inspection carried out on controls for proper operation and the presences of all locking and safety devices.

ALBERTA AIRCRAFT SERVICES LIMITED

INSPECTION REPORT FOR AIRCRAFT REGISTRATION CF-EDK CONTINUED

INSTRUMENTS: Tachometer altimeter and airspeed removed and calibrated, airspeed lines blown out, compass reswung.

ELECTRICAL SERVICES: Battery removed & serviced, battery box cleaned and refinished with acid ppoof paint, wiring inspected for condition fraying and security found satisfactory, lights checked ok.

Engine Installation: Inspected for condition and security of attachment. All cowling airscoops baffles etc. inspected for condition signs of cracking and security of attachment.

MISCELLANEOUS WORK: Heater muffs removed & exhaust pipes inspected for burning through. All hot air tube inspected for condition and security of attachment.

"I hereby certify that I/we have inspected in detail all controls for soundness, proper pperation, presence of all safety and locking devices."

J. Zmuidzinas 1589 Feb 17 '50 H.B. Johnson A.M.E. A.C. 17/1470

MODIFICATIONS: Checked and found as listed below. D.C.T. circular L/64/47. Feb 17-50

Fireproof metal tag found embodied.

CAA Bulletins 48-16-2 Fabric at gas tanks - found embodied
47-56-11 Ashtray modification - found embodied
47-56-2 Stabizer attachment fitting modified
48-50-1 Cylinder flange inspection - checked found N/A

REMARKS:

"I hereby certify that all Airworthiness Directives (or equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the Aircraft is Airworthy."

H.B. Johnson
Air Engineer AE-C License A1470
Date: Feb 17-50

"Ihereby certify that I have flown this Aircraft and that it's performance, flying qualities and functioning of controls, power plant, landing gear etc., are equivalent to the standards of the type."

Test time: 30 Min.

H.B. Johnson
Test Pilot,
License # 1014
Date Feb 17-50

28

Engine Franklin 6A4-165-33 Serial #30213

Total time on Engine since manufacture 477 hr and 40 min.
Total time on Engine since overhaul N/A

Engine washed down and given compression test, found satisfactory.
Engine inspected in detail for condition and security of attachment of cylinders, cylinder heads, intake manifolds, exhaust manifolds, heater pipes, oil radiators, starter, generator, carb. found satisfactory.
Fuel filter cleaned & carb. flushed out.
Carb. heat valve shaft rebushed.
Spark plugs inspected, new plugs installed recently., plugs found satisfactory.
Magnetos inspected. Magneto leads to spark plug inspected, found satisfactory.
Oil changed - oil radiator flushed and oil lines checked for condition & security.
Propeller removed and crank shaft flange inspected, found satisfactory - propeller tracked & safetied.
Engine ground tested found satisfactory.

I hereby certify that all Airworthiness Directives (or equivalent) and all Manufacturer' Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the engine is airworthy.

H G Johnson
Feb 17-50

"This certifys that I/we have inspected in detail all controls for soundness and proper operation, presence of all safety and locking devices.

J Zanuchyk A1589.
Feb 17 50

H G Johnson A & P C 171470
Feb 17-50

Records to file 5008-
& refer (1) CCA
(2) CAE

TRANSPORT - RECORDS
5008-C-4-11
JUL 17 A.M.
File

35

2181
62-52-538
13949

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..LETHBRIDGE..... AIRCRAFT STATIONS.

1. Aircraft registration markings....CF-EDK.....
2. Make..Consolidated Vultee .....Type..Stinson 108-2 Serl #108-2960.....
3. Registered Owner (Name and Address).Byron F. TANNER, 515 - 13th St. LETHBRIDGE, Alberta
4. If aircraft operated by other than registered owner (Name & Address).....
.....Same.....
5. Licensee of aircraft radio station (Name & Address).....
....Same.....
6. Where is aircraft normally maintained?.....Lethbridge.....Based?.....Lethbridge.....
7. Class of service performed.....X.....
Scheduled Non-Scheduled Private
8. Certificate of Registration No..7053.....Date..June 21, 1948..
9. Certificate of airworthiness.Not available.....Date of expiration.....
10. Operating Certificate No.....-.....
11. Do radio communication facilities comply with Departmental requirements?..Yes..
Yes or No
12. Radio Licence No.....245.....1950.....1951.....Is copy kept in aircraft?..Yes
13. If no radio station licence, state:
(a) Has application been filed?.....-.....
(b) Date radio installed.....-.....
(c) Has radio been operated since April 1st?.-.....
14. Radio Installation drawings:
(a) Identification.....-.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....
15. Was aircraft imported with radio incorporated?.....Yes.....
16. Was radio installed by aircraft manufacturer?.....Yes.....
17. Was radio installation made by radio technicians?.....-.....
Give name of firm or individual
18. Are radio components positioned in accordance with drawings?.....Yes.....
19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?..... No
(Full particulars to be attached)
20. Is any radio equipment or associated wiring considered to be a fire hazard?No.
Yes or No
21. Is aircraft radio station log being kept?.....No.....
Yes or No
22. Will documents carried meet requirements?.....
Yes or No
23. Radio Operator(s)B.F. Tanner.....Cert No2078.....Grade..R.O.R.
Cert No.....Grade.....
24. Is radio operator employed in a dual capacity?....Pilot also.....
If so, give details

copy to: D.I.A.R., Dept. of Transport, EDMONTON, Alta.

25. Is aircraft equipped for Instrument Flight?.....Day.....Night.....

Visual Flight?.....Night.....

FREQUENCIES

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel Any D.O.T. Range or tower
3105	Yes	Yes	A3	10W	

27. TRANSMITTER(s) Make, type, Freq. range power output
(1) Hallicraft CA4 - Transceiver
(2) Single channel
(3) 10 W.

28. Radar, Radio Altimeter, DME or similar devices, describe .....

29. RECEIVER(s) Make, type, Frequency Range
(1) Hallicrafter - CA4
(2) .....
(3) 195/405 - 550/1600 KC

30. LORAN .....

31. Direction finders Make, type Manuel or automatic.
(1) .....
(2) .....
(3) .....

32. Emergency radio equipment, including that for survival craft. .....

33. Blind approach equipment. ..... (describe)

34. Aerial(s) (1) 1. Cabin to fin (2) Loop in fuselage (3) ..... (4) ..... (5) ..... (describe)

35. Types of Compasses..... Kollsman Magnetic.....

36. Compass error due (a) Earphones Speaker only Receiver -1° Transmitter -1°

37. Compass heading at time of check..... 160° .....

38. Weight of Radio equipment, Trans..... Recv'r Transceiver approximately Misc'l..... Total. 12 lbs

39. Aircraft battery capacity (a) ampere-hours..... 25 .....(b) Voltage.... 12 .....

40. Have radio direction finders been checked for (i) function?.....
(ii) accuracy?.....

41. Is interference to radio reception within tolerable limits?... Yes .....

42. Are you satisfied the radio equipment complies with airworthiness standards? Yes

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom) June 28th, 1950, LETHBRIDGE, Alberta .....

REMARKS: Equipment checked, performance good.

copy to: D.I.A.R., Dept. of Transport, EDMONTON, Alta.

J. W. Moore
Signature of Radio Inspector.

If more space required use back of form.

TO DAS OTTAWA ATTENTION
CCA

CANADA

42461

5008-E4-11

TRANSPORT 40 2444 4-50
FEB 12 P.M.
File 5008-E4-11

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EDK SERIAL NO. 108-2960

1. C. of A. No. 2706 Expires Feb. 21/50 C. of R. No. 7053 Expires Feb. 21/51

AIRCRAFT DATA—Manufacturer Cons. Vultee Aircraft Corp. Model Stinson 108-2

Hours flown—Since New 632 hr. 50 min. Since Overhaul N/A

ENGINE DATA—Manufacturer Aircooled Motors Inc. Model Franklin 6A4-165-133

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	30213	632 hr. 50 min.	N/A
(2)			
(3)			
(4)			

Signature of Applicant R.H. Kenner

Date Jan 25 - 1951

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed H.E. Johnson "B" ENGINEER

Date Jan 31 - 1951.

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed M. Sanderson TEST PILOT

Date Feb. 2, 1951

4. The following documents are attached:

Certificate of Airworthiness ☑ Certificate of Registration ☑ Weight and Balance Report (when applicable) ☑

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 7053 and C. of A. No. 2706, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.

Signed J.J. Currie DISTRICT AIRCRAFT INSPECTOR

Date FEB 2 1951

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING D.A.I. CANADA

7. C. of A. and C. of R. renewed, not valid after (Date) Feb 28 1952 1952

Permissible Gross Weights— Wheels 2230
Skis
Floats

Signed [illegible] DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date Feb. 2 51.

Other Action:—

8. H.Q. Action— C.A.R.

C.A.E.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

28 2 7-43

EDMONTON ALBERTA. June 21, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-11	Accident - Stinson 108-2 CF-EDK. Pilot: B.F. Tanner; Holder of PP Cert. #7637.	5802-519 5008-E4-11

TRANSPORT - RECORDS
JUN 26 A.M. 1951
File 5008-E4-11

17791

Director of Air Services,
OTTAWA, Ontario.

Attention: Controller of Civil Aviation.

1. Herewith, for your information and records, please, copy of accident report dated June 20, 1951, covering the subject aircraft, as submitted by the pilot and owner, Mr. Byron F. Tanner, Lethbridge, Alberta, and which is self-explanatory.

2. Submitted, please.

for DISTRICT CONTROLLER AIR SERVICES.

KFS/H
Enc.

COPY ON
5802-23023

1 copy
26/6/51

COPY

BYRON F. TANNER, LL.B.,
Metropolitan Building,
LETHBRIDGE, ALBERTA.

37

June 20, 1951.

Mr. K. F. Saunders,
District Supt.,
Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alberta.

Dear Sir:

I am pleased to give you the following information in reply to your letter of June 14, 1951, file No. 5802-519, 5008-E4-11:

(1) Date of accident - June 13th, 1951.

(2) Place - Tothill.

(3) Type of Aircraft - Stinson 108.

(4) Pilot's name - B.F. Tanner.

(5 & 6) There were two men in the plane besides myself. The only injury was to myself which consisted of a slight scalp wound. I was not hospitalized.

(7) Both wings were damaged and the top of the cab, otherwise the damage was slight to the plane. Also prop.

(8) Private flying.

(9 & 10) I was taking off in a stubble field and I misjudged the grade. It was more up-hill than I had thought and I was unable to clear a fence. It was the wires of the fence that turned me over.

Yours very truly,

BFT/zs.

"Byron F. Tanner"

Copy 24/6/51

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

34

2
11-48

Edmonton, Alta. Feb. 22, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson 108-2 CF-EDK Engineering Notice 52N-2-026 " " 52N-2-027	5010-10-48 5008-E4-11 ~~5010-13~~

TRANSPORT - RECORDS
FEB 25 A.M. 1952
File 5008-E4-11

D.A.S.,
Ottawa.

58144

Attention: CAE

1. We are attaching hereto, for your approval please, duplicate copies of Engineering Notice 52N-2-026 and 52N-2-027, covering alterations to Stinson 108-2 CF-EDK aircraft during major repairs.

Engineering Notice 52N-2-026 covers installation of Airadio Super 52 Transceiver with TRA-1B Power Supply.

Engineering Notice 52N-2-027 covers relocation of Battery from under Pilot's seat to firewall similar to Stinson 108-3.

2. Submitted.

J J Currie
for D.C.A.S.

JJC/M
Enc. 4

40

Ottawa, Ontario, February 26, 1952.

5010-10-48
5008-24-11
5010-13

Modifications to Stinson 108-2 CF-KDK 5008-24-11 (3AE)

District Controller of Air Services,
302 Bleasy-Henry Building,
Edmonton, Alberta

Attention: District Aircraft Inspector

1. In reply to your letter of February 22, 1952, Western Airmotive Limited Engineering Notices 52E-2-026 and 52E-2-027 covering the installation of Airadio Super 52 Transceiver with TRA-1B Power Supply in Stinson CF-KDK in place of the original Hallicrafter Skyfone Installation and the relocation of the Battery from under the Pilot's seat to the firewall similar to the Stinson 108-3 installation are considered satisfactory and are approved. One copy each of the above Engineering Notices are returned herewith.

(H.S. Rees)
Chief Aeronautical Engineer.

Encls.

CC: C.R.I.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

51

2
11-48

402 Blowey-Henry Bldg.,
Edmonton, Alta., Mar. 11th, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-11	Stinson 108-2 .. CF-EDK Serial No. 108-2960.	5008-E4-11

REGISTERED

61570

TRANSPORT - RECORDS
MAR 15 A.M. 1952
File 5008-E4-11

Director of Air Services,
OTTAWA, Ontario.

Attention: Superintendent, Air Regulations

1. We are forwarding herewith for cancellation, please, Certificate of Registration No. 7053 and Certificate of Airworthiness No. 2706, covering Stinson 108-2 aircraft CF-EDK, together with copy of letter dated March 8th, 1952, received from Western Airmotive Limited, which is self-explanatory.

RSK/MN
Encl.

for District Controller of Air Services.

Cancelled
18 3 52

50

COPY

WESTERN AIRMOTIVE LIMITED

NO. 13 HANGAR,

MUNICIPAL AIRPORT,

EDMONTON, ALBERTA.

March 8, 1952.

District Superintendent,
Air Regulations,
Dept. of Transport,
402 Blowey-Henry Bldg.,
Edmonton, Alberta.

Attention: K. F. Saunders

Dear Sir:-

We are enclosing herewith, C of R #7053 and C of A #2706, covering Stinson 108-2 CF-EDK.

We recently purchased this aircraft from Mr. J. Murray of Medicine Hat, with the intention of rebuilding it. However, we have since decided it would not prove economical, and we have therefore reduced the aircraft to scrap. For your information there are no parts of this aircraft of any further use.

The Journey and Aircraft log has been placed in our files for future reference.

Very truly yours,

"J. M. Keith"
WESTERN AIRMOTIVE LIMITED.

JMK:blw
Encls.

/XM

49.

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7053

NATIONALITY AND REGISTRATION MARKS CF-EDK

1. Type and description	Stinson 108-2
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Stinson Division. Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-2960
4. Name of owner	Byron F. Tanner,
5. Address of owner	Metropolitan Bldg., Lethbridge, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Lethbridge, Alta.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 15th day of June 1948 in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDK and is of Canadian nationality.

Given at Ottawa this 21st day of June 1948.

H. L. Watson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after March 7th, 1949, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

" 6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

" 7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Not Valid after February 28, 1950.....March 1, 1949.

Department of Transport Civil Aviation Division CANADA

Not valid after Feb. 21, 1951.....2.2.50

Department of Transport Civil Aviation Division CANADA

Renewed and to be not valid after February ~~28, 1953~~ 1952.....2.2.52.

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

VALID FOR DAY FLYING ONLY

49 2462 6-47

VALID IN ...NLY.
THIS ...E IS ISSUED IN LIEU OF
CERTIFI...TE OF AIRWORTHINESS FOR EXPORT
NUMBER E-14222 AND IS SUBJECT TO
CONDITIONS SPECIFIED THEREIN.

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2706

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~Gaskey~~ (15.6.48) TANNER, HRC
2. Christian name ~~Warren Dean~~ Byron F.,
3. Address ~~Vermilion, Alberta~~ Metropolitan Bldg., Lethbridge, Alta.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Consolidated Vultee Aircraft Corporation, Stinson Division

NATIONALITY AND REGISTRATION MARKS

6. CF-EDK

DESCRIPTION OF AIRCRAFT

7. Type Stinson Series 108-2 Constructor's No. 108-2960
8. Place and year of construction of aircraft Wayne, Michigan, U.S.A. 1947

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~A, B, C, D & E~~ HRC-1-48
15. Maximum span (in flying position) 33' 11"
16. Maximum length (in flying position) 24' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 10"

ENGINES

18. Number installed: One
19. Makes: Franklin
20. Types: 6A4-165-33
21. International power of the engine or engines at

Take-off (a) Sea level 165 H.P. at 2800 revolutions per minute. (International number of revolutions)

M.E.T.C. (b) Rated Altitude 150 H.P. at 2600 revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....
24. Airscrews: Number fitted One Types Sensenich No. .....; Pitch Fixed Diameter .....
25. Weight of aircraft empty (including water in the radiators): (a) Landplane ~~1303~~ 1291 lbs. 24-2-50 (b) Seaplane ..... lbs. (c) Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	238 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 33 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	18 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 2 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	501 lbs.
32. Maximum total weight authorized	lbs.
Landplane Utility: 1925 Normal	2230 lbs.
~~Seaplane~~	lbs.
~~Skiplane~~	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Normal: Twenty Two Hundred and Thirty Pounds
~~Seaplane~~ Utility: Nineteen Hundred and Twenty Five Pounds
~~Skiplane~~
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 21.3 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2800 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2600 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister having regard to the reports furnished to him issues the present Certificate of Airworthiness dated March 8th, 1948 in respect of the above-mentioned aircraft, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 13th day of April 19 48

W. A. Patterson

Superintendent, Air Regulations.

(4)

ALBERTA AIRCRAFT SERVICES LIMITED

W E I G H T AND B A L A N C E R E P O R T

STINSON 108-2 Serial 108-2960 CF-EDK

Weight Limitations

Maximum permissable - 2230 Lbs.

C. G. Limits

+ 10.6" to + 21.3"

(Datum - Leading edge of wing)

Weight Empty

1291 Lbs.

Empty Weight C. G. Location

+ 12.7"

Fully forward C. G. Location

+ 10.6

Fully Rearward C. G. Location

+ 19.28

Baggage Limitations (Loading Schedule)

1. If total weight of 4 occupants is less than 580 lbs. ----------100 Lbs.
2. Maximum allowable baggage----------100 Lbs.
3. Do not place baggage under rear seat
4. If rear seats removed, maximum allowable baggage----350 Lbs.

Dated: 10th March 1949 Gordon Hyer C.A.E.S.
(Weight & Balance Engineer)

Dated: 10 March 49 [illegible]
(Inspector)

A. S. LTD.

AMENDMENT FOR ALTERATION IN EQUIPMENT

Item 201 Propellor Sensenich 76JA-53 replaced by McCauley propellor 1A170-DM.

	Weight	Arm	Moment
Empty aircraft	1291	+ 12.7	+ 16395
Less Sensenich prop.	14	- 65.5	+ 917
Plus McCauley prop.	33	- 65.5	- 2162
	1310	+ 11.6	+ 15150

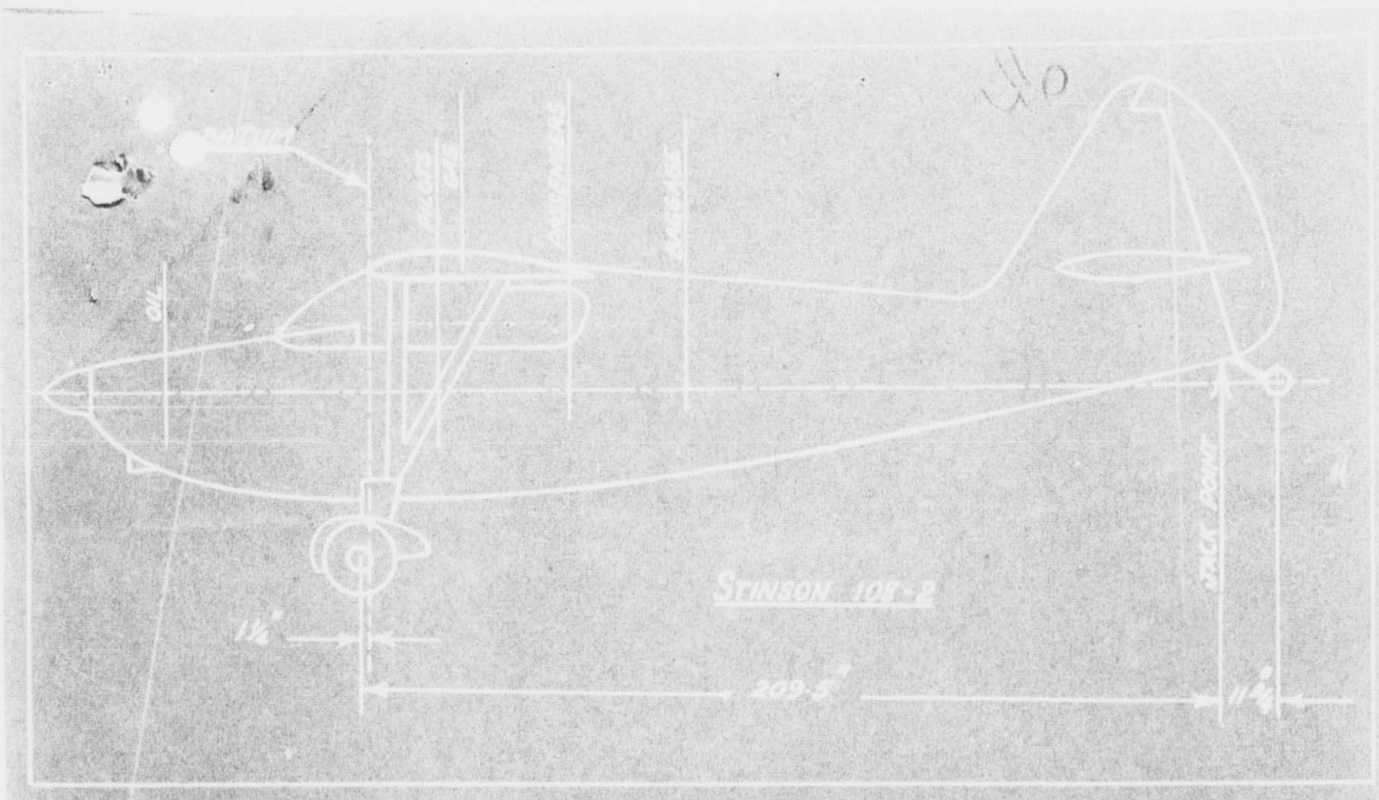
Empty Weight C.G. Limits + 9.9 to + 14.4

Amended CALGARY February 16th 1950 ..... Gordon Supervisor C.A.R.

There is no significant change in Weight and Balance report and the weights shown are currently correct.

February 1st, 1951

H. C. Johnson



COMPUTATION OF EMPTY WEIGHT C. G. LOCATION

Note: Aircraft weighed in flying attitude. Rear scale positioned at jacking point 11½" forward of tailwheel.

	Scale Reads
Left Main Wheel	607
Right Main Wheel	598
Jacking Point Load	86
Total Empty Weight	1291 Lbs.

Location of C.G. behind main wheel centreline:

$$= \frac{\text{Load at tail scale} \times \text{dist. from main wheels to jacking point}}{\text{Total empty weight}}$$

$$= \frac{209.5 \times 86}{1291} = 13.96 \text{ inches}$$

Therefore; C. G. Location behind datum

$$= (13.96 - 1.25) = 12.7 \text{ inches}$$

COMPUTATION OF MOST FORWARD C.G. LOCATION

Note: C.G. lies in a most forward position when Aircraft is loaded as follows:

Pilot
Fuel 4 gallons (unusable gas)
Oil 8 Quarts
No Passengers
No Baggage

ITEM	WEIGHT	ARM	MOMENT
Empty Aircraft	1291	✓ 12.7	✓ 16396.7
Pilot	170	✓ 16	2720
Fuel	24	✓ 22	528
Oil	87.5	- 40	-3510
Total Weight	1552.5	Moment	✓ 16335.7

C. G. Location behind Datum

$$= \frac{16335.7}{1552.5} \text{ Inches}$$

$$= 10.5 \text{ inches}$$

(4)

COMPUTATION OF MOST REARWARD C. G. LOCATION

Note: C. G. lies in most rearward position when aircraft is loaded as follows:-

Pilot
Three passengers
Gas - full tanks
Oil - 6 Quarts
Baggage - Nil (See Baggage Limitations)

ITEM	WEIGHT	ARM	MOMENT
Aircraft empty	1291	∠ 12.7	∠ 16395.7
Pilot	170	∠ 16	2720.0
Passenger #1	170	∠ 16	2720.0
Passenger #2	170	∠ 48	8160.0
Passenger #3	170	∠ 48	8160.0
Fuel (40 U.S. Gals at 6 Lbs.)	240	∠ 22	5280.0
Oil (6 U.S. Quarts at 7.5 Lbs./Gallon)	11½	- 49	- 551.0
Total Weight	2222½	Moment	∠ 42884.7

C. G. location behind datum

$$= \frac{42884.7}{2222.25} \text{ Inches}$$

$$= 19.28 \text{ inches}$$

EQUIPMENT LIST

The empty Aircraft weight includes the following equipment:

	ITEM	WEIGHT	MOMENT
	McCauley propellor model 1A170-DM	33	
201	XXXXXXXXXXXXXXXXXXXXXXXX	XX	-65.5
101	Starter (Delco-Remy)	16	-32
102	Carburettor Air heater	5	-41
103	Carburettor Air filter	1	-40
104	Cabin heater and control	1	-37
107	Baker-Eberle Oil cooler shutter	2	-80
108	Filtered carburettor hot air		
	induction system	2	-80
201	Two main wheel brake assembly	35	- 1
202	Tail wheel and tire-steerable	6	+218
203	Parking brake	1/2	-16
204	Wheel pants	6	- 1
301	Generator (Delco-Remy)	12	-31.5
302	Battery 12 Volt 24 Amp.Hr.	28½	+ 18.5
304	Radio - transmitter receiver	9	- 9
	Fire extinguisher Pyrene 1-1 Qt.	2½	+ 22
	(Dual Controls)		

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public Transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939

SECOND PART

41

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made. KGP

Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight...Gut...25-3-49.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		March 7th, 1949	
Alberta Aircraft Services Calgary, Alta. March 1, 1949	Airworthy after Aircraft Inspection on March 1/49	Feb. 28, 1950	Department of Transport Civil Aviation Division CANADA.
Inspected at Calgary, Alta. by DAI on Feb. 22, 1950.	Airworthy.	Feb. 21, 1951.	Department of Transport Civil Aviation Division
Calgary Flying Club Feb.2.52.	DOT-inspection Feb.2.52. Satisfactory.	February 28th. ~~1952~~. 1952.	Department of Transport Civil Aviation Division

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

COPY SENT TO RADIO INSP.

at CALGARY

Ottawa, April 5th, 1952.

Re: Aircraft CF-EDK & CF-GOD

6252-538 (CRI)
5008-R4-11
5008-015-4

1. We are in receipt of a letter from Mr. R.F. Tanner, 515-13th Street South, Lethbridge, Alberta, advising that he has removed the radio equipment from his Stinson Aircraft CF-EDK and installed it in his Piper Cub Aircraft CF-GOD, and enclosing the 1952-53 licence fee for Aircraft CF-GOD only.

2. The installation of the radio equipment in Piper Aircraft CF-GOD constitutes a modification to the aircraft, and therefore four sets of drawings showing complete details as specified in Telecommunications Division Circular CRI-1 must be submitted for Civil Aviation and Telecommunications Division approval, together with a duly completed application for authority to install and operate a radio station in an aircraft registered in Canada.

3. A review of the file for Aircraft CF-EDK indicates that the Hallicrafter Skyfone radio equipment was removed but was replaced by Aeradio Super 52 transceiver equipment with a TRA-1B power supply; however, drawings covering this new installation were not submitted for Telecommunications Division approval although it would appear that the Civil Aviation Division received and approved drawings covering the installation.

4. In view of the above, would you please request Inspector Moore to endeavour to have the necessary applications and drawings covering the radio installations in the above mentioned aircraft forwarded for approval as soon as possible.

Original Signed by
F. G. NIXON

for (G.C.W. Browne)
Controller of Telecommunications.

W.G.D. Allen, Esq.,
District Superintendent of Radio,
10138 - 100A Street,
EDMONTON, Alberta.

COPY SENT TO RADIO INSP.

at CALGARY

Ottawa, May 13, 1952.

5008-E4-11

~~6958-738 (CHL)~~
~~5008-E4-11~~ ✓
~~5008-015-4~~

Aircraft CF-LDK and CF-GOD

1. Please refer to our letter dated April 5th, requesting that Inspector Moore endeavour to have the necessary applications for licences and drawings covering the radio installations in Aircraft CF-LDK and CF-GOD, owned by Mr. B.F. Tanner, 515-13th Street South, Lethbridge, Alberta, forwarded for approval.

2. Would you please let us know what action has been taken in this matter.

Original Signed by
F. G. NIXON

for

(O.C.W. Browne)
Controller of Telecommunications.

W.G.D. Allen, Esq.,
District Superintendent of Radio,
10138 - 100A Street,
EDMONTON, Alberta.

FILE No. 5008 - E 4 - 12 VOLUME No. 1

VOL. 1
5008 - E4 - 12

DEPARTMENT OF TRANSPORT

FROM APR. 1947
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF - EDL - STINSON 108

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) SERVICES DATE LEFT OFFICE	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 17 1953	BF 18/6/53	Cork	~~18.7.53~~ 8.7	GJ	JUN 17 1953
JUL 17 1953	BF 18/7/53	CAR		GJ	JUL 17 1953

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER SECTION

1
4-51

FILE No. 5008 - E4 - 12 VOLUME No 1

VOL. 1 5008 - E4 - 12

DEPARTMENT OF TRANSPORT

FROM APRIL 1947
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EDL - STINSON 108

CROSS REFERENCES

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(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JAN 31 1948	34914	CAR		GJ	MAY 6 - 48
MAY 6 MAY 7 - 48		CAS			MAY 7 - 48
		CRJ			MAY 11 48
MAY 11 948		Treas A			MAY 14 48
FEB 22 1949	44857	CAR		GJ	FEB 22 1949
MAR 25 1949	49629	CAR		GJ	MAR 26 1949
APR 12 1949	1214, 1221	CAR			APR 16 19
MAY 19 1949	6932	CAR		GJ	MAY 26 1949
		CAE			MAY 20 1949
APR 6 - 1950	593	CAR		GJ	APR 8 - 1950
APR 13 1950	1402	CAR			APR 15 1950
APR 25 1950	3144	CAR		GJ	APR 25 1950
MAY 15 1950	6326	CAR		GJ	MAY 16 1950
SEP 26 1950	20529	CAR			SEP 26 1950
MAY 15 1951	9176	CAR		GJ	MAY 16 1951
MAY 18 1951	10129	CAR		GJ	MAY 19 1951
MAY 19 1951		CAE			MAY 22 1951
MAY 27 1952	10464	CAR		GJ	
JUL 10 1952	20753	CAR		GJ	JUL 10 1952
JUL 10 1952		CAE			
MAR 18 1953	Fin. 58826	CAR	18.4.53	GJ	MAR 19 1953
MAR 19 1953		CAE			
MAR 20 1953		CAI			MAR 24 1953
MAR 24 1953		RFL			MAR 31 1953 APR 2
					MAY 13 1953
APR 17 1953	Re 18/4/53	CAR	18.6.53	GJ	MAY 13 1953
MAY 8 - 1953	Reg Miss Jones	CAR		GJ	APR 20 1953 MAY 12 1953
MAY 12 1953		RJL			MAY 12 1953
		CAS			
MAY 12 1953					MAY 13 1953

Ottawa Flying Club

5-008-E4-12

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No.

Place Ottawa, Ont.

Date Jan 27 1947

TO: Superintendent, Air Regulations.

FROM: District Inspector

SUBJECT: Aircraft Inspection Report.

CF-EDC

4122

Aircraft Type ....Stinson (108).....

Registration Markings ....CF-EDC.....

Private or Commercial ....C.....

Date of Inspection .....

Previous C. of A. Expires .....

Present C. of A. Expires .....

Remarks .....

.....Temporary ~~extend~~ not valid.....

...after Feb. 22nd 1947.....

.....

.....

.....

D L Saunders

.....

District Inspector

CD 2 8-

GENRE DE SERVICE

Plein tarif	
Lettre de jour	
Dépêche de nuit	
Lettre de nuit	

Indiquez par un X le genre de service désiré

CANADIAN PACIFIC TELEGRAPHS

Communications Mondiales — World Wide Communications

W. D. NEIL, GENERAL MANAGER, MONTREAL

CLASS OF SERVICE DESIRED	
Full Rate	
Day Letter	X
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

ACCOUNTING REFERENCE	CHECK	TIME FILED
		3-

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.
Veuillez expédier la dépêche suivante aux conditions mentionnées au verso, que j'accepte par les présentes.

DISTRICT INSPECTOR AIR REGULATIONS HTP/HMC OTTAWA ONTARIO JANUARY211948
910 CONFEDERATION BUILDING
1253 MCGILL COLLEGE AVENUE
MONTREAL QUEBEC

CAR 42 FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION QUOTE CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-17659 COVERING STINSON ONE ZERO EIGHT DASH THREE SERIAL NUMBER ONE ZERO EIGHT DASH FOUR ONE FOUR FOUR DISPLAYING IDENTIFICATION MARKINGS NC SIX ONE FOUR FOUR M PURCHASED BY CURTISS REID FLYING SERVICE LIMITED BOX 365 STATION "O" MONTREAL QUEBEC CANADA IS BEING PREPARED UNQUOTE ADVISE THIS OFFICE CANADIAN REGISTRATION ALLOTTED THIS AIRCRAFT

CIVIL AVIATION

Sender's address or telephone number for reference.
Adresse et numéro de téléphone de l'expéditeur pour référence.

CANADIAN PACIFIC
TELEGRAPHS
World Wide Communications

STANDARD TIME

W.D.NEIL, GENERAL MANAGER, MONTREAL

RNA212 41/38 4 EX

WUX WAYNE MICH 20 213P 1948 JAN 20 PM 2 57

CONTROLLER OF CIVIL AVIATION

DEPT OF TRANSPORT OTTAWA 432

A33673

CERTIFICATE OF AIRWOTHINESS FOR EXPORT E-17659 COVERING STINSON 108-3 SERIAL NO 108-4144 DISPLAYING IDENTIFICATIONS MARKINGS NC 6144M PURCHASED BY CURTISS REID FLYING SERVICE LTD BOX 365 STATION "O" MONTREAL QUEBEC CANADA IS BEING PREPARED

GEORGE W LOSSOW SUPT AIRCRAFT AND COMPONENTS BRANCH 3-295 BY J

JF DMIR NO 3006

D.I Montreal

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6129

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER

946 JAN 22 AM 11 15

(14)

5118.CH-12.

MOA88 30 DL GB=UV MONTREAL QUE 22 1043A

CONTROLLER OF CIVIL AVIATION, DEPT TRANSPORT=

140 HUNTER BLDG HUNTER BLDG OTTAWA=

A33672

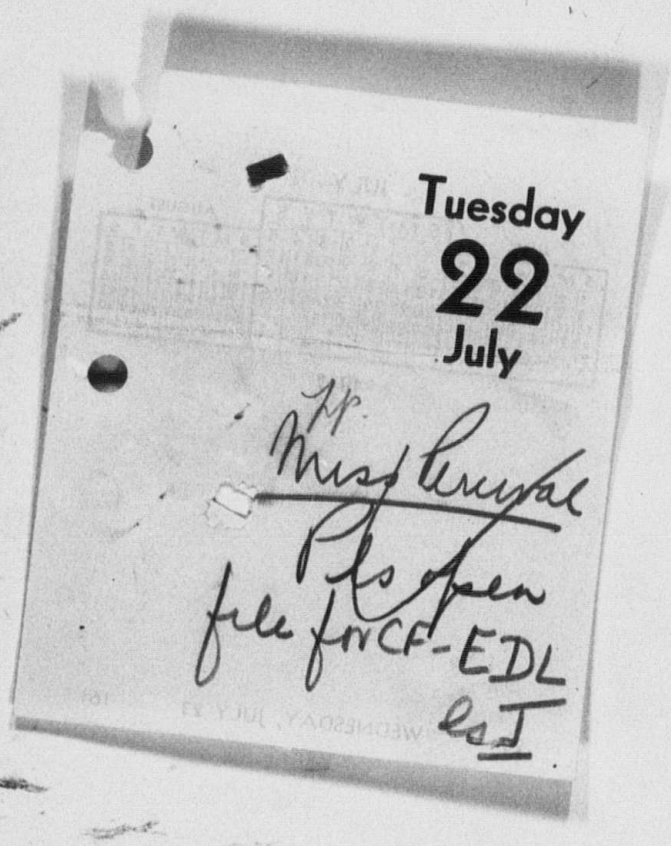
ARQ 105 RE YOUR CAR 42 REGISTRATION MARKINGS CF DASH EASY DOG LOVE ALOTTED STINSON 108 SERIAL NUMBER ONE ZERO EIGHT DASH FOUR ONE FOUR FOUR PURCHASED BY CURTISS REID=

J P FOURNIER CIVIL AVIATION.

Retd H&P
Miss Jones & P.A
22-1-48

CF-EDL

ARQ 105 42 CF 108.


Tuesday
22
July
Mr. Murphy
Re open
file for CF-EDL
ks J

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAY LETTER PREPAID

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

R.A

910 CONFEDERATION BUILDING
MONTREAL QUEBEC JANUARY 22 1948

TRANSPORT-RECORDS
JAN 23 A.M.
File 3800-C-4-12

CONTROLLER OF CIVIL AVIATION 33924
DEPARTMENT OF TRANSPORT
HUNTER BUILDING
OTTAWA ONTARIO

ARQ 105 RE YOUR CAR 42 REGISTRATION MARKINGS OF DASH EASY DOG LOVE ALLOTTED STINSON 108 SERIAL NUMBER ONE ZERO EIGHT DASH FOUR ONE FOUR FOUR PURCHASED BY CURTISS REID

J P Fournier
JP FOURNIER
CIVIL AVIATION

9.55 hrs.
DB

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

8 2 6-47

910 Confederation Building,
Montreal 2, Que., Jan. 30, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-12	STINSON CF-EDL	5008-E4-12

TRANSPORT-RECORDS
JAN 31 A.M.
File 5008-E4-12

A34914

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Please find attached the following documents, regarding the subject machine:

(a) Application for Certificates of Registration and Airworthiness.

(b) Fees $10.00 (Department Receipt No. 31662) will be forwarded under Cash Book Folio No. 3358.

(c) Proof of Ownership: Bill of Sale from factory to Curtiss-Reid Flying Service Limited.

(d) Customs Entry Receipt.

(e) Copy of telegram re Certificate of Airworthiness for export.

(f) Copy of our temporary authority.

Mrs Jones to note letter HFP 8-2-48
Export Cert.
Yes

2. This application appears to be in order, and issuance of certificates is recommended.

J. P. Fournier
JPF

J. P. Fournier,
for District Inspector, Air Regulations.

6905(R)
2718(A)

JPF:gd
Encl.

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... CF-EDL. $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... W.R.J. Oliver

Date of Application ..... January 23rd. 1948.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CURTISS-REID FLYING SERVICE LIMITED.		
	MONTEE ST. LAURENT, ST.LAURENT, P.QUEBEC.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
W.R.J.Oliver.	President.	525 Clarke Ave. Westmount	Canadian.
H.H.WALKER.	Director.	3255 Cedar Ave. "	"
S.B.MILLEN	"	639 St.James St. Montreal.	"
MRS.G.W.OLIVER	"	525 Clarke Ave. Westmount	"
MISS I. OLIVER.	"	" " "	" "

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Commercial

Usual Station ..... Cartierville Airport, P.Quebec.

Date of manufacture or reconstruction ..... January 1948

Crew required 1

Accommodation for what number of passengers 3

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Consolidated Vultee Airc.Corp.

Type 108-3 Maker's No. 108-4144

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	33'11"	
Length o/a in feet	25'2"	
Height o/a in feet	7'6"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 1332

Total weight authorized (fully loaded) in lbs 2400 Air speed 148 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Turn and Bank, Sen.Alt., Rate of Climb, Compass, Airspeed indic.
2. Gauges Fuel oil, Oil Pressure, Oil temp.
3. Lights Navigation, inst., cabin.
4. Signals
5. Fire Extinguishers 1 Hand type.
6. Parachutes
7. Tools
8. Other Equipment Radio (Two-way).

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin			
Pusher or Tractor	Tractor.			
Right or Left Hand	Right.			
No. of Cylinders	6			
H.P.	165			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on 23-1-48

Particulars accurate as corrected yes

Modifications from type are indicated on annexed sheet Please refer to C of A for Export recommendation.

Registration recommended with the following special conditions

Date 28.1.48

Signature

Registration approved and Registration Mark C.F. EDL allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BILL OF SALE

FORM APPROVED
BUDGET BUREAU NO. 41-R889

One dollar and other considerations
CONSIDERATION OF $_____, THE UNDERSIGNED OWNER OF LEGAL AND BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS FOLLOWS:

AIRCRAFT MAKE	SERIAL NO.	CAA REGISTRATION NO.
Stinson	108-4144	NC 61444M

DOES THIS 20th DAY OF January, 19 48 HEREBY SELL, GRANT, TRANSFER AND DELIVER ALL OF HIS RIGHT, TITLE AND INTEREST IN AND TO SUCH AIRCRAFT UNTO:

NAME OF PURCHASER
Curtiss-Reid Flying Service, Ltd.

ADDRESS OF PURCHASER *(Street and number, city, zone and state)*
Box 365, Station 'O'
Montreal, Quebec, Canada

AND TO their EXECUTORS, ADMINISTRATORS AND ASSIGNS, TO HAVE AND TO HOLD SINGULARLY, THE SAID AIRCRAFT FOREVER, AND CERTIFIES THAT SAME IS NOT SUBJECT TO ANY MORTGAGE OR OTHER ENCUMBRANCE EXCEPT:

TYPE OF ENCUMBRANCE	AMOUNT	DATE

IN FAVOR OF

IN TESTIMONY WHEREOF we HAVE SET our HAND AND SEAL
THIS 20th DAY OF January, 19 48

SIGNATURE OF SELLER W. E. Monroe

TITLE OF SELLER
Coordinator

FOR *(Name of corporation, partnership)*
Consolidated Vultee Aircraft Corporation

FORWARD TO WASHINGTON

ACKNOWLEDGMENT

STATE OF Michigan

COUNTY OF Wayne

ON THIS 20th DAY OF January, 19 48
BEFORE ME PERSONALLY APPEARED THE ABOVE-NAMED SELLER, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING BILL OF SALE, AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED. GIVEN UNDER MY HAND AND OFFICIAL SEAL THE DAY AND YEAR ABOVE WRITTEN.

NOTARY PUBLIC — MY COMMISSION EXPIRES
Elsie B. Sanders — 4-16-51
Seal

READ INSTRUCTIONS ON REVERSE SIDE CAREFULLY

PART C - BILL OF SALE

TO PURCHASER: It is your responsibility to determine at time of aircraft that chain of title to you is in order (from last registered owner and all intervening owners or, if not previously registered, from manufacturer through all intervening owners), and whether or not there is a lien, mortgage or other encumbrance against such aircraft. Copies of Bills of Sale confirming chain of title should be obtained and attached to file when forwarded for registration in your name. For use in checking this form at the time of purchase, both in connection with previously unregistered and previously registered aircraft, the following conditions are discussed:

Condition 1 - SALE OF AN AIRCRAFT WITH CLEAR TITLE - The seller will complete Part "C" in detail and the purchaser should check its accuracy. Both original and copy must be signed in ink by the seller and both attested to by a Notary Public. The purchaser should detach the original of the Bill of Sale and retain it as proof of ownership.

Condition 2 - SALE OF ENCUMBERED AIRCRAFT - OTHER THAN CONDITION 3 - Seller shall complete Part "C" exactly as described above, and in addition, shall indicate in the spaces provided for the purpose, the type of encumbrance and the amount and date thereof, and the name of the owner of the encumbrance. However, if it is desired that the encumbrance be recorded with the Civil Aeronautics Administration, the original or an executed counterpart thereof, (signed and notarized duplicate) must be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D.C., together with *recordation* fee of $5.00, (in addition to the *registration* fee of $5.00) payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

Condition 3 - AIRCRAFT SOLD WITH CONDITIONAL SALE CONTRACT - (FORM ACA-906 OR EQUIVALENT.) - Part "C" (Bill of Sale) will not be completed by the seller. The purchaser shall complete Parts "A" and "B" as instructions provide, and in place of the Bill of Sale, the original Conditional Sale Contract or an executed counterpart thereof (signed and notarized duplicate), the original and copy of Part "A" and copy of Part "B", together with fee of $10.00 ($5.00 for registration and $5.00 for recordation of sale contract) shall be forwarded to Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C. Such remittance may be made by money order or check made payable to the Treasurer of the United States, (Currency forwarded at your risk - stamps not acceptable.) Title to the aircraft is retained by the seller until the terms of the conditional sale contract are fulfilled.

Condition 4 - RECORDATION BY HOLDER OF MORTGAGE OR OTHER INSTRUMENT AFFECTING TITLE TO REGISTERED AIRCRAFT - This may be accomplished by forwarding to the Civil Aeronautics Administration, Certification and Recordation Section, A-300, Washington 25, D. C., the original mortgage or lien or an executed counterpart thereof (signed and notarized duplicate), together with the required recordation fee of $5.00, payable by money order or check drawn to the order of the Treasurer of the United States. (Currency forwarded at your risk - stamps not acceptable.)

AFTER AN ENCUMBRANCE HAS BEEN RECORDED AND ASSIGNED, AN ACKNOWLEDGMENT WILL BE FURNISHED BY THE CAA TO THE HOLDER.

B. 1
800,000—6-47

Port of DORVAL, QUE. JAN. 21ST. 1948

Arriving per AIR

Imported by CURTISS REID FLYING SERVICE LTD.

Goods exported to Canada Direct from U.S.A.

Via DORVAL, QUE.
(Country through which shipped in transit if any)

CUSTOMS, CANADA
ENTRY FOR HOME CONSUMPTION

Through B. of L. produced

Sending Port Numbers of Manifests:

Report No.

Entry No. 1

Outport

Port

3062 H JAN 2

THE A. W. W. KYLE COMPANY

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applied
	1	STINSON FLYING STATION WAGON MODEL 108/3 SERIAL 108/4144 AS1-														
		AIRCRAFT NOT INCLUDING ENGINES UNDER REGULATIONS PRESCRIBED BY THE MINISTER.		3690.73	3691	15.	553.	65								
	1	ENGINES WHEN IMPORTED FOR USE ONLY IN THE EQUIPMENT OF AIRCRAFT.		1045.20	1046.	15.	156.	75								
	1	HAND FIRE EXTINGUISHERS.		84.19	85.	20.	5.	00								
					4961.		715.	40	$706.40		456.51					
		CONSOLIDATED VULTEE CORP. WAYNE MICH. U.S.A.														

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.), payable to non-residents.

Currency U.S. FUNDS. Amount 4956.27

Cheques etc., must be made payable to the Receiver General of Canada.

The spaces below this line are reserved for Customs-Excise Officers' use only, and must not be filled in by the Importer.

Sales Tax Licence No.

Power of Attorney No. 9333 which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

LANDING WAITER HOLD

Pkgs.

Computing Clerk

EXAMINE Pkgs.

Div. 1	Div. 2	Div. 3	Div. 4	Div. 5

CARTAGE

INITIALS

DUTY	715.40
SALES TAX	456.51
EXCISE TAX	
TOTAL	1201.91

NATIONAL REVENUE CASHIER'S CAISSIER 22 JAN 1948 1 DUTY PAID Droits Acquittés MONTREAL, P. Q.

FORM 1

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of Owner, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) F. POWELL ATT'Y FOR CURTISS-REID FLYING SERVICE LTD. do hereby declare as follows: (1) That I am (II) the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) in the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or an account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of another person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at MTL. this 21ST. day of JAN. 19 48

(Signature) .....

.....*Witness.*

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (3) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods of any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day of 19 ,

(Signature) .....

.....*Witness.*

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) Or affirmed.

I, (1) the undersigned importer of the (2) mentioned in this entry, do solemnly (3) that such (4) are imported by me for the manufacture of (5) in my own factory situated at (6) and that no portion of the same will be used for any other purpose or disposed of until so manufactured.

Sworn (7) before me this day of 19

(Signature) .....

.....

Collector or Title of Official authorized to Administer Oaths.

PLEASE CHECK

1- WESTERN UNION

. NO.

PLEASE CHECK

☐- TELETYPE

MSG. NO. 7

TO CONTROLLER OF CIVIL AVIATION

DATE JANUARY 20, 1948

CO.

ADDRESS DEPARTMENT OF TRANSPORT

CITY & STATE OTTAWA, CANADA

CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-17659
COVERING STINSON 108-3, SERIAL NO. 108-4144.
DISPLAYING IDENTIFICATIONS MARKINGS NC 6144M.
PURCHASED BY CURTISS REID FLYING SERVICE, LTD.,
BOX 365, STATION 'O', MONTREAL, QUEBEC, CANADA,
IS BEING PREPARED.

George W Lossow

GEORGE W. LOSSOW, SUPERINTENDENT
AIRCRAFT AND COMPONENTS BRANCH 3-295
BY D.M.F. DMIR# 3006

Approved By.....

Department Head
or
Supervisor

FORM 149 10M 4-47

5008-E4-12 6

910 Confederation Building,
Montreal 2, Que., January 23, 1948.

Curtiss Reid Flying Service,
Cartierville Airport,
Cartierville, Que.

Gentlemen:

This will be your authority for the operation of Stinson 108 CF-EDL not valid after March 22, 1948, to operate commercially under V.F.R. day flying conditions.

Three passengers may be carried in this aircraft in addition to the pilot.

The authorized maximum weight of 2400 pounds for this machine must not be exceeded.

This letter does not give permission for the operation of the wireless apparatus inthis aircraft.

Yours truly,

J.P. Fournier,
for J.L. Blondeau,
District Inspector, Air Regulations

JPF:DG

Form ACA-26
(3-47)

States of America
Department of Commerce
Civil Aeronautics Administration
Washington

TRANSPORT-RECORDS
JAN 22 P.M.
File

Certificate of Airworthiness for Export

No. E 17659

This certifies that the product identified below, and more particularly described in the applicable specifications,1/ has been examined and found to comply with approved data, with applicable Civil Air Regulations and other airworthiness requirements of the Civil Aeronautics Board, and with special requirements of the importing country as filed with the United States Government, except that (no exceptions)

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Engine: Franklin 6A4-165-B3
Propeller: Sensenich 76JR53

Computed empty weight: 1332
Standard weight: Normal category - 2400
Utility category -2000

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Aircraft and Engine Specifications, in process of being prepared, will be forwarded as soon as available.

Manufacturer's Name and Address: CONSOLIDATED VULTEE AIRCRAFT CORPORATION
Stinson Division - Wayne, Michigan

Product: Aircraft

Model: 108-3

Serial No.: 108-4144

Country to which exported: Canada

George W. Lossow
Acting Superintendent
Aircraft and Components Branch, 3-295
by J. J. T. DMIR# 3006
(Signature of CAA Representative)

January 20, 1948 (Date) | (Title) | (Designee Number)

1/ Applicable specifications, if not attached to this export certificate, will hav been forwarded to the appropriate governmental office of the importing country.

SUPERSEDES P-713

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-170-1
SENSENICH
All Wood Propellers
(Active)

June 30, 1947

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and applicable portions of 03.4 and 04.4 of the Civil Air Regulations.

The propellers are of two-bladed, laminated wood construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Dimensions Dia.	Hub Dimensions Thickness	Weight (lbs.)	NOTES
A1	TC 385	40	2000	70-3/4"	55"	8	5/16"	4-5/8"	6"	3-3/4"	10	-
42K12335	TC 586	(Same as 90HASP-90)										
42K12335M	TC 586	(Same as 90HASP-90M)										
42K19593	TC 546	225	2100	96"	62"	8	7/16"	7"	9-1/4"	6"	29	
43K10107	TC 691	(Same as 72C-42)										
43K13605	TC 811	(Similar to 90JA-79 with same rating)										
43K15131	TC 586	(Serial Nos. up to B0146 incl. same as 86RA-62. Serial Nos. B0147 to B2285 incl. same as 86RA-61)										
43K15131A	TC 586	(Same as 86RA-61)										
43K19181	TC 546	(Same as 90LA-76)										
43K26215	TC 586	(Same as 90HA-86)										
44K15005	TC 586	(Similar to 85LYA with same rating)										
44K24605	TC 811	(Same as 90JA-81)										
60BA	TC 734	50	3000	60"	34"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60DA	TC 734	50	3000	60"	41"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60EA	TC 734	50	3000	60"	28"	6	3/8"	4"	5-1/4"	3-3/4"	7	1
63	TC 489	37	2550	63"	36"	6	3/8"	4"	5-3/4"	3-1/4"	7	-
63B	TC 565	36	2400	63"	38"	6	3/8"	5"	6-3/8"	3"	7	-
66A	TC 731	65	3500	66"	35"	6	3/8"	4"	5-3/8"	3-3/16"	7	1
66CA	TC 765	155	3200	66"	66"-63"	8	7/16"	5"	7-3/8"	4"	11	1
66CB	TC 765	75	3100	66"	46"-38"	6	3/8"	4-3/8"	6"	3-1/4"	10	1
69A	TC 666	45	2575	69"	36"-28"	6	3/8"	5"	6-3/8"	2-1/2"	8	1
69C	TC 537	40	2575	69"	26"-23"	6	3/8"	4"	5-3/8"	3-1/4"	8	1,3
69J	TC 564	40	2575	69"	28"-26"	6	3/8"	4"	5-3/8"	3-1/4"	7	1,3
69M	TC 668	50	2500	69"	38"	6	3/8"	4-3/4"	6-1/4"	3-1/4"	8	-
70A	TC 734	80	2700	70"	56"-52"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70AB	TC 734	90	2500	70"	56"-46"	6	3/8"	4"	6-1/8"	4"	9	1
70AF	TC 734	80	2650	70"	56"-46"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70D	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70DF	TC 734	80	2500	70"	50"-44"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70DK	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70F	TC 679	60	2400	70"	47"-43"	6	3/8"	4"	6"	3-1/4"	9	1,2
70L	TC 679	55	2300	70"	47"-41"	6	3/8"	4-3/8"	6"	3-1/4"	9	1,2
70LY	TC 718	65	2550	70"	40"-32"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	9	1
72	TC 591	40	2540	72"	30"	6	3/8"	5"	6-3/8"	2-3/4"	8	-
72A	TC 666	45	2500	72"	31"	6	3/8"	5"	6-3/8"	2-1/2"	7	-
72AB	TC 782	90	2500	72"	60"-40"	6	3/8"	4"	6-1/8"	4"	9	1
72B	TC 595	40	2575	72"	30"	6	3/8"	4"	5-3/4"	3-3/16"	8	-
72C	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72CK	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72DC	TC 734	75	2300	72"	55"-48"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	9	1
72DF	TC 734	90	2500	72"	55"-48"	6	3/8"	4"	6-1/8"	4"	9	1
72EB	TC 789	125	2600	72"	68"-62"	6	3/8"	4-3/4"	7"	4-3/4"	12	1
72EC	TC 789	125	2600	72"	68"-62"	8	3/8"	5-1/4"	7"	4"	12	1
72F	TC 691	65	2350	72"	50"-40"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
72GA	TC 782	85	2650	72"	54"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72HAS	TC 538	235	3000	72"	67"-65"	6	3/8"	6-3/16"	8"	4-1/8"	16	1

20770

Model	Cert Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Dimensions Dia.	Hub Dimensions Thickness	Weight (lbs.)	NOTES
72HBS	TC 538	235	3000	72"	67"-65"	8	3/8"	7"	8"	4-1/8"	16	1
72L	TC 678	50	2200	72"	41"	6	3/8"	4-5/8"	6-1/8"	3-1/2"	10	-
72LY	TC 678	55	2300	72"	41"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	10	1
73BE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	14	1
73BG	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	14	1
73BR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	14	1
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FK	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FKT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	165	2800	74"	70"-59"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	165	2800	74"	70"-59"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76CK	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	165	2800	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	165	2800	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	60"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RC	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/8"	6-1/2"	3-3/8"	11	1
76RK	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/8"	6-1/2"	3-3/8"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	12/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LY	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,4
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84N	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RB	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RW	TC 586	190	2550	85"	61"-52"	8	3/8"	5-1/4"	8"	4-1/8"	19	1

Model	Cert. Basis*	Max., Except Take-off RPM	Max., Except Take-off HP	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Dimensions Dia.	Hub Dimensions Thickness	Weight (lbs.)	NOTES
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586	(identical to 86B except incorporates "S" in model designation).										
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88CB	TC 654	165	2100	88"	63"-60"	6	3/8"	6-3/16"	8	4-1/8"	19	1
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8	4"	26	1
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517	(Left hand of 90BA)										
90D	TC 586	160	1975	90"	82"-64"	8	3/8"	5-1/4"	7-3/8"	4"	19	1
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90DA	TC 586	160	1975	90"	82"-64"	8	3/8"	5-1/4"	7-3/8"	4"	19	1
90DH	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586	(Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)										
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T	TC 586	125	1750	96"	71"-63"	8	3/8"	5-1/4"	7"	4"	20	1
96T	TC 586	125	1750	96"	71"-63"	6	15/32"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1
100CD	TC 546	225	2000	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1
102	TC 450	102	1400	102"	59"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102A	TC 464	102	1400	102"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	69"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CF	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1
2-8-50

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16,000 refers to difference in pitch, not in inches.

NOTE 3. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 4. Eligible with or without fabric tipping.

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

20870

Weight and Balance
Report & Airplane Flight
Manual removed from
file and forwarded
to D. I. F. R. Montreal
1449

Valid in Canada only.

~~VALID FOR DAY FLYING ONLY~~
Deleted 17.5.49

This Certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export Number E17659 and is subject to conditions specified therein.
/LN

2462
6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2718

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Curtiss-Reid Flying Service Limited
2. Christian name
3. Address Montee St. Laurent, St. Laurent, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Consolidated Vultee Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EDL

DESCRIPTION OF AIRCRAFT

7. Type Stinson Series 108-3 Constructor's No. 108-4144
8. Place and year of construction of aircraft Wayne, Michigan, U.S.A. 1948

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A,B,C,D & E
15. Maximum span (in flying position) 33' 11"
16. Maximum length (in flying position) 24' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 10"

ENGINES

18. Number installed: One
19. Makes: Franklin
20. Types: 6A4-165-B3
21. International power of the engine or engines at

For all Operations Sea level 165 H.P. at 2800 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....

24. Airscrews: Number fitted One Types Sensenich No. .....
Pitch Fixed Diameter .....

25. ~~Weight of aircraft empty~~ (including water in the radiators):	(a) Landplane	1332 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	302 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 42 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	18 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 2 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	578 lbs.
32. Maximum total weight authorized	lbs.
Landplane Utility 2000 Normal	2400 lbs.
Seaplane	lbs.
Skiplane	lbs.

17.5.49 deleted

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane (Normal) Twenty four hundred pounds
~~Seaplane~~ (Utility) Two thousand pounds
~~Skiplane~~

34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 21.9 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2800 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2800 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 23rd January, 1948 in respect of the above-mentioned aircraft, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 16th day of April 19 48

Superintendent, Air Regulations.

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public Transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge
Navigation Lights } 17.5.49
Landing Lights

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (17.5.49)

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		25th January 1949 293.50 12.5.51	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

10

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6905

NATIONALITY AND REGISTRATION MARKS CF-EDL

1. Type and description	Stinson 108-3
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-4144
4. Name of owner	Curtiss-Reid Flying Service Limited
5. Address of owner	Montee St. Laurent, St. Laurent, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Cartierville Airport, Quebec
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 23rd day of January 19 49, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDL and is of Canadian nationality.

Given at Ottawa this 25th day of January 19 49

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

AC-5-59

5008-E4-12

/LN

Ottawa, Ontario,
May 1st, 1948.

REGISTERED

Curtiss-Reid Flying Service Limited,
Montee St. Laurent,
ST. LAURENT, P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6905 and Certificate of Airworthiness No. 2718, together with Engine and Journey and Aircraft Log Books, for your aircraft, CF-EDL Serial No. 108-4144.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until January 25th, 1949.

Yours very truly,

NOTED

MAY 14 1948

Revenue Audit
Dept. of Transport

(S. Graham),
Superintendent, Air Regulations.

Encls.

cc - D.I.A.R. MONTREAL

12

5008-E4-12

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., Feb. 16, 1949.

A44857

Curtiss-Reid Flying Service Ltd.,
Cartierville Airport,
Cartierville, Que.

TRANSPORT-RECORDS
FEB 19 A.M.
File 5008-E4-12

Gentlemen:

This letter will constitute an extension of the Certificates of Registration and Airworthiness for your Stinson 108, CF-EDL. This extension will be valid until March 10, 1949.

Yours truly,

J. P. Fournier,
for J. L. Blondeau,
District Inspector, Air Regulations.

JPF:AR

c.c. D.C.A.S.
C.R.
H.Q.

@ Miss Jones to note file

Noted

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

FORM 2192-6

6 PART SET

TRANSPORT-RECORDS
MAR 25 A.M.
5008-E4-12
File

13

CANADIAN NATIONAL TELEGRAPHS

COLLECT

DIAR RM44
MONTREAL AIRPORT
MARCH 24 1949

A49629

CURTISS REID FLYING SERVICE LIMITED
CARTIERVILLE AIRPORT
CARTIERVILLE QUE

ARQ 564 CERTIFICATE OF AIRWORTHINESS STINSON EAST DOR LOVE EXTENDED VALID UNTIL APRIL SEVENTH FORTY-NINE SUBJECT AIRCRAFT AIRWORTHY

HQ

DCAS - MONTREAL

JFW:AR

FILE NO: 5008-E4-12

PHONED RE HE CAT OPERATORS NO

Miss Jones
Photo Still
noted
GL
Lim

PATENTED - MOORE BUSINESS FORMS LTD.

TRANSPORT-RECORDS
APR 12 A.M.
5008-E4-12
File

14

5008-E4e12

Room 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval,Que., April 11, 1949.

1714

Curtiss-Reid Flying Service Ltd.,
P.O. Box 365, Station "O",
Montreal, Que.

Dear Sirs:

Certificate of Airworthiness No. 2718 for your Stinson 108 Aircraft CF-HDL is hereby extended to read not valid after May 7, 1949, subject to this machine being in airworthy condition.

Yours truly,

JB

J.L. Blondeau,
District Inspector, Air Regulations

② Miss Jones to note. JLB DG

c.c. D.C.A.S.
H.Q.
C.R.

DEPARTMENT OF TRANSPORT

CANADIAN GOVERNMENT RADIO SERVICE

15

2033
6-47

SENT No.	SENT TO	SENT BY	RECEIVED BY	TIME SENT	CODE	CHECK

SEND THE FOLLOWING MESSAGE SUBJECT TO THE TERMS ON BACK HEREOF WHICH ARE HEREBY AGREED TO:

MONTREAL AIRPORT DORVAL APRIL 11 1949

TO DIRECTOR OF AIR SERVICES
DEPARTMENT OF TRANSPORT
OTTAWA ONTARIO ATTENTION SUPERINTENDENT AIR REGULATIONS 1721

ARQ 590 PLEASE FORWARD WEIGHT AND BALANCE REPORT STINSON EASY DOG LOVE

D C A S - MONTREAL

TRANSPORT-RECORDS
APR 12 A.M.
5008-E4-12
File

JLB:DO

FILE NO. 50 8-E-12

HQ.

16

VIA D O T TELETYPE

1949 APR 12 AM 9 01

5008-E4-12

OW 11

DAS OW ATTN SUPT OF AIR REGS 1721

ARQ 590 PLSE FORWARD WEIGHT AND BALANCE REPORT STINSON EASY DOG

LOVE

DCAS . MONTREALL 111516Z

OFFICIAL COPY

JF/HMC

17

OTTAWA ONTARIO APRIL 14, 1949

~~5008-C16-14;~~
~~5008-C16-12;~~
~~5008-E4-12;~~ ✓

5008-C16-14;
5008-C16-12;
5008-E4-12;

REGISTERED

District Controller of Air Services,
Montreal Airport,
Trans-Atlantic Administration Bldg.,
DORVAL, P.Q.

Attention: District Inspector, Air Regulations

1. Reference your ARQ 590 and ARQ 591, attached herewith copy of Weight and Balance Report and Airplane Flight Manual for CF-EDL.

2. There are no copies of Weight and Balance Reports on file for CF-CPN and CF-CPL.

(C.T. Travers),
Assistant Superintendent, Air Regulations.

Encl.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

18 2 2-48

Rm. 44, Trans-Atlantic Administration Bldg., Montreal Airport, Dorval, Que., May 17, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-12	Stinson 108 CF-EDL	5008-E4-12

Director of Air Services,
Department of Transport,
Ottawa, Ontario. 6937

TRANSPORT-RECORDS
MAY 19 P.M.
File 5008-E4-12

Attention: Superintendent, Air Regulations.

1. Certificates of Registration No. 6905 and Airworthiness No. 2718 for the above mentioned aircraft have been renewed to read valid until March 29, 1950 after compliance by the owners with Information Circulars T/13/48 and T/14/48.

2. The Certificate of Airworthiness has been amended as follows:

(a) Restriction, limiting use of this aircraft to day flying only, deleted. ✓

(b) Paragraphs 25 to 33 inclusively deleted. ✓

(c) Page 3. Paragraph "D": Navigation Lights - Landing Lights. ✓

"Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight." ✓

Noted JSN

J. P. Fournier,
for District Controller, Air Services.

JPF:gd

19

5008-E4-12

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., April 1, 1950

0593

TRANSPORT - RECORDS
APR 6 A.M.
File 5008-E4-12

Curtiss-Reid Flying Service Ltd.,
Cartierville Airport,
Cartierville, Que.

Gentlemen:

This letter will constitute an extension of the Certificates of Registration and Airworthiness for your Stinson CF-EDL, valid until April 11, 1950.

Yours truly,

J. P. Fournier,
for J. L. Blondeau,
District Superintendent, Air Regulations.

JPF:AR
c.c. D.C.A.S.
C.R.
HQ

NOTED

20

5008-E4-12

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., April 11, 1950.

TRANSPORT - RECORDS
APR 13 A.M.
File 5008-E4-12

Curtiss-Reid Flying Service Ltd.,
Cartierville Airport,
Cartierville, Que.

Gentlemen:

This letter will constitute a further extension of the Certificates of Registration and Airworthiness for your Stinson CF-EDL, not valid after April 18, 1950.

Yours truly,

J. L. Blondeau,
District Superintendent, Air Regulations.

AR

c.c. H.Q.
D.C.A.S.
C.R.

21

5008-E4-12

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., April 21, 1950.

3144

TRANSPORT - RECORDS
APR 24 P.M.
File 5008 - E 4-12

Curtiss-Reid Flying Service Ltd.,
Cartierville Airport,
Cartierville, Que.

Gentlemen:

This letter will constitute a further extension of the Certificates of Registration and Airworthiness for your Stinson CF-KDL, not valid after May 1, 1950.

Yours truly,

J. P. Fournier,
for J. L. Blondeau,
District Superintendent, Air Regulations.

AR

c.c. H.Q.
D.C.A.S.
C.R.

NOTED

23

5008-E4-12

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., May 13, 1950.

6376

TRANSPORT - RECORDS
MAY 15 A.M.
File 5008-E4-12

BY HAND

Curtiss-Reid Flying Service Ltd.,
Cartierville Airport,
Cartierville, Que.

Gentlemen:

The Certificates of Registration and Airworthiness for your aircraft Stinson 108 CF-KDL have been renewed to read valid until May 12, 1951, and are returned herewith.

Please note that during the validity of the Certificate of Airworthiness, the Weight and Balance Report for this aircraft must be kept up to date, and that the Centre of Gravity location must remain within the prescribed limits under all loading conditions while this aircraft is being operated.

Yours truly,

J. P. Fournier,
for J. L. Blendeau,
District Superintendent, Air Regulations.

NOTED
RJ

AR
Enc.

c.c. H.Q. D.C.A.S. C.R.

1. Compliance with Information Circulars T/13/48 and T/14/48. YES.
2. Amendments made to Certificate of Airworthiness: NIL

25

CANADA

DEPARTMENT OF TRANSPORT

TRANSPORT - RECORDS
SEP 26 1950
REFER TO FILE NUMBER
5016-1-48
5008-24-12
File 5028-E4-12

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que.,

September 21st, 1950.

Curtiss-Reid Flying
Service Limited,
Cartierville Airport,
Cartierville, P.Q.

20529

Re: "Stinson" CF-HHL

Gentlemen:

Enclosed herewith is copy of CAA Airworthiness Directive which is applicable to your aircraft.

It is brought to your attention that this Directive should be complied with and when the modifications are incorporated, a special entry should be made in the appropriate Log Book to that effect and certified by a qualified Air Engineer.

If the subject modifications are already incorporated on your aircraft, please have your engineer make an entry in your Log Book to that effect and, in either cases, this office should be advised accordingly.

Please note Information Circular T/5/48, 1st. Revision, May 30, 1949, Paragraph 1 of which reads as follows:

> "All Airworthiness Directives issued by the Civil Aeronautics Administration for United States type aircraft are to be applicable automatically to such types registered in Canada unless otherwise notified by the Department. Such notification will be issued only in specific cases where it is not desired to have the modification in question incorporated in Canada to United States designed Canadian registered aircraft."

Yours truly,

J.C. Noury,
District Aircraft Inspector,
for District Inspector, Air Regulations.

tb
encl.-1-

c.c. D.C.A.S.
C.R.
C.A.E.

24

This letter has been sent to the following Companies:-

Eastern Airways Limited, St. Come de Beauce, P.Q.	Re:	Stinson	CF-EDG
Sherbrooke Flying Service Limited, 720 King St., W. Sherbrooke, P. Que.	Re:	"	CF-EDA
Mr. Alfred St-Onge, Grand'Mere, P.Q.	Re:	"	CF-EDF
Mr. Rodolphe Martel, East Broughton, Beauce, P.Q.	Re:	"	CF-EDE
Matane Air Services Limited, P.O. Box 125, Matane	Re:	"	CF-EDJ
Cap Airways Ltd., c/o St. Maurice Flying Service Limited, Lac la Tortue, P.Q.	Re:	"	CF-EDH
Mr. Robert Bernard, M.A.L., 12 Marler Street, Drummondville, P.Q.	Re:	"	CF-EDD
Mr. Albert Boulet, c/o Charlevoix Air Service Inc., 71 St. Pierre Street, Quebec, P.Q.	Re:	"	CF-EDB
Mr. H.E. Corbett, c/o Curtiss-Reid Flying Service Cartierville Airport, Cartierville, P.Q.	Re:	"	CF-FQH
Hollinger Ungava Transport Limited, Mont-Joli, P.Q.	Re:	"	CF-EZS
Montreal Flying Club, Cartierville Airport, Cartierville, P.Q.	Re:	"	CF-FEH
Curtiss-Reid Flying Service Limited, Cartierville Airport, Cartierville, P.Q.	Re:	"	CF-EDL

c.c. C.R.
C.A.E.

TRANSPORT - RECORDS
MAY 15 A.M. 1951
File 5008-E4-12

09176

5008-E4-11

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., May 12, 1951.

Curtiss-Reid Flying Service Ltd.,
Cartierville Airport,
Cartierville, Que.

Gentlemen:

The Certificates of Registration and Airworthiness for your Stinson 108 aircraft CF-EDL are hereby extended not valid after June 11, 1951, subject to this machine being in airworthy condition.

Yours truly,

J. L. Blondeau,
District Superintendent, Air Regulations.

AR

c.c. H.Q.
D.C.A.S.
C.R.

H6S-

CANADA

10029

2444
4-50

TRANSPORT - CANADA
MAY 18 P.M. 1951
File 5008-E4-12

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EDL SERIAL NO. 108-4144

1. C. of A. No. 2718 Expires May 12/51 C. of R. No. 6905 Expires May 12/51

AIRCRAFT DATA—Manufacturer Consolidated Vultee Aircraft Corp Model Stinson 108-3

Hours flown—Since New 1149:10 Since Overhaul 268:30

ENGINE DATA—Manufacturer Aircooled Motors Incorporated Model Franklin 6A4-165-B3

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	31825	1149:10	139:25
(2)			
(3)			
(4)			

Signature of Applicant Preston Reid Pty Ltd

Date May 11th, 1951

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed [signature] "B" ENGINEER

Date May 11, 1951

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed [signature] TEST PILOT

Date May 12/51

4. The following documents are attached:

Certificate of Airworthiness ☒ Certificate of Registration ☒ Weight and Balance Report (when applicable) ☐

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 6905 and C. of A. No. 2718, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.

Signed [signature] DISTRICT AIRCRAFT INSPECTOR

Date May 14 1951

7. C. of A. and C. of R. renewed, not valid after (Date) May 12 1952

Permissible Gross Weights— Wheels 2400 lbs
Skis N/A
Floats N/A

Signed [signature] DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date 17/5/51

Other Action:—

8. H.Q. Action— C.A.R.

C.A.E.

10464

TRANSPORT - RECORDS
MAY 26 P.M. 1952
File 5008 - E4 - 12

5008-E4-11

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, P.Q. May 22, 1952.

Curtiss-Reid Flying Service Ltd.,
Cartierville Airport,
Cartierville, Quebec.

Gentlemen:

The Certificates of Registration and Airworthiness for your Stinson 108 aircraft CF-EDL are hereby extended not valid after June 21, 1952, subject to this machine being in airworthy condition.

Yours truly,

J.L. Blondeau,
District Superintendent, Air Regulations.

MR

cc M.Q.
D.C.A.S.
C.R.

TRANSPORT - RECORDS
FORM No. 2444
JUL 10 A.M. 1952
File 5008-E4-12

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- EDL 20753 Serial No. ~~108-1111~~

1. C. of A. No. 2718 Expires _____ C. of R. No. 6905 Expires _____
Aircraft Data - Manufacturer Consolidated Vultee Aircraft Model 108-3
Hours flown - Since New 1456:25 Since Overhaul 1456:25
Engine Data - Manufacturer Franklin "Air Cooled" Model 6A4-165-BB

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	31825	1460:00	425:00
(2)			
(3)			
(4)			

Signature of Applicant _____
Date JULY 4/52

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed _____ "B" Engineer
Date July 3, 1952

3. I hereby certify that I have flown this aircraft and that its performance flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed _____ Test Pilot
Date July 4/52

4. The following documents are attached:
Certificate of Airworthiness [X]
Certificate of Registration [X]
Weight and Balance Report (when applicable) [ ]

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 6905 and C. of A. No. 2178, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificat is recommended.

Signed _____ District ~~Aircraft~~ Inspector
Date July 9/52.

7. C. of A. and C. of R. renewed, not valid after.
(Date)- July 4. 1953
Permissible Gross Weights - Wheels
- Skis
- Floats

Signed _____ District Superintendent, Air Regulations
Date 4.7.52.

Other Action:-

8. H.Q. Action C.A.R.
C.A.E.

30

CURTISS-REID FLYING SERVICE LIMITED

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

July 4th, 1952

7/3/50 Revised 15/5/50

Report of inspection and repairs carried out on Stinson CF-EDL Serial No. 108-4144 owned and operated by Curtiss-Reid Flying Service Limited, Cartierville Airport, Que., with a view to renewing the certificate of Airworthiness.

Fuselage: Landing gear removed inspected, replaced new set of (O) rings and new set of AN bolts at shocks struts on port and starboard side, refilled with hydrolic fluid.

Installed new shield at landing light.
Installed new set of pulleys at rudder control.
Installed new set of clevis bolts at rudder horn braket.
Installed new set of clevis bolts at rudder pedal.
Repaired front and rear seats.
Installed new antenna spring.
Installed new bushing at tail wheel assembly.
Installed new wheel tire.
Repaired fuel tank on starboard wing and reinstalled.
Installed new clevis bolt at trim tab horn braket on elevator.
Patched a number of small wholes on wings and fuselage with fab fabric and dope.
Engine cowlings and stabelizer repainted.
Hand fire extinguisher refilled.
Installed new gasket at gas cap on staboard fuel tank.

Engine: Repaired engine baffles at top and sides.
Installed new ignition lead to spark plugs on cylinder No. 6, 1, 4.

7/1/39 REvised 31/3/48

Aircraft flying, power plant controls and connections have been inspected for full travel and correct movement and presence of all safety and locking devices.

Signed
"B" Category Engineer No.

Date:

Signed A. Parent
"M" Engineer No.-ULM-174

29

CURTISS-REID FLYING SERVICE LIMITED

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

July 4th, 1952

T/13/482 T/14/48 Revised

This is to certify that no change or modification have been incorporated on this Aircraft to change the weight more than 2% and the Aircraft is up to date in accordance with T/14/48

Signed
"B" 2" D" Engineer No.

The Airframe, engine and propeller log books are complete and up to date in compliance with A.R.D.C. 2129, Part VII, PArt 10 (A & B) and the renewal of the Certificate of Airworthiness for Stinson CF-ELD is hereby recommended.

Signed.
"B"2" D" Engineer No.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

32 2 11-48

Montreal Airport, Dorval, P.Q., March 16th, 1953.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson 108, CF-EDL	5008-E4-12

58826

TRANSPORT - RECORDS
MAR 18 P.M. 1953
File 5008-E4-12

Director of Air Services
Department of Transport
No.3 Temporary Building
OTTAWA, Ontario.

Attention: Superintendent, Air Regulations

1. The above mentioned aircraft was destroyed in an accident at Lac Raymond, Val Morin, Quebec, on January 4th, 1953, and it is recommended that the registration markings be cancelled. The Certificates of Registration and Airworthiness for this aircraft will be forwarded to Headquarters shortly with the Board of Inquiry Report covering this accident.

for District Controller,
Air Services.

② Miss Jones
To note.
Mar. 19/53.

② awaiting Report.
Mar. 20/53

Noted
AV

CF-EDL 34

Doc. EV #3

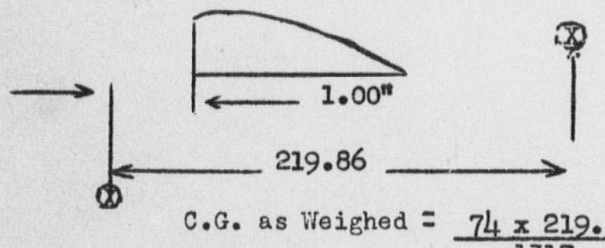
CONSOLIDATED VULTEE AIRCRAFT CORPORATION
Stinson Division
WEIGHT AND BALANCE

COMPUTED WEIGHT

License No. NC 6144M (Export) Serial No. 108-4144

Prepared by J. Sherwood Approved by M. Baker

Date Jan. 20, 1948 C.A.A. Inspector (3806)



	Reaction	Gross	Tare	Net
Left Wheel				
Right Wheel				
Tail Wheel				
	Total as Weighed			

C.G. as Weighed = $\frac{74 \times 219.86}{1317} - 1.00 = 11.35$ " Aft L.E. Wing

Std. Airplane as Weighed	1317	11.35	14948
Less Oil 9 qts.	-17	-49	~~833~~
Plus Unusable Fuel 4 gal.	~~24~~	22	~~528~~
Std. Airplane Empty	1324	(12.32)	16309
Fire Extinguisher	~~6.7~~	~~19.0~~	~~127~~
First Aid Kit	~~1.3~~	-4.4	- 6
Airplane Empty	1332	(12.33)	16430

Computed Weight & Balance Report is prepared on the basis of approved average weight established.

ITEM	GROSS WEIGHT CONDITION					
	Normal Category			Utility Category		
	Weight	Arm	Moment	Weight	Arm	Moment
Airplane Empty	1332	12.33	16430	1332	12.33	16430
Pilot & Passenger	340	16	5440	380	16	6080
Passengers - Rear	340	48	16320	0		
Baggage	95	75	7125	0	75	
Fuel - 46 gal.	276	22	6072.	*271 ~~276~~	22	~~6072~~ 5962
Oil - 9 qts.	17	-49	-833	17	-49	-833
Total	2400.	(21.06)	50554	2000	(13.82)	27639
C.G. Location in % M.A.C.		37.00%			23.96%	

*Full fuel exceeds gross weight - 45 gal. maximum fuel for Utility Category.

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	Weight	Arm	Moment	Weight	Arm	Moment
Airplane Empty	1332	12.33	16430	1332	12.33	16430
Pilot	170	16	2720	170	16	2720
Passengers - Rear	0			340	48	16320
Baggage	0			100	75	7500
Fuel	82	22	1804	276	22	6072
Oil	17	-49	-833	17	-49	-833
Total	1601	(12.57)	20121	2235.	(21.57)	48209
C.G. Location in % M.A.C.		21.71%			37.92%	

Approved C.G. Limits are 18.2% M.A.C. and 38.5% M.A.C.
N(~~10.6~~)(18.2%MAC) to (~~21.89~~)(38.5%MAC)
U(~~10.6~~)(18.2%MAC) to (~~17.18~~)(30.0%MAC)

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CONSOLIDATED VULTEE AIRCRAFT CORPORATION
Stinson Division

License No. NC 6144M (Export) Serial No. 108-4144

STANDARD EQUIPMENT LIST

No.	Item	Weight	Arm
1	Propeller - Fixed-Pitch Wood	14.0	-65.5
	- ~~Fixed-Pitch Metal~~	~~55.0~~	~~-65.5~~
	- ~~Two-Position~~	~~56.0~~	~~-66.0~~
	- ~~Controllable~~	~~58.0~~	~~-65.5~~
2	Spinner - Propeller	2.0	-66.5
101	Starter (Delco-Remy)	16.0	-32.0
102	Carburetor Air Heater & Control	5.0	-41.0
103	Carburetor Air Filter	1.0	-40.0
104	Cabin Heater & Control	6.0	-15.0
201	Wheels and Brakes - Goodyear	33.0	- 1.0
	- ~~Firestone~~	~~31.0~~	~~-1.0~~
202	Tail Wheel Tire & Fork	6.0	218.0
203	Parking Brake	0.5	-16.0
204	Wheel Pants	6.0	- 1.0
301	Generator (Delco-Remy)	12.0	-31.5
302	Battery	23.5	-25.0
303	Landing Lights	1.0	4.0
304	Radio (Hallicrafters CA-2)	9.0	- 9.0
600	Cargo Retainer	5.5	75.0
600	Rear Seats & Tube	20.0	48.0
600	Schwien Bank & Turn	1.44	-4.4
600	Wittnauer 8-day Clock	.41	-4.4
600	Kollsman Scout Altimeter	1.25	-4.4
600	Pioneer Rate of Climb	1.20	-4.4
600	Fire Extinguisher - Pyrene 1 qt.	6.7	19.0
600	First Aid Kit	1.3	-4.4

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Stinson Division
[illegible]V.A.C.
[illegible]ne, Michigan

Serial No. 108-4144

C.A.A. Tentatively Approved
September 18, 1947
Stinson Model 108-3

CAA Identification No. NC 6144M
(Export)

AIRPLANE FLIGHT MANUAL

PREVIOUSLY ENTITLED

APPROVED OPERATING LIMITATIONS

A. LIMITATIONS SECTION.
The following limitations must be observed in the operation of this airplane:

1. ENGINE.
Make: Aircooled Motors, Inc.
Model: Franklin 6A4-165-B3
Rated RPM: 2800 rpm (165 H.P.)
Temp. Limits: Cylinder Head: 520°F (Spark plug type thermocouple)
Cylinder Head: 435°F (Bayonet type thermocouple)
Cylinder Barrel: 310°F
Oil Inlet: 230°F
Fuel Octane Rating: 80 Minimum

2. PROPELLER.
(a) Fixed Pitch Wood
Diameter: Not more than 76 inches
Not less than 74 inches
Static RPM limits with maximum permissible throttle setting: 2265 rpm.

(b) Fixed Pitch Metal
Make: McCauley
Model: 1A170-7654
Diameter: 76 inches
Static RPM limits with maximum permissible throttle setting: 2350 rpm.

(c) Two Position Controllable Pitch. (Two Blade)
Make: Sensenich
Model: C-3FR4/PC-376B3
Diameter: Not more than 76 inches
Not less than 74.5 inches
Pitch Settings: Low 13.0°
High 17.5°
Counterweight Angle: 65°
Static RPM limits with maximum permissible throttle setting (Low Pitch): 2490 rpm.

(d) Automatic Variable Pitch. (Two Blade)
Make: Koppers Aeromatic
Model: F200/00-76B, Assembly No. 4320
Diameter: 76 inches
Pitch Settings: Low 13.3° at Station 24 inches
High 22.0°
Static RPM limits with maximum permissible throttle setting: 2725 rpm.

3. POWER PLANT INSTRUMENT MARKINGS.
(a) Fuel Quantity Indicator: Fuel remaining in tank when indicator is in the region marked in RED cannot safely be used in flight.

(b) Oil Temperature Gauge: Unsafe if indicator exceeds RED line (230°F).

(c) Oil Pressure Gauge: Unsafe beyond limits of GREEN arc. Extremities marked by RED lines at 30 and 55 psi.

(d) Tachometer: Rated engine speed (2800 rpm) marked by RED line. GREEN arc shows normal operating range (2000 to 2800 rpm).

4. AIRSPEED LIMITATIONS. (MPH - TIAS)

	Category Normal	Utility
Never Exceed Speed	159	170
Maximum Structural Cruising Speed. .	126	126
Maneuvering Speed.	120	120
Flaps Down Speed	88	88

5. FLIGHT LOAD FACTORS.
Normal Category Maximum Positive Load Factor: 3.8g
Utility Category Maximum Positive Load Factor: 4.4g

The maneuvering speed is the maximum speed at which it is not possible to exceed the flight load factors.

6. MAXIMUM GROSS WEIGHT.
Normal Category: 2400 Pounds
Utility Category: 2000 Pounds

7. CENTER OF GRAVITY LIMITS. (See Figure 1.)
Datum line is wing leading edge. For conversion of percent MAC to inches wing chord, multiply percent by 55.50 and add 0.52 inches to this product.

8. FLAP SETTINGS.
Take-Off: Flaps Full UP (0°)
Landing: Flaps Full DOWN (33°)

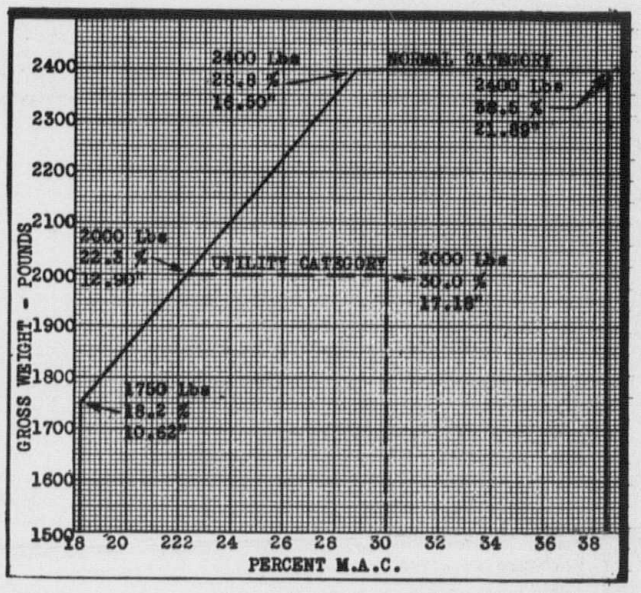


Figure 1 - Center of Gravity & Gross Weight Limitations

C.A.A. Tentatively Approved
September 18, 1947

TABLE I
PERFORMANCE WITH FIXED-PITCH WOOD PROPELLER (Sensenich 76JR53)

ITEM	ALTITUDE	OUTSIDE AIR TEMPERATURES				
		0°F	25°F	50°F	75°F	100°F
Take-Off Distance (feet)	Sea Level	1988	2153	2357	2563	2835
Distance required to take-off and climb to	2000 ft.	2308	2600	2885	3139	3414
50 ft.	4000 ft.	2915	3207	3604	3950	4361
Full Throttle -- 84 mph TIAS -- Flaps UP	6000 ft.	3708	4108	4541	5011	5608
Normal Rate of Climb (ft./min.)	Sea Level	640	615	590	565	545
Full Throttle -- 82 mph TIAS -- Flaps UP	2000 ft.	556	532	507	484	464
	4000 ft.	473	449	424	402	380
	6000 ft.	389	364	341	320	300
Landing Distance (feet)	Sea Level	1734	1803	1880	1955	2035
Distance required to land over a 50 foot	2000 ft.	1845	1925	2010	2096	2176
obstacle and stop.	4000 ft.	1955	2045	2138	2236	2320
Approach at 80 mph TIAS -- Flaps Full DOWN	6000 ft.	2066	2165	2265	2375	2465

TABLE II
PERFORMANCE WITH TWO-POSITION CONTROLLABLE PITCH PROPELLER (Sensenich C-3FR4/PC-376B3)
OR WITH
FIXED-PITCH METAL PROPELLER (McCauley 1A170-7654)

ITEM	ALTITUDE	OUTSIDE AIR TEMPERATURES				
		0°F	25°F	50°F	75°F	100°F
Take-Off Distance (feet)	Sea Level	1863	2006	2196	2383	2586
Distance required to take-off and climb to	2000 ft.	2220	2435	2720	2974	3260
50 ft.	4000 ft.	2738	3022	3380	3730	4125
Full Throttle -- 84 mph TIAS -- Flaps UP	6000 ft.	3394	3764	4220	4640	5096
Normal Rate of Climb (ft./min.)	Sea Level	766	735	705	677	650
Full Throttle -- Flaps UP	2000 ft.	662	632	602	575	548
78 mph - Sensenich	4000 ft.	558	528	499	472	446
86 mph - McCauley	6000 ft.	454	424	396	369	343
Landing Distance (feet)	Sea Level	1734	1803	1880	1955	2035
Distance required to land over a 50 foot	2000 ft.	1845	1925	2010	2096	2176
obstacle and stop	4000 ft.	1955	2045	2138	2236	2320
Approach at 80 mph TIAS -- Flaps Full DOWN	6000 ft.	2066	2165	2265	2375	2465

TABLE III
PERFORMANCE WITH AUTOMATIC VARIABLE PITCH PROPELLER (Koppers Aeromatic F200/00-76B)

ITEM	ALTITUDE	OUTSIDE AIR TEMPERATURES				
		0°F	25°F	50°F	75°F	100°F
Take-Off Distance (feet)	Sea Level	1620	1768	1978	2150	2372
Distance required to take-off and climb to	2000 ft.	2020	2284	2529	2800	3147
50 ft.	4000 ft.	2606	2950	3319	3701	4231
Full Throttle -- 84 mph TIAS -- Flaps UP	6000 ft.	3414	3864	4364	4957	5586
Normal Rate of Climb (ft./min.)	Sea Level	822	782	744	708	673
Full Throttle -- 77 mph TIAS -- Flaps UP	2000 ft.	689	650	612	576	542
	4000 ft.	556	517	480	444	411
	6000 ft.	422	384	347	312	280
Landing Distance (feet)	Sea Level	1734	1803	1880	1955	2035
Distance required to land over a 50 foot	2000 ft.	1845	1925	2010	2096	2176
obstacle and stop	4000 ft.	1955	2045	2138	2236	2320
Approach at 80 mph TIAS -- Flaps Full DOWN	6000 ft.	2066	2165	2265	2375	2465

9. MANEUVERS AND OPERATING PLACARDS.

The following placards must be prominently displayed in the cabin:

(a) "Normal Category - (2400 Pounds G.W.) No Acrobatic Maneuvers Including Spins Approved."

(b) "Utility Category - (2000 Pounds G.W.) No Acrobatic Maneuvers Approved Except Those Listed Below:

Maneuver	Entry Speed
Chandelle	120 mph
Lazy Eight	115 mph
Stall (Except Whip)	-------
Steep Turn	-------

Spin (Intentional Spins Prohibited with Flaps Down).
No Inverted or Snap Maneuvers Approved

(c) "This airplane must be operated in compliance with the Airplane Flight Manual".

(d) Voyager Cabin: "Do not place baggage under rear seat. Do not exceed 350 pounds on floor in rear of cabin with seats removed".

(e) Station Wagon Cabin: "Do not place baggage under rear seat. Do not exceed 90 pounds per square foot, or a total of 600 pounds, on floor of cabin".

(f) Baggage Compartment: "Do not exceed 100 pounds".

(g) Use when Two-Position propeller is installed: "Push for High RPM".

(h) Use when McCauley propeller is installed: "Do Not Operate Engine Continuously at Speeds from 2150 to 2250 RPM".

10. FLIGHT INSTRUMENT MARKINGS.

The airspeed indicator is marked at the speeds listed under Paragraph 4, AIRSPEED LIMITATIONS, and at the stalling speeds, 64.5 mph flaps up and 61.5 mph flaps down. The explanation of these markings follows:

(a) Radial RED lines mark the never exceed speed for each category (marked "N") for Normal and "U" for Utility) which is the maximum safe airspeed.

(b) YELLOW arc denotes range of speeds in which airplane should be operated with caution and extends from the never exceed speed to the maximum structural cruising speed.

(c) GREEN arc denotes normal operating speed range and extends from cruising speed to stalling speed with flaps up.

(d) WHITE arc denotes speed range in which flaps may safely be lowered.

B. PROCEDURES SECTION.

1. The rear seat is not to be occupied when airplane is operated in the Utility Category.

2. Do not operate engine continuously at speeds between 2150 and 2250 rpm when McCauley propeller is installed.

3. In case of Balked Landing, apply throttle and readjust trim tab settings. To obtain best rate of climb, raise flaps.

C. PERFORMANCE INFORMATION SECTION

The following performance figures were obtained during CAA type tests and may be realized under conditions indicated with the airplane and engine in good condition and with average piloting technique. All performance is given for 2400 pounds gross weight, with no wind, and on level, paved runways. In using the following data, allowance for actual conditions must be made.

1. TAKE-OFF, CLIMB, AND LANDING.

Performance figures for the airplane equipped with the sensenich fixed-pitch wood propeller are given in Table I. Table II gives the performance figures for the airplane equipped with either the Sensenich controllable two-position propeller or the McCauley fixed-pitch metal propeller. The performance figures for the airplane equipped with the Kopper's Aeromatic propeller are given in Table III.

2. STALLING SPEED.

(a) The following table gives the stalling speeds of the airplane at various angles of bank. The approaching stall is indicated by general tail buffeting.

TABLE II
STALLING SPEEDS

Angle of Bank (Deg.)	0	10	20	30	40	50	60
Flaps UP	64.5	65.0	66.4	69.3	73.7	80.4	91.1
Flaps Full-DOWN	61.5	62.0	63.3	66.0	70.2	76.6	86.8

(b) At full forward C.G. loading (1750 lbs. @ 18.2% with flaps extended and power on, the stall characteristics indicate a pitch of 45° and requires approximately 200 feet altitude for recovery. In a normal unaccelerated stall, at more rearward C.G. loadings, not more than an 100 foot loss of altitude, nor a pitch greater than 30°, will be encountered.

The certificate of airworthiness issued to the aircraft described hereon, subject to the final issuance of a covering type certificate, is based upon tentative approval of aircraft of this model. Upon issuance of a covering type certificate, it may become necessary to make certain modifications or adjustments to the subject aircraft in order that the certificate of airworthiness may remain effective.

D. WEIGHT AND BALANCE DATA SECTION.

NOTE

This section of the Airplane Flight Manual is not a part of that approved by the CAA. It is the responsibility of the airplane owner and the pilot to insure that the airplane is properly loaded. The empty weight, empty weight C.G., and useful load are noted on the attached Weight and Balance Sheet for this airplane as delivered from the factory. If the airplane has been altered, refer to the latest approved Alteration and Repair Form (ACA337) for this information.

1. STANDARD EQUIPMENT LIST.

(Cross out equipment not installed)

No.	Item	Weight	Arm
1	Propeller - Fixed Pitch Wood	14.0	-65.5
	- ~~Fixed Pitch Metal~~	~~33.0~~	~~-65.5~~
	- ~~Controllable~~	~~49.0~~	~~-66.0~~
	- ~~Constant Speed~~	~~52.0~~	~~-65.5~~
2	Spinner - Propeller	2.0	-66.5
101	Starter (Delco-Remy)	16.0	-32.0
102	Carburetor Air Heater & Control	5.0	-41.0
103	Carburetor Air Filter	1.0	-40.0
104	Cabin Heater & Control	6.0	-15.0
201	Wheels and Brakes - Goodyear	33.0	- 1.0
	- ~~Firestone~~	~~34.0~~	~~- 1.0~~
202	Tail Wheel Tire & Fork	6.0	218.0
203	Parking Brake	0.5	-16.0
204	Wheel Pants	6.0	- 1.0
301	Generator (Delco-Remy)	12.0	-31.5
302	Battery	23.5	-25.0
303	Landing Lights	1.0	4.0
304	Radio (Hallicrafters CA-2)	9.0	- 9.0
600	Cargo Retainer	5.5	75.0
600	Rear Seats & Tube	20.0	48.0
600	Schwien Bank & Turn	1.44	-4.4
600	Wittnauer 8-day Clock	.41	-4.4
600	Kollsman Scout Altimeter	1.25	-4.4
600	Pioneer Rate of Climb	1.20	-4.4
600	Fire Extinguisher	6.7	19.0
600	First Aid Kit	1.3	-4.4

2. LOADING.

Any combination of baggage, passengers, and fuel may be carried that does not exceed the Gross Weight, Center of Gravity, or Placard Limits of the airplane. Center of Gravity limits are only a consideration with the Station Wagon airplane when used for cargo with rear seats removed. On all other airplanes and arrangements, as manufactured, it is impossible to exceed the Center of Gravity limits without also exceeding the Gross Weight or Placard limitations.

A sling is provided to secure cargo loads against forward motion. The straps on each side are attached to the rear outer seat belt lugs. Center straps attach across the load from the rear center seat belt lugs to the front outer seat belt lugs. Position sling over the upper forward corner of the cargo and draw all buckles tight. Keep load a minimum of eight inches aft of the front seat back.

3. BALANCE CHECK.

The following computation sheet is furnished to provide a quick means of checking the airplane loading to assure that the most rearward Center of Gravity position is not exceeded. Insert the airplane empty weight from the Weight and Balance Sheet and obtain the arm therefor by subtracting the arm given on that sheet from 21.89.

Item	Weight	x	Arm	=	Moment
Airplane Empty		x		=	
Front Seat Occupants		x	5.89	=	
Oil (9 Quarts)	17	x	70.89	=	1205
Rear Seats (Use when removed for cargo)	23	x	26.11	=	600
			Total (1)		
Rear Seat Occupants		x	26.11	=	
Cabin Baggage or Cargo		x	20.11	=	
Baggage Compartment Load		x	53.61	=	
			Total (2)		

Total (1) must be equal to, or greater than, total (2). Gross Weight must not exceed 2400 Pounds.

4. LOADING CHART.

A loading chart for Station Wagon airplanes when used for cargo is shown in Figure 2. Loadings falling within the envelope will not exceed rear C.G. location of 38.5% M.A.C.. Allowance is made in the chart computation for one person only in the front seat. With two persons in front, any loading that does not exceed gross weight is permissible. This chart is based on an airplane having an empty weight of 1320 pounds with its C.G. located at 12.80 inches aft of the wing leading edge.

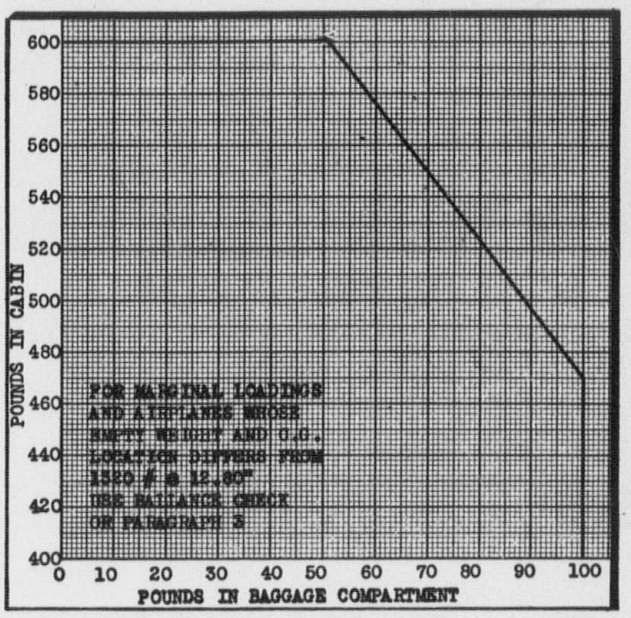


Figure 2 -- Station Wagon Loading Chart

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2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6905

NATIONALITY AND REGISTRATION MARKS CF-EDL

1. Type and description	Stinson 108-3
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-4144
4. Name of owner	Curtiss-Reid Flying Service Limited
5. Address of owner	Montee St. Laurent, St. Laurent, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Cartierville Airport, Quebec
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 23rd day of January 19 48, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDL and is of Canadian nationality.

Given at Ottawa this 25th day of January 19 49

H L Watson

Superintendent, Air Regulations.

~~Attention is drawn to the extracts from Air Regulations, 1938, overleaf.~~

NOTICE

~~Attention is drawn to the following extracts from Air Regulations, 1938:—~~

" 6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

" 7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Renewed Valid until Mar 16 29 1950

Renewed Valid until May 12/1951

~~Renewed Valid until May 12/1952~~

Department of Transport Civil Aviation Division CANADA.

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

Valid in Canada only.

~~VALID FOR DAY FLYING ONLY~~

This certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export Number [redacted]17659 and is subject to conditions specified therein.

/LN

2462
6-47

D.E #2

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2718

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Curtiss-Reid Flying Service Limited
2. Christian name
3. Address Montee St. Laurent, St. Laurent, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Consolidated Vultee Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EDL

DESCRIPTION OF AIRCRAFT

7. Type Stinson Series 108-3 Constructor's No. 108-4144
8. Place and year of construction of aircraft Wayne, Michigan, U.S.A. 1948

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A,B,C,D & E
15. Maximum span (in flying position) 33' 11"
16. Maximum length (in flying position) 24' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 10"

...zed
...ssed.

ENGINES

18. Number installed: One
19. Makes: Franklin
20. Types: 6A4-165-B3
21. International power of the engine or engines at

For all Operations (a) Sea level 165 H.P. at 2800 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.
22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....

24. Airscrews: Number fitted One Types Sensenich No. .....
Pitch Fixed Diameter .....

25. Weight of aircraft empty (including water in the radiators): (a) Landplane	1352	lbs.
(b) Seaplane		lbs.
(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	302	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks: Two		
(b) Capacity of tanks: 42 Imp. gals.		
27. Oil	18	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks: One		
(b) Capacity of tanks: 2 Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	578	lbs.
32. Maximum total weight authorized		lbs.
Landplane Utility 2000 Normal	2400	lbs.
Seaplane		lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane (Normal) Twenty four hundred pounds
~~Seaplane~~ (Utility) Two thousand pounds
~~Skiplane~~

34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 21.9 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2800 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2800 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 23rd January, 1948 in respect of the above-mentioned aircraft, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 16th day of April 1948

Superintendent, Air Regulations.

SECOND PART

37

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant
NAV. LIGHTS
LANDING LIGHTS -

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

"Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight."

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		25th January, 1949	H. L. Sydserff
		29th March 1950	H. Laurence
		May 12/1951	H. Laurence
		May 12/1952	H. Laurence
		July 4th 1953	H. Laurence

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

40

Miss O. Jones

Please cancel registration C F-EDh. a/c destroyed in an accident at Val Marie, P.Q. January 4th 1952.

Flt. 8/53

W/C

41

JCF/MIF

OTTAWA, Ontario, May 11th, 1953.

Stinson 108-3 Aircraft, CF-EDL. ~~5002-362~~ 5008-E4-12

District Controller of Air Services,
Trans-Atlantic Building,
Montreal Airport,
DORVAL, P.Q.

Attn: District Superintendent, Air Regulations.

1. We have noted that the Log Books for Stinson 108-3 aircraft, CF-EDL, were not included with the Board of Inquiry that covered the accident at Lake Raymond, P.Q., when this aircraft was destroyed.

2. The owners of the aircraft should be informed of the requirements of Para. 8.2.4.1 of The Air Regulations covering the retention of Log Books.

3. The formal Certificates of Registration and Airworthiness have been cancelled on the Canadian Aircraft Register effective May 8th, 1953.

(C.H. Travers),
Superintendent, Air Regulations.

FILE No. 5008 - E 4 - 13

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM APRIL 14, 1950

TO

VOL. 1 — 5008 - E 4 - 13

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EDM - DOUGLAS C-54A-D4.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
DEC 3 1954	Reg Miss Jones	car		GJ	DEC 3 1954
NOV 23 1954	Reg Mr Johnson	ARR		WJ	MAR - 8 1956
NOV 23 1954	Mr. MacGillivray	LAW		RMcG	JAN - 5 1956

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER SECTION

1
10-50

FILE No. 5008 - E 4 - 13 VOLUME NO. 1

VOL. 1 5008 - E 4 - 13

DEPARTMENT OF TRANSPORT

FROM .....

TO .....

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - EDM DC 4

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

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APR 24 1950		CRI			APR 27 1950
APR 27 1950		CaI			APR 27 1950
APR 27 1950		Trans. Accts			MAY 2- 1950
MAY 4- 1950	4630.	CAR			MAY 4- 1950
MAY 19 1950	7128.	CAR			MAY 23 1950
JUN 6- 1950		CAE			
JUN 7 1950	Reg. to File	CAR			JUN 12 1950
JUN 1- 1950	Memo. June 1st & Memo	D.A.S (1)			JUN 12 1950
		a/cc CAR			JUN 3- 1950
JUN 6- 1950	9193	CAR			JUN 12 1950
JUN 12 1950	(Copies) 8388	Records			JUN 12 1950
JUN 13 1950	10691.	DAS			JUN 15 1950
JUN 16 1950		CCA			JUN 16 1950
JUN 15 1950		CAR			JUN 16 1950
JUN 26 1950	(Copy)	Records			JUN 27 1950
JUN 15 1950	11125	CAR			JUN 16 1950
JUN 16 1950		CAE			JUN 17 1950
JUN 16 1950	10228.	CAR			JUN 16 1950
JUN 17 1950 ~~JUN 26 1950~~		Records			JUN 27 1950
JUN 15 1950		CAR			JUN 16 1950
JUN 27 1950	Memo dated June 3, 1950	File Inspection			JUL 12 1950
JUN 19 1950	Reg. to File	CAR			JUN 26 1950
JUN 27 1950	Reg. to File	CAR			JUL 11 1950
	(For copy) 13426	Records			JUL 12 1950
AUG 2 1950	Reg. to Travers	CAR			AUG 3 1950
AUG 23 1950	Reg. Miss Murphy	DAS			AUG 24 1951

COPY /HMC

5008-E4-13;

DEPUTY MINISTER OF TRANSPORT
OTTAWA, CANADA

FILE: ~~5258-133;~~

MEMORANDUM TO THE MINISTER. April 14th, 1950

1. Curtiss-Reid Flying Service, Limited, Cartierville, have made application for permission to register in Canada a DC-4 aircraft which they propose to lease from the owners in the United States where the aircraft is now licensed as a commercial aircraft.

2. Mr. Oliver, President of Curtiss-Reid, is aware of the regulation that restricts registration to aircraft owned by British subjects, or under their control, and he bases his request upon the definition of "owner" given in The Air Regulations, Part I, Section I, para. 2 (1) (t), which provides that when an aircraft is on "bona fide" lease or hire, the lessee or hirer shall be deemed to be the owner of such aircraft within the meaning of these regulations.

3. It is considered that the above definition was never intended to facilitate introduction of aircraft of U.S. registry into the field of Canadian operations, and reference to the Law Branch has failed to produce any written opinion as to the validity of such an interpretation. In view of this, Mr. Oliver has advised that his company will take immediate steps to obtain a DC-4 on a lease-purchase agreement, but that such an arrangement cannot be completed under five to six weeks.

4. There would not appear to be any objection from the standpoint of safety, to granting permission for the entry of this aircraft. Mr. Oliver has advised that committments have already been assumed for the carriage of passengers to Rome by this company.

5. On the basis of discussions between the Director of Air Services and the Controller of Civil Aviation, it is recommended that for a maximum of two flights, a waiver of the Conditions of Registration contained in The Air Regulations, Part II, Section I, Para. 3, relating to ownership, be granted in this case under the Ministerial authority contained in The Air Regulations, Part VIII, Para. 24 (c).

Approved
C.D. Howe
Acting Minister
April 14th, 1950

Sgd. A.D. McLean
for (C.P. EDWARDS),
Deputy Minister for Air Services.

Records.
Please place on file
CF- EDM

CTT/CB/ COPY /HMC

5008-E4-13;
File 5258-133

AIR MAIL SPECIAL DELIVERY

OTTAWA, Ontario,
April 15th, 1950

Mr. W.R.J. Oliver,
President,
Curtiss-Reid Flying Service, Limited,
CARTIERVILLE AIRPORT, P.Q.

Dear Sir:

Further to our conversation in my office on April 13th, regarding your application for permission to register a DC-4 aircraft in the name of Curtiss-Reid Flying Service, Limited, this aircraft being leased from the owners in the United States, you are advised that a waiver of the Condition of Registration relating to ownership, contained in Part II, Section I, Paragraph 3. of The Air Regulations has been granted for the purpose of a maximum of two flights between Canada and the European Continent.

Registration of the above-mentioned aircraft in Canada will be conditional upon production of evidence of airworthiness in the form of a valid United States Registration and Certificate of Airworthiness as a commercial aircraft, and a Certificate of Conformity to the appropriate type specification issued by the C.A.A. Inspection of the aircraft in accordance with the procedure outlined in Information Circular T/13/48 will also be required, and the report of this inspection by a qualified "B" engineer should be submitted to the Department of Transport for approval.

Application for Registration should be made in the name of your company as lessee, and in this connection the following comments are made regarding the conditions of the Lease Agreement which you left in my office, and which is attached hereto.

.....2.

1A

Para. 15 This Department is not prepared to provide the assurance mentioned in this paragraph but draws attention to the condition of Air Regulations, Part II, Section I, Para.6 (2) "in the event of change of ownership of an aircraft registered in Canada, then

(a) The registration and Certificate thereof shall lapse as from the date of such change of ownership, and

(b) The registered owner shall forthwith notify The Minister".

It is understood that your company intends to obtain a DC-4 on a Lease Purchase Agreement to continue the trans-atlantic operation initiated by the two flights for which this special authorization has been given. We would appreciate your early advice on the progress of these negotiations and the precise terms of the Lease Purchase Agreement, so that it may receive consideration in good time.

Yours truly,

Original signed by
A.D. McLean,
Controller of Civil Aviation

Encl.

CC: MONTREAL

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- EDM a/c Serial No. 3110

1. C. of A. No. _____ Expires _____ C. of R. No. _____ Expires _____
Aircraft Data - Manufacturer Douglas Model C54A-DC 2 5OC
Hours flown - Since New 5784:03 Since Overhaul 3027:39
Engine Data - Manufacturer Pratt & Whitney Model R 2000-7-11

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	P-105806	N.A.	2 :40
(2)	100210	2223:14	165:14
(3)	104516	3327:50	248:19
(4)	101537	NA	234:54

Signature of Applicant _____
Date _____

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed W. Sunderland
"B" Engineer
Date April 21, 1950

3. I hereby certify that I have flown this aircraft and that its performance flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed _____
Test Pilot
Date _____

4. The following documents are attached:
Certificate of Airworthiness ☐
Certificate of Registration ☐
Weight and Balance Report ☐
(when applicable)

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. and C. of A. No. , pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. ~~Renewal~~ Issue of certificat is recommended.

Checked and approved by
J. O. Noury, A.I.
District Aircraft Inspector.

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING CANADA

Signed Georges S. Lace
for District Aircraft Inspector
Date April 21 = 1950.

7. C. of A. and C. of R. renewed, not valid after.

(Date)- _____
Permissible Gross Weights - Wheels
- Skis
- Floats

Signed _____
District Superintendent, Air Regulations
Date _____

Other Action:-

8. H.Q. Action C.A.R.
C.A.E.

2

Inspection Report on Aircraft Douglas Model C-54A - DC2.SDC

Aircraft Factory Serial No. 3110

Aircraft Model C54A

Aircraft Converted 10-8-48

Conversion made by - Pacific Overseas Airlines,
Ontario International Airport,
Ontario, California, U.S.A.

Aircraft Douglas DC 54A, Canadian Registration CF-EDM, received at Ross Aero, Dorval Airport on April 19, 1950, and the necessary checks and works on the Aircraft and Engines have been done under the supervision of qualified Air Engineers.

The final inspection has been carried out in full compliance with the directions contained in Information Circulars Nos. T/13/48 and T/14/48 and all C.A.A. Airworthiness Directives and Department of Transport Bulletins complied with to date.

Date - April 20, 1950. Signed W.E. Sunderland
"B" Category Air Engineer
Licence No. A823

Aircraft flying and power plant controls and connections inspected for full travel and correct movement and presence of all safety and locking devices and certified correct.

Date - April 20, 1950 Signed W.E. Sunderland
"B" Category Air Engineer
Licence No. A823

Signed H.A. Ross
"A" & "C" Air Engineer
Licence No. A1337

M List of Work carried out attached.

Re: T/14/48

Douglas Airplane Model - C-54A -D.C.
~~Serial No. 41-37319~~ ✓
~~No. 79975~~ ✓
Manufactures Serial No. 3110
October 11, 1948

Certified that no alterations have been incorporated since last weighing to result in an estimated change of more than 2%.
The Weight and Balance Report, dated October 11, 1948, including list of equipment remain the same.

Date - April 20, 1950. Signed W.E. Sunderland
"B" Category Air Engineer
Licence No. A823

Walter Yaramishyn
A & C 6377-40
Ocean Air Tradeways
Chief Inspector

Certified that a carbon monoxide test has been properly carried out in compliance with CAA requirements, and no defects were found.

April 21, 1950
Walter Yaramishyn

16

REPORT OF INSPECTION AND REPAIRS CARRED OUT ON C54 LICENSED CF-EDM SERIAL #3110 COVERING CERTIFICATE OF AIRWORTHINESS.

INSPECTION FOR CANADIAN CERTIFICATE OF AIRWORTHINESS.

THE ABOVE NOTED AIRCRAFT HAS BEEN REPAIRED AT ROSS-AERO LTD, UNDER MY SUPERVISORY INSPECTION AS PER THE FOLLOWING LIST OF REPLACEMENTS AND WORK DONE:

FUSELAGE: AIRFRAME CAREFULLY INSPECTED AND ALL STRUCTURAL MEMBERS FOUND IN GOOD CONDITION. OIL LEAKS IN HYDRAULIC COMPARTMENT REPAIRED.

WING ASSEMBLY: THE WINGS, AILERONS AND FLAPS INSPECTED AND FOUND IN GOOD CONDITION. AILERON CONTROL CABLE READJUSTED FOR OVERRIDING ON PULLEY.

EMPERAGE: COMPLETE TAIL PLANE INSPECTED AND FOUND IN GOOD CONDITION, LEFT ELEVATOR TRIM TAB CABLE TURN BUCKLE STRAIGHTENED AND SAFETIED.

LANDING GEAR: LANDING GEAR ASSEMBLIES INSPECTED AND FOUND IN GOOD CONDITION.

INSTRUMENTS: ALL INSTRUMENTS FOUND IN GOOD CONDITION. OIL BALANCE VALVE FOR AUTO PILOT RUDDER UNIT INSTALLED.

FIRE PROTECTION: FIRE BOTTLES WEIGHED AND TAGGED.

ENGINES: NO.1 DRAINED SUMPS, OIL COOLER, CLEANED MAIN OIL FILTER, CLEANED CARBURETOR FILTERS TIGHTENED, SPARK PLUG LEADS, SAFTIED, OIL PRESSURE PLUG IN ACCESSORY SECTION. SAFTIED DE-ICER STRAINER AT CARBURATOR.

NO.2 DRAINED OIL SUMPS CLEANED MAIN OIL FILTER, CLEANED CARB FILTER. TIGHTENED LEFT MAGNETO HI TENSION LEAD. COWL FLAP BRACKET #1 CYLINDER BOLT AND NUT REPLACED. REPAIRED GENERATOR. COTTER PIN MISSING ON EXHAUST COLLECTOR RING REPLACED. GENERATOR BLAST TUBE REPAIRED.

NO. 3 DRAINED OIL SUMPS, OIL COOLER, CLEANED MAIN OIL FILTER AND CLEANED CARBURETOR FILTER. REPLACED THROTTLE SHAFT LEVER NUT. REPLACED COTTER PINS IN ENGINE MOUNT. INSTALLED NEW BOLT IN EXHAUST TAIL PIPE. REPLACED BOLTS. REPLACED NUTS AND COTTER PINS IN EXHAUST COLLECTOR RINGS. TIGHTENED PUSH-PULL ROD GLAND NUTS ON #1 #2 AND #4 CYLINDERS. PROP PITCH CABLE FOULING ON COWL FLAP ROD READJUSTED. REPLACED ONE DZUS FASTENER ON OIL COOLER FAIRENG.

NO. 4 DRAINED OIL SUMPS, OIL COOLER, DRAINED MAIN OIL FILTER AND CARBURETOR FILTER. REPLACED BOLT AND BUSHING IN CARBURETOR MIXTURE CONTROL. REPAIRED PROP PITCH CONTROL BRACKET. CHECKED AND ADJUSTED VALVES. RE-RIVITED CYLINDER BAFFLE ON #6 CYLINDER.

ENGINES GIVEN GROUND TEST RUN AS PER STANDARD PRACTICE AND ARE HEREBY CERTIFIED AIRWORTHY.

ALL CAA AIRWORTHINESS DIRECTIVES AND DEPT OF TRANSPORT BULLETINS FOR C54 AND DC4 CHECKED AND FOUND TO BE INCORPORATED ON THIS AIRCRAFT.

INFORMATION CIRCULAR T/1/39 REVISED 31/3/48.

DATE: 21/4/50

SIGNED: W.W. Sunderland
B CATEGORY ENGINEER #.

SIGNED: H.C. Ross
A & C CATEGORY ENGINEER #.
A1337

Form ACA-26
(3-47)

4

United States of America
Department of Commerce
Civil Aeronautics Administration
Washington

Certificate of Airworthiness for Export

No. E-20427

This certifies *that the product identified below, and more particularly described in the applicable specifications,*[1] *has been examined and found to comply with approved data, with applicable Civil Air Regulations and other airworthiness requirements of the Civil Aeronautics Board, and with special requirements of the importing country as filed with the United States Government; ~~except that~~*

Manufacturer's Name and Address: Douglas Aircraft Co., Inc., Santa Monica, Calif.

Product: Aircraft

Model: C-54A-DC

Serial No.: 3110

Country to which exported: Canada

Four - Pratt & Whitney Engines
Model R-2000-7 installed.

Four - Hamilton Standard Propellers
Model 23E50-473 installed.

Harry M. Jones
SIGNATURE OF CAA REPRESENTATIVE

By _____
DESIGNEE'S SIGNATURE

April 18, 1950
DATE

_____
DESIGNEE NUMBER

[1] *Applicable specifications, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.*

16—54485-1 U. S. GOVERNMENT PRINTING OFFICE

Assistant Deputy Minister
of National Revenue
Customs

File No: 7370-33

C
O
P
Y

Ottawa, February 2, 1950.

Mr. W.R.J. Oliver, Esq.,
President,
Curtiss-Reid Flying Service Limited,
Box 365, Station "O",
Montreal, P.Q.

Dear Sir:

This will refer to your letter of January 23rd and to your interview with me on January 30th in connection with the proposal of your Company to lease one or more four-engined aircraft from an American corporation to be used for charter flying from Canada to other parts of the world, particularly to Rome for the conveyance of pilgrims to the Holy Year Ceremonies.

Provided the aircraft in question are operated only on international service, no Customs entry is required and no Customs duty or tax will be payable. The aircraft should be reported inwards at Customs in the usual manner on arrival and cleared outwards in each instance when proceeding internationally.

Yours very truly,

.

Signed - G.B. Urquhart.

Certified true copy. M.P.

COPY

6

January 23rd, 1950

The Chief Collector of Customs,
Customs & Excise Department,
Ottawa, Ontario.

Dear Sir:

We are contemplating leasing one or more four-engined aircraft from an American corporation for the purpose of using them for charter flying from Canada to other parts of the world. These machines are not to be used on a schedule service and will also not be used for any internal point to point passenger flying in Canada.

We are under the impression that the purchase or lease of equipment of this kind for international use would not require the payment of duty to your Department, but before we proceed any further with these arrangements we would be pleased to hear from you in order to verify this fact.

May we also have information as to the amount of duty that would be payable on the importation of aircraft from the United States for a period of sixmonths to a year and a half on a leased basis. We understand that arrangements are possible for the payment of duty in proportion to the value of the lease and the period for which it is to run. Detailed information on this would be greatly appreciated.

Yours very truly,

CURTISS-REID FLYING SERVICE LIMITED

W.R.J. Oliver,
President.

MEMORANDUM OF AGREEMENT ENTERED INTO THIS 27th DAY OF MARCH, 1950.

BY AND BETWEEN:-

FEDERATED AIRLINES INC., a New York Corporation having its Principal Office at 319 West 48th. Street, New York 19, in the State of New York, One of the United States of America, hereinacting and represented by **SCOTT CHALFANT, its President,** and duly authorized for the purposes hereof, as he declares, hereinafter referred to as the

LESSOR.

- and -

CURTISS-REID FLYING SERVICE LIMITED, a Canadian Corporation having its Principal Office at Cartierville Airport, in the District of Montreal, in the Province of Quebec, Canada, hereinacting and represented by WILLIAM R.J. OLIVER, its President, and duly authorized for the purposes hereof, as he declares, hereinafter referred to as the

LESSEE.

The Lessor hereby leases to the Lessee and the Lessee hereby leases from the Lessor One (1) DC-4 B Aircraft N (Serial 3110 N79975) (hereinafter referred to as "The Aircraft"), for use by the Lessee in Air Transportation between CANADA and EUROPE, but solely for Passenger Service (including incidental baggage) and upon the following terms and conditions:-

1: The Lessor undertakes and agrees that it will deliver the said Aircraft to the Lessee at Montreal Airport, Dorval, Quebec, Canada, at or before twelve noon on the 6th. day of April, 1950, for use by the Lessee, for the term of this Lease and further undertakes and agrees that should the said Aircraft, for any reason, become unserviceable during the term of this lease or be lost, destroyed or otherwise cease to be available to the Lessee, then and in that event, it will immediately supply to the Lessee, in substitution therefor, another DC 4 B Aircraft or an Aircraft of equally acceptable type and design, hereinafter referred to as "the substitute Aircraft", for use by the Lessee in accordance with this Lease, in place of "the Aircraft".

2: Pursuant to the foregoing Paragraph, the Lessor undertakes to deliver the substitute Aircraft to the Lessee at Montreal Airport, Dorval, Quebec, Canada, at the same time as the Aircraft is delivered in order that both the Aircraft and the substitute Aircraft may be inspected, approved and certified for the purposes for which the Aircraft is leased to the Lessee, so that same will be available if and when required.

3: The Aircraft (and the substitute Aircraft) to be delivered, as aforesaid, shall be delivered in proper airworthy condition and shall be equipped with all necessary Overseas equipment such as life vests and life rafts for Fifty-Five (55) passengers, together with any and all additional equipment which may be required by the Department of Transport of Canada, and/or the Air Transport Board of Canada and the Civil Aeronautics Administration of the United States Government, and shall be in full compliance with all requirements of the said authorities.

4: The Lessee shall have the right to charter the Aircraft to any Company, individual or group.

5: Acceptance of the aircraft by the Lessee following its delivery at Montreal Airport, Dorval, Quebec, Canada, and after inspection and approval by the competent authorities, shall be deemed an acknowledgement that the Lessee has inspected the aircraft and accepts it as equipped in airworthy condition in full compliance with all regulations of the Civil Aeronautics Administration of the United States Government and the Department of Transport of the Canadian Government and/or the Air Transport Board of Canada; it being understood that when the aircraft is returned it shall be in the same airworthy condition in compliance with all regulations of the Civil Aeronautics Administration of the United States Government and the Department of Transport of the Canadian Government pursuant to the maintenance manual of the Lessor, which maintenance manual is at all times to be kept aboard the aircraft and complied with by the Lessee as a minimum requirement as to maintenance.

6: The Lessor shall procure and maintain and pay for, so as to protect the interests of the Lessor and the Lessee, insurance in the following categories and amounts:-

(a) All risk comprehensive hull insurance to cover the said aircraft (or the said substitute aircraft as the case may be) in the amount of Two Hundred Thousand Dollars ($200,000.00) non-deductible on ground risks and subject to Five Percent (5%) deductible on flight risks;

(b) Public liability insurance in the amount of One Hundred Thousand Dollars ($100,000.00) per person and One Million Dollars ($1,000,000.00) per accident;

(c) Property damage insurance in the amount of Five Hundred Thousand Dollars ($500,000.00) per accident;

(d) Passenger liability insurance in the amount of Fifty Thousand Dollars ($50,000.00) per passenger and One Million Dollars ($1,000,000.00) per accident;

(e) Search and rescue insurance in the amount of Twenty-Five Thousand Dollars ($25,000.00);

(f) Baggage liability insurance not exceeding Fifty Dollars ($50.00) per passenger, except in the case where any passenger shall declare a higher value not to exceed Five Hundred Dollars ($500.00) and shall pay the applicable charges, in which case insurance shall be increased accordingly.

7: All the aforesaid insurance shall be carried with Companies doing business in Canada and in a form acceptable to the Lessee, and certified copies of all policies of insurance shall be delivered by the Lessor to the Lessee for retention by the Lessee. The said policies shall provide that in the event of cancellation Thirty (30) days prior written notice of such cancellation shall be given to the Lessee.

8: The Lessee will repair and maintain the aircraft, its engines, appurtenances and parts during the period of this agreement in a good state of repair and in an efficient operational condition in accordance with C.A.A. and D.O.T. approved standards and in accordance with the Lessor's manual of maintenance referred to in Paragraph 5 above. In making such repairs, inspections and maintenance the workmen engaged therein shall at no time be considered as employees of Lessor unless carried on Lessor's payroll.

9: During the period of this agreement the Lessee will at its own expense and by its own procurement, man, navigate, operate, supply fuel and oil, and repair the said aircraft and pay all charges and expenses of every kind and nature whatsoever incident to the operation of the said aircraft under this agreement (except insurance). Gasoline and oil furnished by the Lessee shall be of proper quality, grade and octane rating for use in the said aircraft.

10: Any flight captain employed by the Lessee for the operation of the said aircraft shall be approved by the Lessor and the Lessee and shall have a suitable competency rating for the aircraft issued by the Administrator of Civil Aeronautics of the United States and the Department of Transport of Canada. The Lessee will not operate the said aircraft nor permit it to be operated at any time unless such an approved flight captain is aboard and in charge of the flight.

11: The Lessee will operate and maintain the aircraft and keep all records on the aircraft at all times in full compliance with the rules and regulations of the Administrator of Civil Aeronautics of the United States, or of the D.O.T. and/or the A.T.B. in Canada; provided that the minimum requirements will be the regulations of the Administrator of Civil Aeronautics of the United States, and in the event of any violation thereof in such operation, the Lessor may forthwith terminate this lease upon giving notice in writing to the Lessee of its election so to do.

12: The Lessee will furnish the Lessor with a weekly written report on the operation and maintenance of the said aircraft during the term of the present lease containing the following:-

(i) Number of hours flown in test flights.

(ii) Number of hours flown in operational flights.

(iii) The routes flown and points where landings were made.

(iv) Maintenance and/or repairs performed on the said aircraft.

(v) Such other information regarding the operation of the said aircraft as may be requested in writing by the Lessor.

13: The Lessee will not make any alteration or modification in the aircraft without prior written approval of the Lessor unless ordered by competent authority, and if any alteration or modification of the aircraft is ordered or commenced by the Lessee contrary to the terms hereof, the Lessor may at its option immediately terminate this lease by giving notice in writing to the Lessee of its election so to do, and the Lessee will thereupon order such alteration or modification cancelled or terminated, and in addition to its obligations hereunder will bear all expenses of such alteration or modification and be solely liable for any damages caused by reason of its cancellation or termination.

14: In the event the Lessee should default in any of the terms, covenants and conditions of this agreement, unless such default is remedied within twenty-four (24) hours of receipt by the Lessee of written notice of such default by registered mail, the Lessor may elect to terminate the lease forthwith in which event the aricraft shall be immediately returned to the Lessor at Montreal Airport, Dorval, Quebec, Canada. The waiver by the Lessor of performance of any covenant or condition required hereby of the Lessee in a particular instance shall not thereafter preclude the Lessor from demanding performance according to the terms hereof.

15: It is understood and agreed that the aircraft may be registered under Canadian registry for the term of this lease provided that the Lessee shall within Five (5) days of the execution of this lease provide the Lessor with the necessary assurances in writing from the Canadian Government Authorities that the Canadian registry may be cancelled at any time at the direction of the Lessor and restored to United States registry upon the conclusion of the term of the lease or sooner in the event of prior termination.

16: In consideration of the present lease, the Lessee covenants and agrees to pay to the Lessor at the Lessor's offices in New York City, New York, the sum of Eight Thousand Dollars ($8,000.00) per round trip; the said payment to be made in United States Dollars and the said sum to be payable as follows:-

(a) Five Thousand Dollars ($5,000.00) (U.S. funds) shall be paid Seven (7) days in advance of the departure of any flight;

(b) The balance of Three Thousand Dollars ($3,000.00) (U.S. funds) shall be paid on the last day of each Thirty (30) day period during the term of this lease (commencing with the first departure) to cover each, any and all round trips completed during the said Thirty (30) day period.

17: This lease shall be for a term of Six (6) months commencing on the first day of April, 1950, and may be terminated by either party at any time by giving Thirty (30) days prior written notice by letter addressed to the opposite party at the addresses hereinafter set out; provided, however, that any termination of this lease under this paragraph or otherwise must allow an extension of the additional number of days necessary for the completion of any trip already commenced or for which the aircraft may already be chartered before receipt of such notice. This lease may furthermore be renewed for additional periods of One (1) month at the option of the Lessee, provided that

the Lessee gives to the Lessor at least Fifteen (15) days prior written notice of his intention to renew.

18: All notices to be addressed to the Lessor shall be addressed to it at its offices at 319 West 48th. Street, New York 19, New York.

All notices addressed to the Lessee shall be addressed to it at its offices at Cartierville Airport, Quebec.

19: Unless otherwise specifically noted, all references to currency herein are references in terms of Canadian dollars, and payment shall be made at Montreal, Quebec, Canada.

20: For greater certainty it is to be understood and agreed that the Lessee by this agreement, leases only the aircraft from the Lessor; the substitute aircraft to be on a " standby" basis checked and approved by D.O.T. and/or A.T.B. and available from the Lessor for use by the Lessee under the conditions of Paragraph One (1) hereof. All provisions of this agreement apply mutatis mutandis to the substitute aircraft if and when same is actually put to use by the Lessee.

21: The Lessor will not, during the term of this agreement or any extension thereof, lease or charter any aircraft to any other Canadian Air Carrier.

22: It is understood and agreed that should the Lessee at any time during the term of the present agreement, or any extension thereof, desire or have need of further or additional aircraft, the Lessor shall furnish such further and additional aircraft to the Lessee on the same terms and conditions as provided herein for the aircraft, provided however, that unless and until the substitute aircraft is required and put into operation only one substitute or stand by aircraft shall be required, but that one substitute or stand by aircraft shall be available at all times.

23: Should the Lessor fail to deliver the aircraft as provided herein, or be late in delivering such aircraft, it shall pay to the Lessee all damages and loss incurred by the Lessee as a result of such default or delay.

24: The present agreement shall be governed by the laws of the Province of Quebec, Canada.

SIGNED BY THE PARTIES HERETO AT THE TIME AND ON THE DATE HEREINABOVE FIRST MENTIONED, BY THE LESSOR AT THE CITY OF NEW YORK, STATE OF NEW YORK, ONE OF THE UNITED STATES OF AMERICA, AND BY THE LESSEE IN THE CITY OF MONTREAL, PROVINCE OF QUEBEC, CANADA.

CURTISS-REID FLYING SERVICE LIMITED:

PER: _____
PRESIDENT:

FEDERATED AIRLINES INC.:

PER: _____

STALKER, HOWARD & STALKER

17 241.3

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in [redacted] TRIPLICATE

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... CF-EDM ..... $5.00 ✓ Receipt 103645

Certificate of Airworthiness ..... $5.00 ✓
(See note below)

The particulars given below are true in every respect.

Signature of Applicant W.R.J. Oliver CURTISS-REID FLYING SERVICE LIMITED

Date of Application APRIL 4TH, 1950

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CURTISS-REID FLYING SERVICE LIMITED	CARTIERVILLE AIRPORT, MONTREAL	CANADIAN

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
W.R.J. Oliver	PRESIDENT	525 Clarke Avenue Westmount, Que	CANADIAN
MRS. G.W. OLIVER	DIRECTOR	" "	"
MISS I. OLIVER	"	" "	"
H.H. WALKER	"	101 Murray St.Mtl	"
S.BOYD MILLEN	"	639 St James St,Mtl	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) COMMERCIAL

Usual Station DORVAL & CARTIERVILLE AIRPORTS

Date of manufacture or reconstruction

Crew required SIX

Accommodation for what number of passengers FIFTY-FIVE

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by DOUGLAS AIRCRAFT CORPORATION

Type C-54 Maker's No. ~~10359~~ 3110

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	117'6"	
Length o/a in feet	93' 10"	
Height o/a in feet	27' 6 5/16"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil		
Total weight authorized (fully loaded) in lbs 73,000 ~~77000~~ Air speed		miles per hour

EQUIPMENT—(Give number and type).

1. Instruments
2. Gauges
3. Lights
4. Signals
5. Fire Extinguishers
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type P&W R2000-7	P102662	26197	P100114	100675
Pusher or Tractor Tractor				
Right or Left Hand Right Hand				
No. of Cylinders 14				
H.P. 1350				
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on April 21/50 by "B" Engineer W.H. Saunderland

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet No unapproved mods

Registration recommended with the following special conditions

Registration recommended

Date 21/4/50 Signature J.L. Blondeau

Registration approved and Registration Mark C.F. EDM allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

LIST OF INSTRUMENTS

14

Pilot's Panel

2	Rate of climb indicators
2	Air Speed indicators
2	Altimeters
2	Turn and Bank indicators
1	Suction Gauge
1	De-icing Gauge
2	Artificial Horizon and
1	for Automatic Pilot
6	Fuel Gauges (Quantity)
3	Directional Gyro
2	Oil Quantity Gauges
2	Clocks
1	Flap Indicator
1	Fluxgate Compass
4	Manifold Pressure
4	Fuel Pressure
2	Fuel Flow Gauges
2	Radio Compass Indicators
1	ILS Indicator
1	Auto-Pilot Oil Gauge
1	Hydraulic Pressure
1	Auto Pilot Pressure Gauge
1	Auto Pilot Servo Unit Pressure Gauge

Top Panel

1 Magnetic Compass

1 Nose Heater Gauge

2 Oil Temperature Gauges

2 Cylinder Temperature Gauges

1 Carburettor Air Temperature Gauges

1 Anti-icing quantity Gauge

1 Volt and Amp. Meter

1 Outside air temperature gauge

Navigator's Station Section

1 A.D.F. Repeater

1 Clock

1 Altimeter

1 Air Speed Indicator

1 Outside Air Temperature Gauge.

EQUIPMENT

LIGHTS

Landing
Navigation
Signal Light

SPECIAL EQUIPMENT

12 protable type oxygen units of 15 to 17 minutes duration.
6 will be for the passengers
6 will be for the crew.

EMERGENCY EQUIPMENT

65 May West Life Preservers
Life Rafts sufficient for 70 people with emergency rations and equipment as outlined in Manual of Operations
Flares
Signal Pistol - Cartridges
First Aid Kits
Gibson Girl

FIRE EXTINGUISHERS

1 Nose Section 14 (Nose Heater)
4 Between Sections 30-47 (Engines 1, 2, 3 and 4)
2 Compartment B - Section 18 (Portable for cockpit)
1 Ceiling of Compartment B - Section 17 (Main Cabin Heater)
1 Section 680 (Main Cabin)
1 Fire Axe
1 Aldis Light

TOOLS - Nil

PARACHUTES - Nil

RADIO EQUIPMENT.

TRANSMITTER.

1. COLLINS ART13 2.0-18.5MCS. 100W. (OPERATORS POSITION ONLY)
   FITTED WITH THE FOLLOWING FREQUENCIES

See frequencies on inspection report. 26/4/50

2. COLLINS ART13 2.0-18.5 MCS. 100W. (OPERATED FROM PILOT OR COPILOT OPERATORS POSITION)
   FITTED WITH FOLLOWING FREQUENCIES.

3. BC458A MODIFIED FOR CO. NO. 1 3105KC.
   NO. 2 6210KC.

4. SCR 522VHFSW FITTED WITH FOLLOWING FREQUENCIES.
   116.1 118.1 119.1 126.18 MCS.

RECEIVERS.

1. BC348R 200-500KCS. 1.5-18.0MCS.

2. BC27AM BC455B 6.0-9.1MCS.
   BC453B 190-550 KCS.
   454B 3.0.-6.0MCS.

3. VHF. SCR522 116.1 118.1 119.1 126.18 MCS.

RADIO COMPASS.

SCR453A(2) 200-410 (RED & GREEN)
410-850
850-2750 KCS.
CONTROL BOX SCR434A

MARKER RECEIVER(BEACON) BC357J 75MCS.

ILS EQUIPMENT.
GLIDE PATH BC9/ARN5A
LOCALIZER BC733D
NOT MODIFIED FOR FLAG ALARM.

LORAN RCA R-65/APN-9

EMERGENCY
GIBSON GIRL.

NOTE: TOGETHER WITH REMOTE CONTROLS STANDARD TO EQUIPMENT.

RADIO EQUIPMENT CONTINUED.

ANTENNAS.

1. LORAN
2. FOREMAST TO FIN (COLLINS)
3. TRAILING RETRACTABLE WITH RETRACTING MOTOR & COUNTER.
4. A D F LOOPS
5. A D F LOOP
6. SENSE
7. SENSE
8. V H F STUB
9. YOGI I L S
10. MARKER BEACON.

12

April 21, 1950.

Department of Transport,
Montreal, Que.

This is to certify that I am a Co-Partner and President of Ocean Air Tradeways, holder of an Irregular Air Carrier Operating Certificate with letter of Registration No. 292 and that aircraft C54 NC79975 is owned by Ocean Air Tradeways.

A Lease exists between Federated Airlines Inc., an Irregular Air Carrier, and Ocean Air Tradeways for NC79975. It is, therefore, with my knowledge and approval that Federated Airlines Inc. has sub-leased this aircraft to Curtiss-Reid Flying Service Ltd. as per contract.

Ralph Cox Jr.
Ralph Cox, Jr.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

18

2
11-48

Rm. 44, Trans-Atlantic Administration Bldg., Montreal Airport, Dorval, Que., April 21, 1950
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC4 - CF-EDM	5008-E4-13

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations

1. The following papers regarding the subject aircraft are enclosed herewith:

a) Application for Certificates of Registration and Airworthiness as a commercial machine in the name of Curtiss-Reid Flying Service Limited.

b) Fees $10.00 (Receipt No. 103645)

c) Proof of Ownership: Copy of letter from Mr. R. Cox, Jr., Co-Partner and President of Ocean Air Tradeways, owners of the aircraft, advising of an existing lease in favour of Federated Airlines Inc. (This lease will be dispatched to Ottawa as soon as received).
Copy of Agreement between Federated Airlines Inc. and Curtiss-Reid Flying Service Ltd.

d) Copy of letter from Curtiss-Reid Flying Service Ltd. to the Chief, Collector of Customs, Ottawa, dated January 23, 1950.

e) Copy of letter from the Department of National Revenue regarding entry of this aircraft into Canada.

f) Certificate of Airworthiness for Export

g) Copy of Inspection Reports for this machine carried out in Montreal.

2. The test flight report will be forwarded to Ottawa under separate cover.

3. This application appears in order and issuance of Certificates of Registration and Airworthiness for a limited period of one month is recommended.

J. L. Blondeau

J. L. Blondeau,
for District Controller, Air Services.

JLB:AR

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 61

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

(391)

STANDARD TIME

#OA369 51/34 6 EXTRA=WUX DY NEWARK NJER 18 314P

CONTROLLER OF CIVIL AVIATION=

DEPT OF TRANSPORT OTTAWA=

4353

560

CERTIFICATE OF AIR WORTHINESS FOR EXPORT E-20427 COVERING DOUGLAS C-54 DC-4 SERIAL NUMBER 3110 DISPLAYING IDENTIFICATION MARKING N-79975 LEASED BY CURTISS REID FLYING SERVICE MONTREAL CANADA BEING PREPARED=

JOSEPH FARINACCI SUPERVISING AGENT AVIATION SAFETY DISTRICT OFFICE CIVIL AERONAUTICS ADMINISTRATION.

19

6 Apr / 1950 4.

(6 days)

NR. 3254 TIME 4.58 P

Mrs Hibson BY

AILS LEFT

ATTEMPTS 2 1 4 3

FILE M. U DELIVER

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE
CORRESPONDANCE EXCLUSIVE AVEC WESTERN UNION CABLE SERVICE

FORM 6192 R

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG
GENERAL MANAGER GÉRANT GÉNÉRAL
TORONTO

STANDARD TIME / L'HEURE NORMALE

1951 APR 21 PM 6 25

(24)

MOA400 43/33 DL=ID WASHINGTON DC 21 513P

A D MCCLEAN, CONTROLLER OF CIVIL AVIATION=

642 DEPT OF TRANSPORT OTTAWA=

Records
Please place on
file CF-EDM.

3778

THE FOLLOWING TELEGRAM SENT TO DEPARTMENT OF AIR TRANSPORT, MONTREAL AIRPORT, MONTREAL, CANADA, TODAY: QUOTE UNITED STATES REGISTRATION NUMBER 79975 PREVIOUSLY ASSIGNED DOUGLAS C-54 AIRCRAFT, MANUFACTURERS SERIAL NUMBER 3110, HAS BEEN CANCELLED UNQUOTE=

GEORGE W HALDEMAN CIVIL AERONAUTICS ADMINISTRATION.

5008-E4-13

Mr. Patterson
for files Doe
22/4/50.

6296 dd 4/9 am

RMATION OF TELEGRAM

ephoned

4/15 #3

FORM No. 2443

CERTIFICATION OF AIRCRAFT IMPORTED COMPLETE

EDM

Aircraft Registration CF- EDM c/n Serial No. 3110
Aircraft Type Douglas C54A - DC4SDC C.A.A. Spec. No. 23
Name of Importer Curtiss-Reid Flying Service Ltd.

I hereby certify that I have inspected this aircraft and that no damage has been incurred during transit, and that all special Canadian requirements as outlined in the relevant Information Circulars, if applicable, have been complied with.

Signed A. S. Lundeland
"A" and "C" Engineer
Cert. No. A 823

Date April 21, 1950

I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed Paul C Campbell
Test Pilot

Date 22 | 4 | 50

The above information has been checked and confirmed. The aircraft is acceptable for the issue of Certificate of Airworthiness and Registration.

Signed J. D. Mowry
District Aircraft Inspector

Date April 21/50

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING D.A.I. CANADA

FORM No. 2443

CERTIFICATION OF AIRCRAFT IMPORTED COMPLETE

Aircraft Registration CF- EDM
Aircraft Type Douglas C54A - DC4SDC
Name of Importer Curtiss-Reid Flying Service Ltd.

a/c Serial No. 3110
C.A.A. Spec. No. 2 2

I hereby certify that I have inspected this aircraft and that no damage has been incurred during transit, and that all special Canadian requirements as outlined in the relevant Information Circulars, if applicable, have been complied with.

Signed W. Lundeland
"A" and "C" Engineer
Cert. No. A 823

Date April 21, 1950

I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed Paul A Campbell
Test Pilot

Date 22/4/50

The above information has been checked and confirmed. The aircraft is acceptable for the issue of Certificate of Airworthiness and Registration.

Signed J. D. Mour
District Aircraft Inspector

Date April 21/50

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING D.A.I. CANADA

DOUGLAS C54A - WEIGHT AND BALANCE REPORT

Canadian Registration CF-EDM.

The Weight and Balance Report to be used to control the loading of the above aircraft was prepared on October 11th, 1948, and countersigned by the CAA Designee, C.R. Deering (#6381) Supt. of Inspection, Pacific Overseas Airlines.

It has been certified by both the responsible Air Engineers that the aircraft is, at the present time, exactly as represented in this Report.

The subject documents have been examined and accepted as satisfactory on the above basis.

C.H. SKELTON
Aeronautical Engineer.

April 22nd, 1950.

J.O. NOURY
District Aircraft Inspector.

DEPARTMENT OF TRANSPORT
AERONAUTICAL ENGINEERING
D.A.I.
CANADA.

28

DOUGLAS C54A - WEIGHT AND BALANCE REPORT

Canadian Registration CF-EDM.

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It has been certified by both the responsible Air Engineers that the aircraft is, at the present time, exactly as represented in this Report.

The subject documents have been examined and accepted as satisfactory on the above basis.

C.H. Skelton

C.H. SKELTON
Aeronautical Engineer.

April 22nd, 1950.

J.O. Noury

J.O. NOURY
District Aircraft Inspector.

DEPARTMENT OF TRANSPORT
AERONAUTICAL ENGINEERING
D.A.I.
CANADA

Records 5008-EH-13

24

Please place on

file 5008-EH-13

HLL
CAR 24 Jan 50.

/RM

2462A

CANADA

DEPARTMENT OF TRANSPORT

AIR SERVICES BRANCH

CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8650

NATIONALITY AND REGISTRATION MARKS CF-EDM

1. Type and description	Douglas C-54-DC
2. Name and address of constructor	Douglas Aircraft Co. Inc., Santa Monica, Cal., U.S.A.
3. Constructor's serial number	3110
4. Name of owner	Curtiss-Reid Flying Service Limited,
5. Address of owner	Cartierville Airport, Montreal, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Dorval and Cartierville, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 21st day of April 19 50, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDM and is of Canadian nationality.

Given at Ottawa this 22nd day of April 19 50.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

This Certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export Number E-20427 and is subject to conditions specified therein.

2462
6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 3244

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Curtiss-Reid Flying Service Limited,
2. Christian name
3. Address Cartierville Airport, Montreal, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Douglas Aircraft Co. Inc., Santa Monica, Cal., U.S.A.

NATIONALITY AND REGISTRATION MARKS

6. CF-EDM

DESCRIPTION OF AIRCRAFT

7. Type Douglas Series C-54-DC Constructor's No. 3110
8. Place and year of construction of aircraft Santa Monica, Cal., U.S.A., 1943.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Four
12. Maximum number of persons to be carried (including crew) See Approved Loading Charts.

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A,B,C,D & E.
15. Maximum span (in flying position) 117' 6"
16. Maximum length (in flying position) 93' 10"
17. Total height (with and without trolley in case of seaplanes) 27' 6 5/16"

ENGINES

~~18. Number installed~~

19. Makes

20. Types

21. International power of the engine or engines at

(a) Sea level.....H.P. at.....revolutions per minute.
(International number of revolutions)

(b) Rated Altitude.....H.P. at.....revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a).....(b).....

23. Oil: (a).....(b).....

24. Airscrews { Number fitted.....Types.....No.....
Pitch.....Diameter.....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks	
(b) Capacity of tanks.....Imp. gals.	
27. Oil	lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks	
(b) Capacity of tanks.....Imp. gals.	
28. Weight allowed for crew	lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	lbs.
32. Maximum total weight authorized	lbs.
Landplane	lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane.....Seventy Thousand Seven Hundred Pounds.
Seaplane
Skiplane

34. Minimum crew necessary.....Two

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of.....381.4.....inches and.....407.6.....inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed.....2700.....r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed.....2550.....r.p.m.

40. The indicated air speed must never exceed (a).....m.p.h. and (b).....m.p.h.

The Minister having regard to the reports furnished to him issues the present Certificate of Airworthiness dated.....21st April, 1950.....in respect of the above-mentioned aircraft, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this.....22nd.....day of.....April.....19.....50.

.....
Superintendent, Air Regulations.

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public Transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

1 Magnetic Compass
2 Altimeters
2 Airspeed Indicators
Landing Lights
4 Engine Revolution Counters
4 Oil Pressure Gauges
4 Oil Temperature Gauges
4 NAVIGATION LIGHTS.

B.—Equipment essential for preventing or dealing with fire whilst in flight:

9 Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First Aid Kit

D.—Special equipment:

Safety belt for each occupant

Life Preserver for each occupant.
Life Raft.

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Airplane Flight Manual, Weight and Balance Report form part of this Certificate and must be in the aircraft during flight.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
Inspected by D.O.T., Montreal, P.Q., April 21, 1950.	Satisfactory	May 21st, 1950.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

/RM

5008-E4-13

April 22nd, 1950.

Ottawa, Ontario

Curtiss-Reid Flying Service Limited,
Cartierville Airport,
Montreal, P.Q.

Dear Sir/s-

Enclosed are Certificate of Registration No. 8650 and Certificate of Airworthiness No. 3244, together with Engine and Journey and Aircraft Log Books, for your Douglas C-54-DC aircraft, CF- EDM, Serial No. 3110.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The endorsement on Page 3, Section D, paragraph 3, of the Certificate of Airworthiness is brought to your attention, and it is the responsibility of the owner of the aircraft to ensure that this endorsement is fulfilled in its entirety, otherwise the Certificate of Airworthiness will be considered invalid.

The Certificate of Airworthiness is valid until May 21st, 1950.

Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured,

22/4/50
Rec'd. for transmission
10-5-95
11-49

Yours truly,

(C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book(s) enclosed, Yes ☒ No ☐

cc. D.S.A.R. Montreal, P.Q.

HTP/ET

OTTAWA, Ontario, April 22nd, 1950.

Weight and Balance Report - Douglas C-54-DC3
CF-EDM - Serial No. 3110. 5008-E4-13

District Controller of Air Services,
Trans-Atlantic Administration Building,
Montreal Airport,
DORVAL, P.Q.

Attention: District Superintendent, Air Regulations.

1. Reference to your conversation with Mr. D.D. Murphy of April 22nd, in respect to Douglas C-54-DC3 aircraft, registration CF-EDM, Serial No. 3110, registered in the name of Curtiss-Reid Flying Service Limited of Montreal, it is requested that you obtain photostatic copies of the Weight and Balance Report in respect to the mentioned aircraft.

2. A copy of this report should be retained at your Office and one copy forwarded to this Headquarters for our records.

NOTED
MAY 1 1950
Dept. of Transport

(C. E. Travers)
Superintendent, Air Regulations.

A copy of the Radio Inspection
Report will be affixed by
"Records" to this file within
the next few days

VAMcD

dr CRi

Orig. 6252

Pass

CAR

3983

TRANSPORT - RECORDS
APR 29 A.M.
5000/6413
File

2181 34

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT "CANADIAN PILGRIM" AIRCRAFT STATIONS.

1. Aircraft registration markings....CF-RIM.....

2. Make....DOUGLAS.....Type....C 54 BC. Serial #3110.....

3. Registered Owner (Name and Address)....Curtiss Reid Flying Service Limited, Cartierville Airport, Monte St. Laurent, Montreal, P.Q.

4. If aircraft operated by other than registered owner (Name & Address).....

.....

5. Licensee of aircraft radio station (Name & Address).Curtiss-Reid Flying Service Limited, Station "CF"..... P.O. Box 365, Montreal, P.Q.

.....

6. Where is aircraft normally maintained?..Cartierville Airport based?..Montreal Airport Dorval, P.Q.

7. Class of service performed....Non-scheduled-Commercial (International).....
~~Scheduled~~ Non-Scheduled ~~Private~~

8. Certificate of Registration No....8650.....Date..April 22nd, 1950.

9. Certificate of airworthiness.....3244.....Date of expiration..May 21st, 1950.

10. Operating Certificate No....Extension of Curtiss-Reid Operating Cert.....

11. Do radio communication facilities comply with Departmental requirements?..Yes.
Yes or No

12. Radio Licence No....239.....19 50 ...19 51 .....Is copy kept in aircraft?..Yes

13. If no radio station licence, state: Not applicable.
(a) Has application been filed?.....
(b) Date radio installed.....
(c) Has radio been operated since April 1st?.....

14. Radio Installation drawings: U.S., C.A.A. Certificate of export E-20427, dated April 17th 1950.....
(a) Identification.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....

15. Was aircraft imported with radio incorporated?..Yes.....

16. Was radio installed by aircraft manufacturer?..Yes.....

17. Was radio installation made by radio technicians?..Yes.....
Give name of firm or individual

18. Are radio components positioned in accordance with drawings?..Yes.....

19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book? See over.
(Full particulars to be attached)

20. Is any radio equipment or associated wiring considered to be a fire hazard? NO.
Yes or No

21. Is aircraft radio station log being kept? Yes..(Copy for this flight will be forwarded HQ on return of the aircraft)
Yes or No

22. Will documents carried meet requirements?..Yes.....
Yes or No

23. Radio Operator(s) Dennis Norman Nichols Cert No. 6496.....Grade 2nd. Cl. Can. (see over)
Thomas Grant Tomlinson Cert No..341.....Grade R/telephone Opr.

24. Is radio operator employed in a dual capacity?..T.G. Tomlinson is Co-Pilot. Rest.
If so, give details

(19) The addition of a Low Frequency Oscillator, Type Collins O-16 and an antenna loading unit type Collins CU 25 was made to Collins Transmitter #1. This was a minor modification and did not change the type certification of the unit inasmuch as the removal of panel MX 128 and insertion of the low frequency tuning unit is incorporated as part of the radio system installed and covered by type certification of the unit involved.

(23) D.N. Nichols; Holder of a valid Canadian 2nd Class Cert. of Prof. passed an examination to establish medical fitness before Dr. Ruddick, listed as an approved medical examiner by the Civil Aviation Division. The examination was made on April 18th, 1950 and the certificate was forwarded to the Controller of Radio who authorized the issue of an interim letter dated April 19th, 1950, (see Headquarters file 5804-5013) permitting Operator Nichols to act as "Flight Radio Operator" subject to proof of knowledge of the radio equipment established in the aircraft and of the route communication and radionavigation facilities and with the procedures required under ICAO. Radio Inspectors W. Elliott and V.B. McOrmond operated each unit of radio equipment, checked frequencies on both Collins Transmitting units, Operated the Direction Finders, VHF unit, Marker Receivers, ILS and all switching pertaining thereto. The F.R.O.had the loan of the equipment operations manual from Inspector McOrmond. He also had complete route manuals, i.e. ICAO Doc.4500 Regional Manual, North Atlantic, and Doc. 4600. European-Mediterranean Regional Manual, (Canadian Air Pilot, and Air Navigation Radio Aids, together with Met. codes and information as to broadcasts in alternative areas of the route, consequently Operator Nichols has complied with the conditions of the issue of his letter of authority.

(24) Pilot in Charge, Mr. Paul Campus is a United States citizen and although qualified and authorized to fly aircraft of Canadian Registry, this privilege does not extend to the operation of radio equipment,therefore Co-pilot T.G. Tomlinson, 1557 St. Mark Street, Apt. 15, Montreal, P.Q. who is a British subject and the holder of a Canadian Radiotelephone Operators Restricted Certificate of Proficiency is nominally in control of transmissions by radiotelephony.
It is known that Pilot Campus, while on the ferry flight of the aircraft to Canada from the United States demonstrated his familiarity with the radiotelephone equipment and also with the radio direction finders and other radio navigation devices, while over U.S. territory.

(26) See list of frequencies and purposes listed herein.

(27) Collins Transmitter #1 only is calibrated for distress frequencies 322 Kcs; 333 Kcs and 500 Kcs.

(29) Liaison and Command receivers ensured adequate spare receiver coverage in the event of failure of the main receiver over the communication frequencies used in "A" "B" and "C" groups.

(30) Loran functional test was satisfactory inasmuch as the proper functioning of the unit was assessed without reception of a positive signal. Loran signals received were too weak to be used as a check medium but the indication itself of the presence of a signal was satisfactory.

(31) Direction finders were exercised on the ground. This method is conceded as being more reliable than is a flight check,in most cases. A series of readings are made by each ADF separately, then jointly on the same stations after which the aircraft is swung 30° and the test repeated. The check of this installation proved most satisfactory. Tracking of the navigator's repeater azimuth was a consistent three degrees off its master unit. The navigator was informed of the difference in tracking.

(32) The "Gibson Girl" portable emergency-manual-automatic emergency equipment was exercised by InspectorsElliott and McOrmond. Both light and radio signal sections functioned in a very satisfactory manner and within the scope of the equipment specifications.

(38) Weight of radio equipment includes remote control units, cabling, aerials, earphones microphones.

(39) The radio electrical load analysis indicates that the radio possible load exceeds the capacity of the battery, however, the source of primary energy for the radio equipment consists of four generators, geared to each engine generating 200 amps at 28 volts. Each generator may be isolated and are connected in parallel normally, with the battery floating.

(40) See (31)

(41) A careful interference check was made at two engine run-ups; the interference level was found to be low and well within tolerable limits.

25. Is aircraft equipped for Instrument Flight?.. YES .....Day...YES...Night.....YES

Visual Flight?.....--.....Night.....--

FREQUENCIES **(For full particulars see attached sheet.)**

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
SEE OVER	YES	YES	A1-A2-A3	100/75/20	See list (ICAO route)

27. TRANSMITTER(s) Make, type, Freq. range power output
(1) Collins ART-13. (#1) 300 to 550 Kcs. 2 to 18.5 Mcs. 100 watts
(2) Collins ART-13 (32) 2 mcs to 18.5 mcs. 100 watts
(3) SCR 522 VHF 105 to 152 mcs. 8 watts.
(4) U.S. SCR 274-N "Command system-(#1) BC 458A, CC 3105 Kcs-A3 Modified. (#2) BC 458A, CC 6210 Kcs-A3

28. Radar, Radio Altimeter, DME or similar devices, describe
NONE

29. RECEIVER(s) Make, type, Frequency Range
(1) SCR BC 348-Q "Liaison" (1) 200 to 500 Kcs. (2) 15 to 18 mcs. A1-A3
(2) "Command" 3 units BC 455B 6 to 9 mcs-BC 453 B 190-550Kcs.BC 454B
(3) VHF - SCR 522, ex preset. (3 to 6 mcs.)
(4) Marker beacon BC 357J-75 mcs. preset.

30. LORAN
RCA Type R-65/APN-9
Automatic;

31. Direction finders Make, type Manuel or automatic.
(1). Bendix SCR 453A- 200-400 Kcs--410-850 Kcs, --850-1750 Kcs.
(2) Bendix SCR 453A--200-400 Kcs --410-850 Kcs-850-1750 Kcs.
(3)

32. Emergency radio equipment, including that for survival craft.
"Gibson Girl" BC 758; flag alarm.

33. Blind approach equipment. Glide path-MN9/ARN5A-Localizer BC 733D-Not modified for (describe)

34. Aerial(s) Loran (1) Forecast to fin; (2) Trailing Ant. (3) (2) ADF LOOPS (4) (2) Sense (5) VHF Stub. describe) (6) Yogi ILS. (7) Marker Beacon receiver.

35. Types of Compasses. (1) Gyro-Magnusson-Magnetic.

36. Compass error due (a) Earphones....0.....Receiver....0.....Transmitter..0....

37. Compass heading at time of check....--

38. Weight of Radio equipment, Trans.....Recv'r.....Misc'l.....Total.749 Lbs.

39. Aircraft battery capacity (a) ampere-hours....87.....(b) Voltage....24.....

40. Have radio direction finders been checked for (i) function?...Yes.....
(ii) accuracy?...Yes.....

41. Is interference to radio reception within tolerable limits?...Yes.....

42. Are you satisfied the radio equipment complies with airworthiness standards?...Yes.

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom) April 20th, 21st, 22nd and 23rd, 1950, Montreal Airport, Dorval, in conjunction with Inspector W. Elliott of Radio Division, Dept. of Transport.

REMARKS: This aircraft projected to transport passengers from Canada on a non-scheduled-Commercial, International Flight basis.

Passenger Complement 50
Crew - Pilot, Co-Pilot, Flight Radio Operator
(2) Navigators (2) Stewardesses.

V.B. McOrmond
Signature of Radio Inspector.

If more space required use back of form.

Item (42) The radio equipment and i[illegible]ation is satisfactory and complies with airworthiness requirements [illegible]is respect.

RADIO EQUIPMENT ESTABLISHED CURTISS-REID AIRCRAFT DOUGLAS C54 DC- CF EDM.

Transmitter;- Collins ART-13;#1. Flight Radio Operators position only.
fitted with the following licensed frequencies.

	Kcs.		
1.	3285	A 3	Azores approach control.
2.	3248	A 3	UK aerodrome Control.
3.	6543	A 1	ICAO Route freq. family "B"
4.	6577	A 1	ICAO Route " "A"
5.	11306	A 1	ICAO Route " "B"
6.	11319	A 1	ICAO Route " "A"
7.	4220	A 3	U.S.Ocean weather stations (U.S. Weather ships)
8.	3985	A 1	U.K. Route Frequency
9.	3993	A1-A2	Rome Area Control
10.	3298.5	A 3	Azores approach control.
	500 Kcs	A1-A2	International Distress frequency
	333 Kcs	A1-A2	North Atlantic region-European Distress.

Collins ART-13, #2. (Operated from the pilot-Co-pilot positions also from the Flight Radio Operator's position at will.)

1.	2912	A 1	ICAO Route Frequency family "B".
2.	3255	A 3	U.K. Aerodrome Control
3.	3270	A 3	ICAO France common route freq.
4.	6440	A 3	U.K. Towers.
5.	6563	A 1	ICAO Route Freq. family "C"
6.	8280	A1-A2	Air Sea Rescue.
7.	8485	A 1	ICAO Route "B"
8.	8538	A 1	ICAO Route "C"
9.	8554	A 1	ICAO Route "A"
10.	12776	A 1	ICAO Route "C"

Frequencies licensed in addition to those preset on the equipment but which can be adjusted at need.

Kcs.		
322	A1-A2	Italy - Spain, Common, Route.
348	A1-A2	U.K. Common Route
3117.5	(Canadian)	Scheduled airline tower frequency
3452.5	A1-A3	Greenland Common Route
4495	A3	U.S.A.F. Stations
6510	A1-A2	HF/DF France
17254	A 3	New York Oceanic Traffic Control

BC458A MODIFIED FOR CO. NO. 1 3105 KC. - A3
NO. 2 6210 KC. - A3

SCR 522VHF8W FITTED WITH FOLLOWING LICENSED FREQUENCIES
116.1 118.1 119.1 126.18 MCS.

RECEIVERS.

1. BC348R 200-500 KCS. 1.5-18. CMCS.

2. BC274N BC455B 6.0-9.1 MCS.
BC453B 190-550 KCS.
454B 3.0.-6.0 MCS.

3. VHF. SCR 522 116.1 118.1 119.1 126.18 MCS.

RADIO COMPASS.

	Kcs.	
SCR453A(2)	200-410	(RED & GREEN)
	410-850	
	850-1750 KCS.	With repeater azimuth in navigator position.

CONTROL BOX SCR434A

(Cont'd)

34

MARKER RECEIVER(BEACON) BC357J 75 MCS.

[redacted] EQUIPMENT.
GLIDE PATH R89/ARN5A
LOCALIZER BC733D
(NOT MODIFIED FOR FLAG ALARM.)
LORAN RCA R-65/APN-9

EMERGENCY
GIBSON GIRL. Type BC 758B

NOTE: (1) TOGETHER WITH REMOTE CONTROLS STANDARD TO EQUIPMENT LISTED (See items 27 to 32)

(2) Weight of Radio equipment does not include Portable "Gibson Girl" emergency transmitter. (See item 38)

RADIO EQUIPMENT CONTINUED

ANTENNAS.

1. LORAN
2. FOREMAST TO FIN (COLLINS)
3. TRAILING RETRACTABLE WITH RETRACTING MOTOR & COUNTER.
4. A D F LOOPS
5. A D F LOOP
6. SENSE
7. SENSE
8. V H F STUB
9. YOGI I L S
10. MARKER BEACON.

NOTE:

Radio equipment maintenance on Aireraft CF-EDM is carried out by:-

(1) Flight Radio Operator

(2) Montreal - Ross Aero Co.

(3) Shannon - Trans-Ocean

(4) Paris - Trans-Ocean

(5) Rome - Trans-Ocean

(6) Iceland - Iceland Airport Corp.

This maintenance arrangement may be changed on subsequent trips.

W.M. McOrmond
Radio Inspector

Extra copy for possible SAR need.

Reg. 6252-

TRANSPORT - RECORDS
APR 29 A.M.
5008-E4-13
File

2181

33

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..."CANADIAN PILGRIM"..... AIRCRAFT STATIONS.

1. Aircraft registration markings...CF-KIM.....

2. Make...DOUGLAS.....Type...C 54 BC, Serial #3110.....

3. Registered Owner (Name and Address)...Curtiss Reid Flying Service Limited, Cartierville Airport, Monte St. Laurent, Montreal, P.Q.

4. If aircraft operated by other than registered owner (Name & Address).....

5. Licensee of aircraft radio station (Name & Address)...Curtiss-Reid Flying Service Limited, Station "O" P.O. Box 365, Montreal, P.Q.

6. Where is aircraft normally maintained?...Cartierville Airport...Based?...Montreal Airport Dorval, P.Q.

7. Class of service performed...Non-scheduled-Commercial (International)...
~~Scheduled~~ Non-Scheduled ~~Scheduled~~

8. Certificate of Registration No...8650...Date...April 22nd, 1950.

9. Certificate of airworthiness...3244...Date of expiration...May 21st, 1950.

10. Operating Certificate No...Extension of Curtiss-Reid Operating Cert.

11. Do radio communication facilities comply with Departmental requirements?...Yes.
Yes or No

12. Radio Licence No...239...19..50...19..51...Is copy kept in aircraft?...Yes

13. If no radio station licence, state: Not applicable.
(a) Has application been filed?.....
(b) Date radio installed.....
(c) Has radio been operated since April 1st?.....

14. Radio Installation drawings: U.S., C.A.A. Certificate of export E-20427, dated April 17th 1950.
(a) Identification.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....

15. Was aircraft imported with radio incorporated?...Yes.....

16. Was radio installed by aircraft manufacturer?...Yes.....

17. Was radio installation made by radio technicians?...Yes.....
Give name of firm or individual

18. Are radio components positioned in accordance with drawings?...Yes.....

19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?...See over.
(Full particulars to be attached)

20. Is any radio equipment or associated wiring considered to be a fire hazard?...NO
Yes or No

21. Is aircraft radio station log being kept?...YES (Copy for this flight will be forwarded by ourselves on return of the aircraft)
Yes or No

22. Will documents carried meet requirements?...YES...(see over)
Yes or No

23. Radio Operator(s) Dennis Norman Nichols Cert No...6496...Grade...2nd.Cl.Can.R/telephone Opr.
Thomas Grant Tomlinson Cert No...341...Grade...Pilot.

24. Is radio operator employed in a dual capacity?...T.G. Tomlinson is Co-Pilot.
If so, give details

(19) The addition of a Low Frequency Oscillator, Type Collins C-16 and an antenna loading unit type Collins CU 25 was made to Collins Transmitter #1. This was a minor modification and did not change the type certification of the unit inasmuch as the removal of panel MX 128 and insertion of the low frequency tuning unit is incorporated as part of the radio system installed and covered by type certification of the unit involved.

(23) D.N. Nichols; Holder of a valid Canadian 2nd Class Cert. of Prof. passed an examination to establish medical fitness before Dr. Ruddick, listed as an approved medical examiner by the Civil Aviation Division. The examination was made on April 18th, 1950 and the certificate was forwarded to the Controller of Radio who authorized the issue of an interim letter dated April 19th, 1950, (see Headquarters file 5804-5013) permitting Operator Nichols to act as "Flight Radio Operator" subject to proof of knowledge of the radio equipment established in the aircraft and of the route communication and radionavigation facilities and with the procedures required under ICAO. Radio Inspectors W. Elliott and V.B. McOrmond operated each unit of radio equipment, checked frequencies on both Collins Transmitting units, Operated the Direction Finders, VHF unit, Marker Receivers, ILS and all switching pertaining thereto. The F.R.O.had the loan of the equipment operations manual from Inspector McOrmond. He also had complete route manuals, i.e. ICAO Doc.4500 Regional Manual, North Atlantic, and Doc. 4600. European-Mediterranean Regional Manual, (Canadian Air Pilot, and Air Navigation Radio Aids, together with Met. codes and information as to broadcasts in alternative areas of the route, consequently Operator Nichols has complied with the conditions of the issue of his letter of authority.

(24) Pilot in Charge, Mr. Paul Campus is a United States citizen and although qualified and authorized to fly aircraft of Canadian Registry, this privilege does not extend to the operation of radio equipment,therefore Co-pilot T.G. Tomlinson, 1557 St. Mark Street, Apt. 15, Montreal, P.Q. who is a British subject and the holder of a Canadian Radiotelephone Operators Restricted Certificate of Proficiency is nominally in control of transmissions by radiotelephony.
It is known that Pilot Campus, while on the ferry flight of the aireraft to Canada from the United States demonstrated his familiarity with the radiotelephone equipment and also with the radio direction finders and other radio navigation devices, while over U.S. territory.

(26) See list of frequencies and purposes listed herein.

(27) Collins Transmitter #1 only is calibrated for distress frequencies 322 Kcs; 333 Kcs and 500 Kcs.

(29) Liaison and Command receivers ensured adequate spare receiver coverage in the event of failure of the main receiver over the communication frequencies used in "A" "B" and "C" groups.

(30) Loran functional test was satisfactory inasmuch as the proper functioning of the unit was assessed without reception of a positive signal. Loran signals received were too weak to be used as a check medium but the indication itself of the presence of a signal was satisfactory.

(31) Direction finders were exercised on the ground. This method is conceded as being more reliable than is a flight check,in most cases. A series of readings are made by each ADF separately, then jointly on the same stations after which the aireraft is swung 30° and the test repeated. The check of this installation proved most satisfactory. Tracking of the navigator's repeater azimuth was a consistent three degrees off its master unit. The navigator was informed of the difference in tracking.

(32) The "Gibson Girl" portable emergency-manual-automatic emergency equipment was exercised by InspectorsElliott and McOrmond. Both light and radio signal sections functioned in a very satisfactory manner and within the scope of the equipment specifications.

(38) Weight of radio equipment includes remote control units, cabling, aerials, earphones microphones.

(39) The radio electrical load analysis indicates that the radio possible load exceeds the capacity of the battery, however, the source of primary energy for the radio equipment consists of four generators, geared to each engine generating 200 amps at 28 volts. Each generator may be isolated and are connected in parallel normally, with the battery floating.

(40) See (31)

(41) A careful interference check was made at two engine run-ups; the interference level was found to be low and well within tolerable limits.

Item (42) The radio equipment and its installation is satisfactory and complies with airworthiness requirements in this respect.

RADIO EQUIPMENT ESTABLISHED CURTISS-REID AIRCRAFT DOUGLAS C54 DC- CF EBM.

Transmitter:- Collins ART-13;#1. Flight Radio Operators position only.
fitted with the following licensed frequencies.

	Kcs.		
1.	3285	A 3	Azores approach control.
2.	3248	A 3	UK aerodrome Control.
3.	6543	A 1	ICAO Route freq. family "B"
4.	6577	A 1	ICAO Route " "A"
5.	11306	A 1	ICAO Route " "B"
6.	11319	A 1	ICAO Route " "A"
7.	4220	A 3	U.S.Ocean weather stations (U.S. Weather ships)
8.	3985	A 1	U.K. Route Frequency
9.	3993	A1-A2	Rome Area Control
10.	3298.5	A 3	Azores approach control.
	500 Kcs	A1-A2	International Distress frequency
	333 Kcs	A1-A2	North Atlantic region-European Distress.

Collins ART-13, #2. (Operated from the pilot-Co-pilot positions also from the Flight Radio Operator's position at will.)

1.	2912	A 1	ICAO Route Frequency family "B".
2.	3255	A 3	U.K. Aerodrome Control
3.	3270	A 3	ICAO France common route freq.
4.	6440	A 3	U.K. Towers.
5.	6563	A 1	ICAO Route Freq. family "C"
6.	8280	A1-A2	Air Sea Rescue.
7.	8485	A 1	ICAO Route "B"
8.	8538	A 1	ICAO Route "C"
9.	8554	A 1	ICAO Route "A"
10.	12776	A 1	ICAO Route "C"

Frequencies licensed in addition to those preset on the equipment but which can be adjusted at need.

Kcs.		
322	A1-A2	Italy - Spain, Common, Route.
348	A1-A2	U.K. Common Route
3117.5	(Canadian)	Scheduled airline tower frequency
3452.5	A1-A3	Greenland Common Route
4495	A3	U.S.A.F. Stations
6510	A1-A2	HF/DF France
17254	A 3	New York Oceanic Traffic Control

BC458A MODIFIED FOR CO. NO. 1 3105 KC. - A3
NO. 2 6210 KC. - A3

SCR 522VHFSW FITTED WITH FOLLOWING LICENSED FREQUENCIES
116.1 118.1 119.1 126.18 MCS.

RECEIVERS.

1. BC348N 200-500 KCS. 1.5-18. OMCS.

2. BC274N BC455B 6.0-9.1 MCS.
BC453B 190-550 KCS.
454B 3.0.-6.0 MCS.

3. VHF. SCR 522 116.1 118.1 119.1 126.18 MCS.

RADIO COMPASS.

	Kcs.	
SCR453A(2)	200-410	(RED & GREEN)
	410-850	
	850-1750 KCS.	With repeater azimuth in navigator position.

CONTROL BOX SCR434A

(Cont'd)

25. Is aircraft equipped for Instrument Flight?.. YES, ...Day...YES...Night..YES.

Visual Flight?.....--.....Night...--...

FREQUENCIES **(For full particulars see attached sheet.)**

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
SEE OVER	YES	YES	A1-A2-A3	100/75/20	See list (ICAO route)

27. TRANSMITTER(s) Make, type, Freq. range power output
(1) Collins ART-13. (#1) 300 to 550 Kcs. 2 to 18.5 Mcs. 100 watts
(2) Collins ART-13 (#2) 2 mcs to 18.5 mcs. 100 watts
(3) SCR 522 VHF 105 to 152 mcs. 8 watts.
(4) U.S. SCR 274-N "Command system-(#1) BC 458A, CC 3105 Kcs-A3 Modified. (#2) BC 458A, CC 6210 Kcs-A3

28. Radar, Radio Altimeter, DME or similar devices, describe
NONE

29. RECEIVER(s) Make, type, Frequency Range
(1) SCR BC 348-Q "Liaison" (1) 200 to 500 Kcs. (2) 15 to 18 mcs. A1-A3
(2) "Command" 3 units BC 455B 6 to 9 mcs-BC 453 B 190-550Kcs. BC 454B
(3) VHF - SCR 522. ea preset. (3 to 6 mcs.)
(4) Marker beacon BC 357J-75 mcs. preset.

30. LORAN
RCA Type R-65/APN-9
Automatic;

31. Direction finders Make, type Manuel or automatic.
(1). Bendix SCR 453A- 200-400 Kcs--410-850 Kcs. --850-1750 Kcs.
(2) Bendix SCR 453A--200-400 Kcs --410-850 Kcs-850-1750 Kcs.
(3)

32. Emergency radio equipment, including that for survival craft.
"Gibson Girl" BC 758;

33. Blind approach equipment. Glide path-MS9/ARN5A-Localizer BC 733D-Not modified for Ying Hlbrm.
(describe)

34. Aerial(s) Loran (1) Forecast to fin; (2) Trailing Ret. (3) (2) ADF LOOPS (4) (2)Sense (5) VHF Stub. describe) (6) Yagi ILS. (7) Marker Beacon receiver.

35. Types of Compasses (1) Gyro-Magnusson-Magnetic.

36. Compass error due (a) Earphones....0.....Receiver.. 0 .....Transmitter.....0

37. Compass heading at time of check....--

38. Weight of Radio equipment, Trans.....Recv'r.....Misc'l.....Total.....749 Lbs.

39. Aircraft battery capacity (a) ampere-hours.....87 .....(b) Voltage.....24

40. Have radio direction finders been checked for (1) function?...Yes
(ii) accuracy?...Yes

41. Is interference to radio reception within tolerable limits?...Yes

42. Are you satisfied the radio equipment complies with airworthiness standards?...Yes.

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom) April 20th, 21st, 22nd and 23rd, 1950, Montreal Airport, Dorval, in conjunction with Inspector W. Elliott of Radio Division, Dept. of Transport.

REMARKS: This aircraft projected to transport passengers from Canada on a non-scheduled-Commercial, International Flight basis.

Passenger Complement 50
Crew - Pilot, Co-Pilot, Flight Radio Operator
(2) Navigators (2) Stewardesses.

V.B. McOrmond
Signature of Radio Inspector.

If more space required use back of form.

MARKER RECEIVER(BEACON) BC357J 75 MCS.

31

EQUIPMENT.
GLIDE PATH RS9/ARN5A
LOCALIZER BC733D
(NOT MODIFIED FOR FLAG ALARM.)
LORAN RCA R-65/APN-9

EMERGENCY
GIBSON GIRL. Type BC 758B

NOTE: (1) TOGETHER WITH REMOTE CONTROLS STANDARD TO EQUIPMENT LISTED (See items 27 to 32)

(2) Weight of Radio equipment does not include Portable "Gibson Girl" emergency transmitter. (See item 38)

RADIO EQUIPMENT CONTINUED

ANTENNAS.

1. LORAN
2. FOREMAST TO FIN (COLLINS)
3. TRAILING RETRACTABLE WITH RETRACTING MOTOR & COUNTER.
4. A D F LOOPS
5. A D F LOOP
6. SENSE
7. SENSE
8. V H F STUB
9. YOGI I L S
10. MARKER BEACON.

NOTE:

Radio equipment maintenance on Aircraft CF-EDM is carried out by:-

(1) Flight Radio Operator

(2) Montreal - Ross Aero Co.

(3) Shannon - Trans-Ocean

(4) Paris - Trans-Ocean

(5) Rome - Trans-Ocean

(6) Iceland - Iceland Airport Corp.

This maintenance arrangement may be changed on subsequent trips.

~~SAR~~

5008-E4-13

2181 31

CF-EDM

PA/ESL

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings..NC 57670 = Call Sign KHDKR.....

2. Make..Douglas.....Type..DC-4.....

3. Registered Owner (Name and Address) Seaboard and Western Airlines Idelwilde-International Airport, Newark, N.J.

4. If aircraft operated by other than registered owner (Name & Address).....

.....

5. Licensee of aircraft radio station (Name & Address).....

.....

6. Where is aircraft normally maintained?..Idelwilde.....Based?..Idelwilde, Newark, N.J.

7. Class of service performed..Non-Scheduled Commercial (International).....
Scheduled Non-Scheduled Private

8. Certificate of Registration No.....Date.....

9. Certificate of airworthiness.....Date of expiration.....

10. Operating Certificate No.....

11. Do radio communication facilities comply with Departmental requirements?..Yes..
Yes or No

12. Radio Licence No..FCC.....19.....19.....Is copy kept in aircraft?..Yes

13. If no radio station licence, state: Not applicable.
(a) Has application been filed?.....
(b) Date radio installed.....
(c) Has radio been operated since April 1st?.....

14. Radio Installation drawings: Not applicable (CAA Cert. of Airworthiness)
(a) Identification.....
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....

15. Was aircraft imported with radio incorporated?..Not applicable.....

16. Was radio installed by aircraft manufacturer?..Yes.....

17. Was radio installation made by radio technicians?..Yes.....
Give name of firm or individual

18. Are radio components positioned in accordance with drawings?..Yes-Standard for aircraft....

19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?..No.....
(Full particulars to be attached)

20. Is any radio equipment or associated wiring considered to be a fire hazard?..No.
Yes or No

21. Is aircraft radio station log being kept?..Yes.....
Yes or No

22. Will documents carried meet requirements?..Yes.....
Yes or No

23. Radio Operator(s) George A. Forero Cert No T-7167 Grade 1st. Cl.U.S.Radio
(See Over) Paul J. Ritter Cert No T-2-7388 Grade " " Telegraph "

24. Is radio operator employed in a dual capacity?..No.....
If so, give details

K.A.R.

FLIGHT RADIO OPERATORS

AIRCRAFT NC 79065.
Call sign K H O K R
Owned by Seaboard and Western Airlines
Point of departure; Idelwilde (International Airport) NEWARK, NJ.
Proposed to leave; Montreal Airport, Dorval, April 6th, 1950.
Route; Montreal Airport to Gander to Shannon, Ire to Rome, Italy.
Passengers; Fifty fare passengers; Canadian citizens, embarking at Dorval and scheduled to return by air to Dorval on or about April 15th, 1950.

Aircraft (Radio) Station Licence; F.C.C..... Call K H O K R

Flight Radio Operator i/c

George A. FORERO
1219 Sterling Place
Brooklyn, N.Y.
U. S. A.

1st Class Radiotelegraph Operator # T-2-7167,
issued September, 1948; Expires five years from date of issue.
Airmans Certificate # 1064778; No limitations shown.

Certificate of Medical fitness;
Issued December 2nd, 1949 at Flushing, N.Y., U.S.A.
Issued by; Dr.S. Senior Sack
Flushing N.Y.
State board Licence #23966.
Articulation satisfactory
No hearing deficiency shown.

Operator Forero stated that he had not suffered any disability or illness since his medical examination, also that he had not taken any Hystamen, pencillin, sulpha or other drugs within recent weeks.

He added that he was not suffering from colds etc. at the present time.

Languages; English and Spanish, spoken fluently, Italian spoken,and while not fluently, he can express himself completely, and understanding is sufficient to carry out conversations needed in his work.

Experience on Route; Operator Forero stated he had frequently crossed from the United States to Shannon and thence to Rome and had been to numerous countries of Europe. He is thoroughly familiar with all communication and aeronautical radiolocation facilities en route, in addition, he is versed in latest revisions to Search and Rescue facilities.

FLIGHT RADIO OPERATOR
2ND I/C

Paul James RITTER
108 Snediker Street,
Brooklyn, N.Y.

1st Class Radiotelegraph operators Licence # T-2-7388.
issued March 3rd, 1947; Expires five years from date of its issue

1st Class Radiotelephone Operators Certificate # P-2-6580
issued Dec. 26th, 1945; Expires five years from date of its issue

Certificate of Medical fitness:

Issued Nov. 8th, 1950 at Flushing, N.Y.
Issued by Dr. S. Senior Sack,
Flushing, N.Y.
State Board Licence # 23966.
Articulation satisfactory.
No hearing deficiency

(Cont'd)

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25. Is aircraft equipped for Instrument Flight?..... Day.....Night.....

Visual Flight?.....Night.....

FREQUENCIES

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
See Over	Yes	Yes	A1,A2,A3.	100 W 75 W 35 W 8 W	ICAO Route Dept. of Transport

27. TRANSMITTER(s) Make, type, Freq. range power output
(1). Collins ART-13 200 to 550 Ke. 2 to 18 Mcs.
(2). Bendix RTA1B. 2 to 18 mcs.
(3). VHF. - ARC. -3.
(4) Command 35 watt

28. Radar, Radio Altimeter, DME or similar devices, describe
None.

29. RECEIVER(s) Make, type, Frequency Range
(1). RC. 3480. "Liaison 200 Kcs. to 18.5 mcs.
(2). Command (1). 190 to 550 Kcs. 3 to 6 mcs. 6 to 9 mcs.
(3). Marker Beacon, 75 Mcs.

30. LORAN
RCA APN-9.

31. Direction finders Make, type Manuel or automatic.
(1). Bendix Automatic ARN-7-A 200 Ke. to 1750 Kcs.
(2)." " Manual Bendix MN 26LB. 200 Kcs. to 6 Mcs.
(3).

32. Emergency radio equipment, including that for survival craft.
"Gibson Girl". Emergency Transmitter.

33. Blind approach equipment. Western ILS (with flag warning device)
(describe)

34. Aerial(s) (2)
(1). Main ...(2). (2) DF Loops...(3). (2) Sense..(4)..ILS..(5) Marker Rec.
describe)

35. Types of Compasses. (1). Aero....(2) autosyn...(3) magnetic

36. Compass error due (a) Earphones...0.....Receiver...0.....Transmitter...0...

37. Compass heading at time of check.....--.....

38. Weight of Radio equipment, Trans.....Recv'r.....Misc'l.....Total. 758 lbs.

39. Aircraft battery capacity (a) ampere-hours...85.....(b) Voltage...24.....

40. Have radio direction finders been checked for (1) function? Not functional.
(ii) accuracy?.....

41. Is interference to radio reception within tolerable limits? See over.

42. Are you satisfied the radio equipment complies with airworthiness standards? Yes

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom). Mr. A.T. Cowley, D.A.S., C.T. Traverse, SAR, J.E. Cole, IAR, of the Civil Aviation Division completed information relative ATB Cert.

REMARKS: Registration and C.of A. Inspection made at Montreal Airport, Dorval, April 6th, 1950.

P.B. McOrmond.
Signature of Radio Inspector.

If more space required use back of form.

(cont'd) Operator Ritter stated he had not suffered any disability or illness since his examination for the Certificate of Medical Fitness, also that he had not taken any Hystamen, Pencillin, Sulpha or other drugs within recent weeks. Also that he is in excellent health at the time of inspection.

Languages English only;

Experience on route; Operator Ritter states he has made frequent flights between United States airports and Shannon, Ireland, also to other points on the continent of Europe.

DOCUMENTS PERTINENT TO COMMUNICATIONS AND NAVIGATIONAL FACILITIES ON THE ROUTE WERE FOUND TO HAVE MOST RECENT INFORMATION ENTERED AS AMENDMENTS;

SEARCH AND RESCUE FACILITIES WERE THOSE CURRENT IN PUBLICATIONS ON BOARD.

NOTE:

THE PILOT IN COMMAND

Mr.

holds F.C.C. Restricted Radiotelephone permit #RP 2-27004, issued December 20th, 1945.

The Pilot and Co-Pilot communicate by radiotelephony in all United States Control Zones and Approach matters;

(26) Licensed by the F.C.C. for:-

3105 Kcs.	- A 3 -	U.S. - Canada	Itinerant
3117.5 "	- A 3 -	" "	Scheduled Airline
3255 "	- A 3 -	"	Common Route frequency
3298.5 "	- A 3 -		
4220 "			
8280 "	- A 3 -	ICAO - SOR	
4495 "	- A 3 -	U.S.A.F.	
6210 "	- A1-A2-A3		
6440 "	- A 1 -	ICAO	
500 "	- A1-A2-	International Distress	
333 "	- A1-A2	" "	North Atlantic, Europe.

VHF

118.1 118.7 119.1 119.7 121.5 122.1 126.7 111.1 Rec.

(40) The Flight Radio Operator stated Radio compasses function well and are accurate.

(41) That the interference level is low and does not obstruct reception.

Note: The Portable emergency transmitter "Gibson Girl" was, according to a test report produced, exercised in February 1950.

Note: In view of the operation of the aircraft being conducted under CAA Airworthiness Certification, Inspection did not include the exercise of components for functional verification.

Note: Verbal assurance was obtained from the Chief Flight Radio Operator that:

(a) adequate radio spares were carried.

(b) that the station had a flashlight with one set of batteries and bulb spare.

(c) That the equipment functioned well.

(d) That adequate Route Communication information was on the station.

[illegible D.A.C.]

37

5008-E4-13

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, Que., May 2nd, 1950.

original given by hand
T.B

4630

TRANSPORT - RECORDS
MAY 4 A.M.
5008-E4-13
File

Curtiss-Reid Flying Service Limited,
Cartierville Airport,
Cartierville, Que.

Gentlemen:-

This letter will be your authority valid until May 6th, 1950, for one ferry flight of Douglas CF-EDM from the Montreal Airport to the Canadian Border en route to Newark, N.J., U.S.A.

This flight ~~is going to~~ must be carried under VFR day flying conditions and only necessary crew may be carried on board the aircraft.

Yours very truly,

J.P. FOURNIER,
for J.L. Blondeau,
District Superintendent, Air Regulations.

JPF:tb

c.c. D.C.A.S.
C.R.
H.Q. ✓

Airplane Model - C54A-DC
Serial No. 41-37319
N 79975
Mfg. Serial No. 3110
October 11, 1948

L O A D I N G I N F O R M A T I O N

1. LOADING DATA

Balance Limits for loading purposes (gear down) as approved by the Civil Aeronautics Admistration are as shown on the loading chart. Observace of these loading limits insures that the airplane landing stability limits of 16% M.A.C. (gear retracted) will not be exceeded by reason of crew or passenger movement.

2. ALLOWABLE GROSS WEIGHTS

The maximum allowable landing gross weights are 61,100pounds with 45% flaps extension and 63,500 pounds with 35% flap extension. The maximum allowable take-off gross weight is 70,700 pounds with at least 12,700 pounds of fuel in the wing. The difference in the take-off and the landing weights must consist of disposable fuel.

Airplane Model - C54A-DC
Serial No. 41-37319
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	Scale Reading	Tare	Net Weight	Arm	Moment
Left Jack Pad	15,670	0	15,670	460.5	7,216,035
Right Jack Pad	15,600	0	15,600	460.5	7,183,800
Sub Total	31,270	0	31,270		
Nose Jack Pad	8,150	0	8,150	129.0	1,051,350
	39,420	0	39,420	391.9	15,451,185

$$\% \text{ MAC} = \frac{391.9 - 355.2}{163.6} = 22.4\%$$

NOTE: Airplane was weighed with oil tanks empty. Also weighed with 25 double passenger seats. Rug not included.

Weighed by:

P. E. Nixon

P.E.Nixon
Supt. Engineering
Pacific Overseas Airlines
Ontario, California

Witnessed By:

G. R. Deering

G. R. Deering
Supt. of Inspection
Pacific Overseas Airlines
Ontario, California
C.A.A. Designee # 6381

Airplane Model No. C54A-DC
Serial No. 41-37319
N 79975
Mfg. Serial No. 3110
October 11, 1948

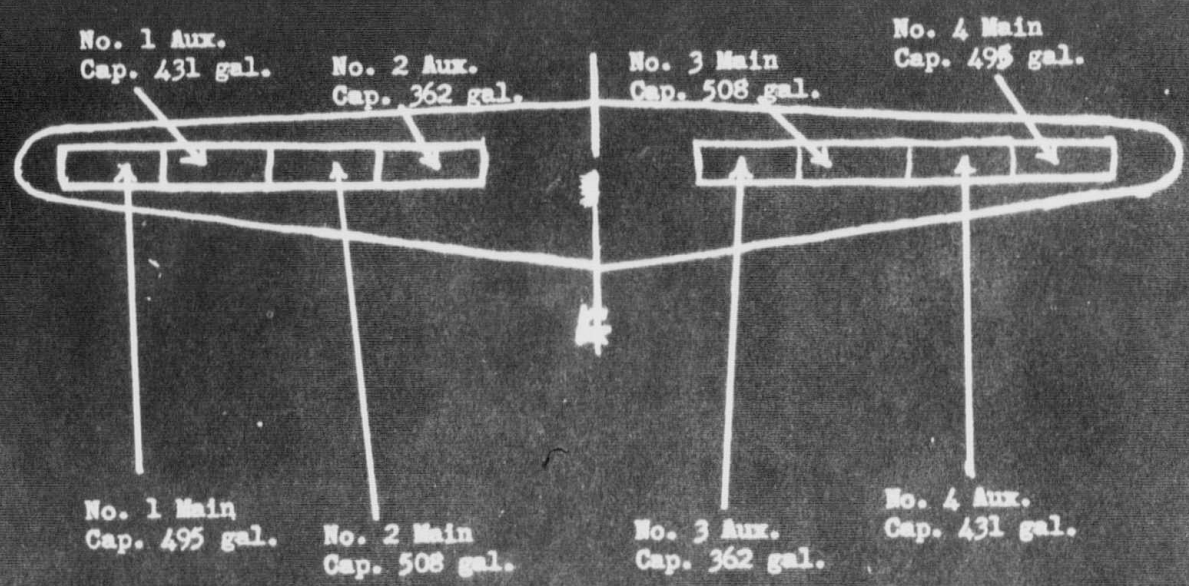
FUEL DATA

Fuel Use — Take-off on main tanks, switch to auxiliary until empty, then use main tanks.

Fuel Dumping — Fuel Dumping system provided on all tanks.

Fuel Capacity — Total capacity all tanks , 3592 gallons.

Fuel Tank Arrangement — Shown Below:



Airplane Model No. C54A-DC
Serial No. 41-37319
N 79975
Mfg. Serial No. 3110
October 11, 1948

Restrictions

(1) The airplane shall be so loaded that the summation of the basic weight sub-total plus passenger, cargo, fuel, and oil index units VS weight shall fall within the forward and aft balance limit lines shown herein for both take-off and landing. Retraction of landing gear need not be taken into account since the balance limits have been adjusted to compensate for this.

(2) Minimum gallons of oil to be carried must be equal to $\frac{\text{(Gallons of Fuel Carried)}}{30}$

(3) When cargo or baggage is not available, ballast as necessary to load the airplane within allowable limits must be carried.

(4) The lavatories must not be occupied by more than one passenger per lavatory when the cabin attendants are at their aft station.

(5) Make certain that the passengers do not move about or congregate in a manner detrimental to weight and balance of the airplane.

Instructions for use of chart

(1) Totalize separately the weight and index units for all items of load including cargo, fuel, oil, passengers and any other items present but not in the basic weight sub-total as shown herein.

(2) Add the totals obtained in (1) to the basic weight sub-totals as shown on the loading chart.

(3) Plot the answer obtained in (2) on the balance Limits Graph. The point must fall ####### within the allowable region.

(4) Subtract the fuel and oil weight and index units from the answer obtained in (2) and replot result on the Balance Limits Graph. The Point must still fall within the indicated allowable region.

(5)

NOTES:

(1) The leading edge of the M.A.C. is located at station 355.2 and is 163.6 inches in length.
(2) Equipment and other items which are contained in the WeightsEmpty are listed in the equipment list contained herein.
(3) Station 0 is 3" aft of nose.
(4) Index units- $\frac{\text{Moment in Inch -Pounds}}{1,000}$

Airplane Model - C54A-DC
Serial No. 41-37319
N 79975
Mfg. Serial No. 3110
October 11, 1948

EQUIPMENT LIST

Item		Weight	H-ARM
	Propellers and Propeller Accessories:		
1.a	Hamilton Standard Propeller (4) HUB 23E50, Blades 6507A-0	1852.0	262.2
	Engines and Engine Accessories:		
100.a	Engines (4) Pratt & Whitney R-2000-7	6232.0	275.3
101.a	Fuel Dump Valve Installation (Douglas Dwgs. 5326098, 5327000, 5327001, 5327006, 5327009, 5327014, 5327025, 5327027, 5327101	171.0	406.1
102.a	System Fuel & Oil (8) Wing Fuel Tanks, C-54E	340.0	360.7
	Landing Gear:		
200.a	Main Gear 15:50 x 20x46" o.d. Tires S.C. (4)	476.0	427.8
201	Main Gear 15:50 x 20 Tubes (4)	70.0	427.8
202	Nose Gear 44" S.C. Tire	93.0	100.5
203	Nose Gear 44" Tube	15.3	100.5
204	Main Gear Wheel and Brake (20") Goodyear Magnesium (4)	852.0	427.8
205	Nose Gear Wheel (44" S.C.) Goodyear Magnesium	61.6	100.5
	Interior Furnishings:		
400	C.A.A. Approved Operating Manual		
401	Emergency Ladder	15.5	803.0
	De-Icing Equipment		
502.a	Windshield, Carburetor & Propeller De-Icing System Complete with 40 Gal. Fluid	375.2	480.0

Airplane Model - C54A-DC
Serial No. 41-37319
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October 11, 1948

ADDENDUM TO
EQUIPMENT LIST

	Weight	H-Arm
Radio and Interphone Equipment		
SCR274N Receiver (3)	22.0	140
AN/ART-13 Transmitter	66.0	158
AN/ART-13 Transmitter	66.0	158
BC-348 Receiver	35.2	129
ARN-7 Radio Compass (2)	60.0	182
BC-357 Marker Beacon Receiver	2.7	610
SCR-522 VHF Transmitter - Receiver	49.0	158
C4/ARN-7 Control Head (2)	3.8	101
MN-28C Control Head	2.8	129
BC Jackbox, Mic.. & Headset	2.0	101
Jackbox, Mic. & Headset	2.0	101
Jackbox, Mic. & Headset	2.0	129
Jackbox, & TS11 Handset	2.0	752
DY-17 Dynamotor	19.7	171
DY-17 Dynamotor	19.7	160
PE-94 Dynamotor	37.0	145
LP-21A Tear Drop Loop Antenna (2)	10.4	171
BC-347 Interphone Amplifier	1.5	129
APN-9 Loran Transmitter Receiver	36.0	171
PE-86A Dynamotor	3.0	129
FL-8 Range Filter (1)	2.0	129
FL-8 Range Filter (2)	4.0	101
RL-42 Antenna Reel	10.0	300
C87/ART-13 Control Unit	2.0	101
VHF REmote Control	2.0	101
BC-450A Radio Control Box	2.0	101
SCR274N Transmitter (2)	2.2	140
BC733 and ARN 5 Glide Path Localizer	15.0	140

Airplane Model No. C54A-DC
Serial No. 41-37319
N 79975
Mfg. Serial No. 3110
October 11, 1948

CALCULATIONS

Engines R 2000-7	Meto	1100 Each
Weight Empty	39,420	
Pilots (2)	340	
Flight Engineer	170	
Radio Operator	170	
Buffet Attendants	300	
Fuel (1/12 x 4 x 1100= 366 gal.)	2,196	
Oil (1/[illegible] x 4 x 1100= 59 gal.)	443	
Total Airplane Weight	43,039	

A. General
Cabin Attendants will be instructed to prevent movement or congregation of passengers in a manner detrimental to maintenance of proper airplane balance.

B. Crew Movement

Fwd. C.G.

Airplane Weight (16% MAC)	43,039	381.4	16,415
Less Attendants at station	- 300	789.0	- 237
Plus attendants at Buffet	+ 300	215.0	+ 65
Net Weight (13.6% MAC)	43,039	377.4	16,243

Aft C.G.
The Cabin Attendants cannot move aft beyond their station. Subsequently there will be considered movement of two passengers to the lavatories.

C. Passenger Movement

1. Airplane Weight 43,039
Plus one pass. 170
New Wt. 43,209

Airplane Weight (32.0%)	43,209	407.6	17,612
Less one pass. row one	- 170	293.5	- 50
Plus one pass. lavatory	+ 170	833.8	+ 142
New Wt. (33.3% MAC)	43,209	409.7	17,704

2. The capacity of lavatories is considered as one passenger each.

Airplane Weight	43,039
Plus one male pass.	+ 170
Plus one female pass.	+ 130
New Weight	43,339

Calaculations (cond.)

Airplane Weight (32.0% MAC)	43,339	407.6	17,665
Less one man row 6	- 170	493.5	- 84
Plus one man in lavatory	+ 170	833.8	+ 142
less one woman in row 6	- 130	493.5	- 64
Plus one woman in lavatory	+ 130	833.8	+ 108
New Wt. (33.4% MAC)	43,339	409.9	17,767

It has now been shown that the critical forward C.G. movement occurs when the attendants move forward to the buffet, and it is obviously more critical for aft C.G. movement when two passengers move from the middle row (Row 6) to the lavatories. The following calaculations show the airplane loaded to the maximum forward and aft stability limit, Respectively, followed by the retraction of the loading gear and the application of the critical crew and passenger movements mentioned above.

Forward C.G.

Airplane Wt.	43,039	381.4	16,415
Less gear retraction movement			- 193
New Wt. (13.3% MAC)	43039	377.0	16,222
Less attendants at station	- 300	789.0	- 237
Plus attendants at buffet	+ 300	215.0	+ 65
New Wt. (11.0% MAC)	43,039	373.2	16,050

Aft. C.G.

Airplane Wt.(32.0% MAC)	43,209	407.6	17,612
Less gear retraction movement			- 193
New Wt. (29.4% MAC)	43,209	403.3	17,419
Less one man row 6	- 170	493.5	- 84
Plus one man in lav.	+ 170	833.8	+ 142
Less one woman row 6	- 130	493.5	- 64
Plus one woman in lav.	+ 130	833.8	+ 108
New Wt. (30.8% MAC)	43,209	405.6	17,521

The aft stability limit of 32% MAC is not exceeded. However, since these passenger movements only occur in flight it is evident that the travel is 0.8% aft of the flight C.G. limit of 30.8% MAC. Therefore, the aft gear down limit must be penalized 0.8% MAC or (32.0 - 0.8) or 31.2% MAC which becomes the aft loading limit gear down for this weight.

The forward stability limit of 16.0% MAC is exceeded by 5.0% (16.0 - 11.0) ahead of the forward gear down condition. this is 3.0% MAC (14.0 - 11.0) ahead of the forward gear up stability limit. Since the critical forward crew and passenger movements willoccur only when the gear is up, it is evident that it will be necessary to penalize the forward gear down stability limit by 3.0% MAC 16.0 + 3.0 = 19.0% MAC which becomes the forward loading limit at 43,039 pounds when the gear is down.

Calculations (cont.)
It is evident that the forward loading limit of 19.0% MAC established would decrease (become more liberal) at a higher take-off gross Weight. This is due to the fact that the application of critical crew and passenger movement discussed will not impose as great C.G. movement as is the case at the lighter gross weight. A calculation of the forward loading limit at the higher gross weight is as follows:

$$14.0 \quad 5.0 \quad - \frac{(70,700 - 43,039) \times 5.0}{70,700} \qquad 17.0\% \text{ MAC}$$

Therefore, 17.0% MAC is taken as the loading limit at 70,700 lbs. A straight balance limit line can now be drawn between 70,700 lbs. at 17.0% MAC and 43,039 po nds at 19.0% MAC gear down.

CARGO TABLE

Item		Wt.	Sta.	Index Unit Moment / 1000
Cargo Table:				
Forward Lower		2100	228.2	479
Aft lower		2120	590.5	1252
Crew Room		1500	228.2	342
Compartment	C	4800	290.5	1394
	D	4800	350.5	1682
	E	4800	410.2	1969
	F	4800	470.3	2257
	G	4800	530.5	2546
	H	4800	590.5	2834
	I	4800	650.2	3121
	J	1830	711.2	3414
	K	1920	770.0	3696
	L	1560	832.0	

LOADING CHART CALCULATIONS

Following are the calculations used in the preparation of the Loading Charts:

Item	Wt.	Sta.	Index Unit
Pilots (2)	340	108.0	37
Flight Engineer	170	129.0	22
Radio Operator	170	157.5	27
Buffet Attendant (2)	300	789.0	237
Fuel:			
No. 1 and 4 main (990 Gal.)	5,940	404.5	2,403
No. 1 and 4 Aux. (862 Gal.)	5,172	404.1	2,090
No. 2 and 3 Main (1016 Gal.)	6,096	400.9	2,444
No. 2 and 3 Aux. (724 Gal.)	4,344	397.5	1,727
Oil:			
Nacelle (80 Gal.)	600	342.0	205
Fus. (50 Gal.)	375	223.3	84
Alcohol (40 Gal. at 6.61 Lbs/Gal.)	264	480.2	127
One Passenger Per Row			
Row 1	170	293.5	50
2	170	333.5	57
3	170	373.5	63
4	170	413.5	70
5	170	453.5	77
6	170	493.5	84
7	170	533.5	91
8	170	573.5	97
9	170	613.5	104
10	170	653.5	111
11	170	693.5	118
12	170	733.5	125
13	170	773.5	131

OIL AND DEICER ALCOHOL TABLES

Deicer Alcohol
Cap. 40 Gal.

Gal.	Wt.	I. U.
5	33	16
10	66	32
15	99	48
20	132	63
25	165	79
30	198	95
35	231	111
40	264	127

Nac. Oil Tanks (4)
Cap. 20 Gal. Ea.

Gal.	Wt.	I. U.
5	37.5	13
10	75.0	26
15	112.5	38
20	150.0	51
25	187.5	64
30	225.0	77
35	262.5	90
40	300.0	103
45	337.5	115
50	375.0	128
55	412.5	141
60	450.0	154
65	487.5	167
70	525.0	180
75	562.5	192
80	600.0	205

Fus. Oil Tank
Cap. 50 Gal.

Gal.	Wt.	I.U.
5	37.5	8
10	75.0	17
15	112.5	25
20	150.0	33
25	187.5	42
30	225.0	50
35	262.5	59
40	300.0	67
45	337.5	75
50	375.0	84

Airplane Model [illegible]
Serial No. 43-37215
N. 79975
Mfg. Serial No. 3110
October 11, 1943

CARGO AND PASSENGER TABLES

PASSENGERS	
ROW	I.U. PER PASS
1	50
2	57
3	63
4	70
5	77
6	84
7	91
8	97
9	104
10	111
11	118
12	125
13	131

CREW ROOM	
Cap. ZERO LB	
WT.	I.U.

FWD. LOWER CARGO COMPT.	
Cap. 2100 Lb.	
WT.	I.U.
20	5
40	9
60	14
80	18
100	23
200	46
300	68
400	91
500	114
600	137
700	160
800	183
900	205
1000	228
1100	251
1200	274
1300	297
1400	319
1500	342
1600	365
1700	388
1800	411
1900	434
2000	456
2100	479

AFT LOWER CARGO COMPT.	
Cap. 2120 Lb.	
WT.	I.U.
20	12
40	24
60	35
80	47
100	59
200	118
300	177
400	236
500	295
600	354
700	413
800	472
900	531
1000	591
1100	650
1200	709
1300	768
1400	827
1500	886
1600	945
1700	1004
1800	1063
1900	1122
2000	1181
2100	1240
2120	1252

Airplane Model - C54A-DC
Serial No. 42-37319
N 79975
Mfg. Ser. #3110
Oct. 11, 1948

FUEL TABLES

No. 1 & No. 4 Main Fuel Tanks
Capacity 495 Gal. Each

Gal.	Wt.	I. U.	Gal.	Wt.	I.U.	Gal.	Wt.	I.U.
10	60	24	350	2100	849	690	4140	1675
20	120	49	360	2160	874	700	4200	1699
30	180	73	370	2220	898	710	4260	1723
40	240	97	380	2280	922	720	4320	1747
50	300	121	390	2340	947	730	4380	1772
60	360	146	400	2400	971	740	4440	1796
70	420	170	410	2460	995	750	4500	1820
80	480	194	420	2520	1019	760	4560	1845
90	540	218	430	2580	1044	770	4620	1869
100	600	243	440	2640	1068	780	4680	1893
110	660	267	450	2700	1092	790	4740	1917
120	720	291	460	2760	1116	800	4800	1942
130	780	316	470	2820	1141	810	4860	1966
140	840	340	480	2880	1165	820	4920	1990
150	900	364	490	2940	1189	830	4980	2014
160	960	388	500	3000	1214	840	5040	2039
170	1020	413	510	3060	1238	850	5100	2063
180	1080	437	520	3120	1262	860	5160	2087
190	1140	461	530	3180	1286	870	5220	2111
200	1200	485	540	3240	1311	880	5280	2136
210	1260	510	550	3300	1335	890	5340	2160
220	1320	534	560	3360	1359	900	5400	2184
230	1380	558	570	3420	1383	910	5460	2209
240	1440	582	580	3480	1408	920	5520	2233
250	1500	607	590	3540	1432	930	5580	2257
260	1560	631	600	3600	1456	940	5640	2281
270	1620	655	610	3660	1480	950	5700	2306
280	1680	680	620	3720	1505	960	5760	2330
290	1740	704	630	3780	1529	970	5820	2354
300	1800	728	640	3840	1553	980	5880	2378
310	1860	752	650	3900	1578	990	5940	2403
320	1920	777	660	3960	1602			
330	1980	801	670	4020	1626			
340	2040	825	680	4080	1650			

No. 2 & No. 3 Main Fuel Tanks
Capacity 508 Gal. Each

Gal.	Wt.	I.U.	Gal.	Wt.	I.U.	Gal.	Wt.	I.U.
10	60	24	340	2040	818	670	4020	1612
20	120	48	350	2100	842	680	4080	1636
30	180	72	360	2160	866	690	4140	1660
40	240	96	370	2220	890	700	4200	1684
50	300	120	380	2280	914	710	4260	1708
60	360	144	390	2340	938	720	4320	1732
70	420	168	400	2400	962	730	4380	1756
80	480	192	410	2460	986	740	4440	1780
90	540	216	420	2520	1010	750	4500	1804
100	600	241	430	2580	1034	760	4560	1828
110	660	265	440	2640	1058	770	4620	1852
120	720	289	450	2700	1082	780	4680	1876
130	780	313	460	2760	1106	790	4740	1900
140	840	337	470	2820	1131	800	4800	1924
150	900	361	480	2880	1155	810	4860	1948
160	960	385	490	2940	1179	820	4920	1972
170	1020	409	500	3000	1203	830	4980	1996
180	1080	433	510	3060	1227	840	5040	2021
190	1140	457	520	3120	1251	850	5100	2045
200	1200	481	530	3180	1275	860	5160	2069
210	1260	505	540	3240	1299	870	5220	2093
220	1320	529	550	3300	1323	880	5280	2117
230	1380	553	560	3360	1347	890	5340	2141
240	1440	577	570	3420	1371	900	5400	2165
250	1500	601	580	3480	1395	910	5460	2189
260	1560	625	590	3540	1419	920	5520	2213
270	1620	649	600	3600	1443	930	5580	2237
280	1680	674	610	3660	1467	940	5640	2261
290	1740	698	620	3720	1491	950	5700	2285
300	1800	722	630	3780	1515	960	5760	2309
310	1860	746	640	3840	1539	970	5820	2333
320	1920	770	650	3900	1564	980	5880	2357
330	1980	794	660	3960	1588	990	5940	2381
						1016	6096	2444

SECRET
Restricted
Effective
Oct. 11, 1945

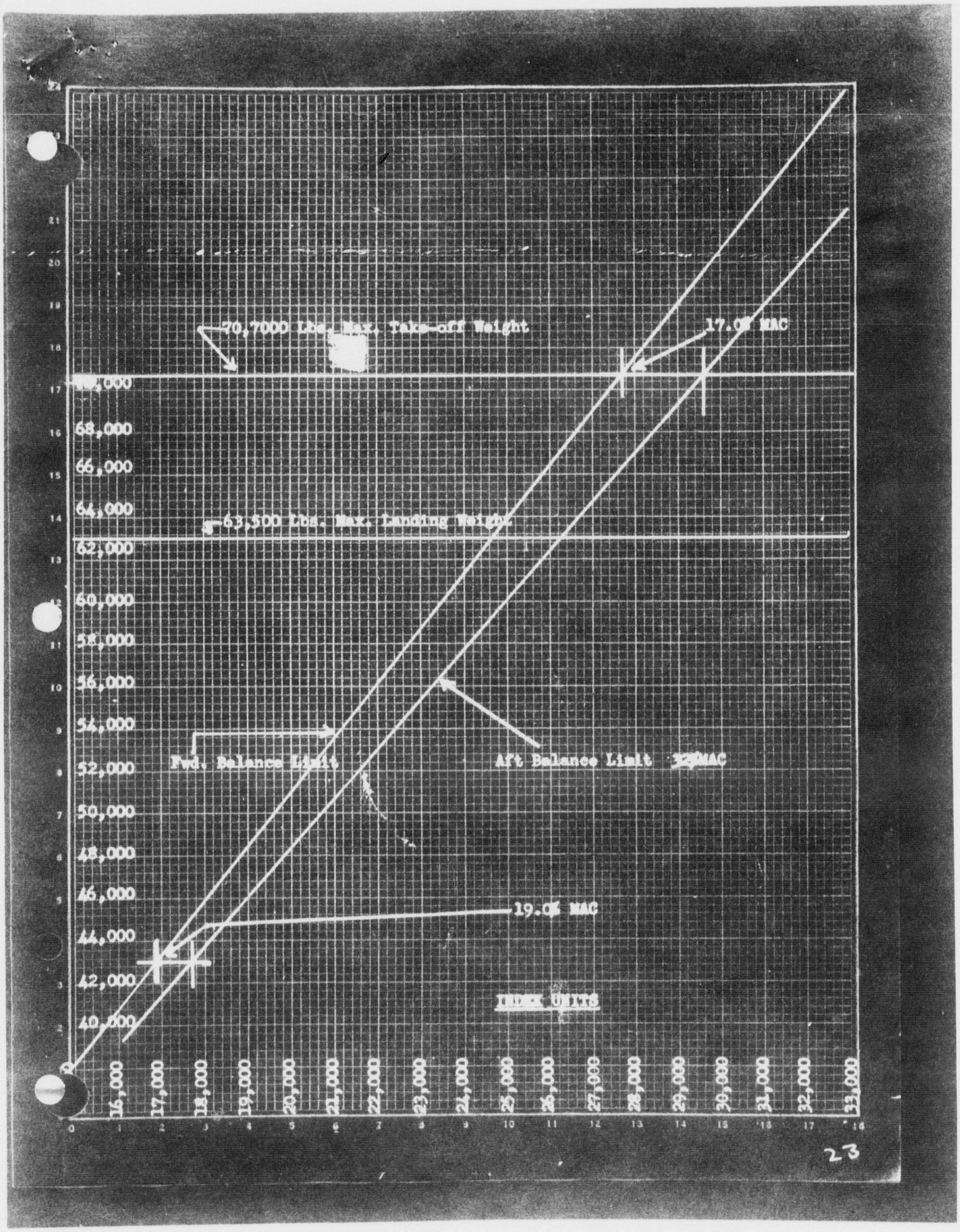
FUEL TABLES

No. 1 & No. 4 Aux. Fuel Tanks
Capacity 431 Gal. Each

Gal.	Wt.	I.U.	Gal.	Wt.	I.U.	Gal.	Wt.	I.U.
10	60	24	290	1740	703	570	3420	1382
20	120	48	300	1800	727	580	3480	1406
30	180	73	310	1860	752	590	3540	1431
40	240	97	320	1920	776	600	3600	1455
50	300	121	330	1980	800	610	3660	1479
60	360	145	340	2040	824	620	3720	1503
70	420	170	350	2100	849	630	3780	1527
80	480	194	360	2160	873	640	3840	1552
90	540	218	370	2220	897	650	3900	1576
100	600	242	380	2280	921	660	3960	1600
110	660	267	390	2340	946	670	4020	1624
120	720	291	400	2400	970	680	4080	1649
130	780	315	410	2460	994	690	4140	1673
140	840	339	420	2520	1018	700	4200	1697
150	900	364	430	2580	1043	710	4260	1721
160	960	388	440	2640	1067	720	4320	1746
170	1020	412	450	2700	1091	730	4380	1770
180	1080	436	460	2760	1115	740	4440	1794
190	1140	461	470	2820	1140	750	4500	1818
200	1200	485	480	2880	1164	760	4560	1843
210	1260	509	490	2940	1188	770	4620	1867
220	1320	533	500	3000	1212	780	4680	1891
230	1380	558	510	3060	1237	790	4740	1915
240	1440	582	520	3120	1261	800	4800	1940
250	1500	606	530	3180	1285	810	4860	1964
			540	3240	1309	820	4920	1988
			550	3300	1334	830	4980	2012
			560	3360	1358	840	5040	2037
						850	5100	2061
						862	5172	2090

Gal.	Wt.	I.U.	Gal.	Wt.	I.U.	Gal.	Wt.	I.U.
10	60	24	260	1560	620	500	3000	1193
20	120	48	270	1620	644	510	3060	1216
30	180	72	280	1680	668	520	3120	1240
40	240	95	290	1740	692	530	3180	1264
50	300	119	300	1800	716	540	3240	1288
60	360	143	310	1860	739	550	3300	1312
70	420	167	320	1920	763	560	3360	1336
80	480	191	330	1980	787	570	3420	1359
90	540	215	340	2040	811	580	3480	1383
100	600	239	350	2100	835	590	3540	1407
110	660	262	360	2160	859	600	3600	1431
120	720	286	362	2172	863	610	3660	1455
130	780	310	370	2220	882	620	3720	1479
140	840	334	380	2280	906	630	3780	1503
150	900	358	390	2340	930	640	3840	1526
160	960	382	400	2400	954	650	3900	1550
170	1020	405	410	2460	978	660	3960	1574
180	1080	429	420	2520	1002	670	4020	1598
190	1140	453	430	2580	1026	680	4080	1622
200	1200	477	440	2640	1049	690	4140	1646
210	1260	501	450	2700	1073	700	4200	1670
220	1320	525	460	2760	1097	710	4260	1693
230	1380	549	470	2820	1121	720	4320	1717
240	1440	572	480	2880	1145	724	4344	1727
250	1500	596	490	2940	1169			

Airplane Model - C54A-DO
Serial # 41-37319
N 79975
Mfg. Serial No. 3110
October 11, 1943


70,7000 Lbs. Max. Take-off Weight
17.0% MAC
68,000
66,000
64,000
63,500 Lbs. Max. Landing Weight
62,000
60,000
58,000
56,000
54,000
52,000
Fwd. Balance Limit
Aft Balance Limit
50,000
48,000
46,000
19.0% MAC
44,000
42,000
40,000
INDEX UNITS
16,000
17,000
18,000
19,000
20,000
21,000
22,000
23,000
24,000
25,000
26,000
27,000
28,000
29,000
30,000
31,000
32,000
33,000
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

[redacted] [redacted]

WEIGHT, BALANCE AND FLIGHT RECORD

NC _____ FROM _____ TRIP NO _____ ETE _____

ATE _____ TO _____ FUEL IN HOURS _____

BALANCE DATA	WEIGHT	ITEM	WEIGHT	INDEX
ALLOWABLE TAKE OFF GROSS		BASIC WEIGHT		
MAX. LANDING WEIGHT		CREW & BAGGAGE		
ALLOWABLE LOAD		STEWARDESS & BAGGAGE		
C. G. LIMITS % M.A.C. TO	% M.A.C.	REMOVABLE AND EMERGENCY EQUIPMENT		

REMARKS

DISTRIBUTION OF ALLOWABLE LOAD

COMP.	PASSENGERS NO	PASSENGERS WEIGHT	BAGGAGE	CARGO	TOTAL
A					
B					
FORWARD BELLY (2100 #)					
C					
D					
E					
F					
G					
H					
REAR BELLY (2120 #)					
I					
J					
K					
L					
TOTAL					
TOTAL FUSELAGE WEIGHT					
FUEL (WING TANK FRONT GAL.)					
FUEL (CABIN OR REAR WING GAL.)					
OIL (GAL.)					

WEIGHT AND BALANCE CORRECTIONS

COMPT.	REMOVED OR ADDED	WEIGHT	INDEX

CORRECTED FUSELAGE WT.

CORRECTED TAKE OFF GROSS WT.

CORRECTED C.G. % M.A.C.

TAKE OFF GROSS WT.

TAKE OFF C.G. % M.A.C.

CAPTAIN _____

1st OFFICER _____

2nd OFFICER _____

DISPATCHER _____

FORM NO. 3105 (REV. 10-48)

Airplane Model - C54A-DC
Serial No. 41-37319
N 79975
Mfg. Serial No. 3110
October 11, 1948

35

PREFACE

This report presents the results of the actual weighing of the C-54A-DC airplane, Manufacturer's Serial No. 3110, formerly Army Model C54A, Serial No. 41-37319 on December 21, 1949. The fuel tanks were empty. An Equipment List is included herein to show the equipment included herein to show the equipment included in the weight empty.

Loading Chart data of the "Index Unit" type are included in this report to assist theoperater in loading the airplane.

The reference datum for measuring horizontal arms throughout this report is at the nose of the airplane.

TELEPHONE DExter 7172

ROSS-AERO LIMITED

AVIATION SALES AND SERVICE

TRANS-ATLANTIC BUILDING - ROOM 36 - MONTREAL AIRPORT

DORVAL, QUE.

(4)
34

May 13/50.

DOUGLAS C54A- WEIGHT AND BALANCE REPORT.

Canadian registration CF-EDM.

The weight and balance report to be used to control the loading of the above aircraft was prepared on October 11th. 1948, and countersigned by the CAA Designee, C.R.Deering (#6381) Supt. of Inspection, Pacific Overseas Airlines.

It has been certified by both the responsible Air Engineers that the aircraft is, at the present time, exactly as represented in this report.

Signed: L. Ross
Air engineer A1337

Signed: [illegible] Sunderland
"B" Engineer

FL/1

The report, of 17 pages, dated Oct. 11/48 to which this sheet is attached, is an exact duplicate of that accepted as satisfactory, May 16/50

C.A.S.
AERO.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
11-48

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., May 17, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas CF-EDM	5008-E4-13

7128

TRANSPORT - RECORDS
MAY 19 A.M.
File 5008-E4-13

Director of Air Services,
Department of Transport,
Ottawa, Ont.

Attention: Superintendent, Air Regulations.

1. Enclosed herewith is photostatic copy of Curtiss-Reid's Weight and Balance Report for the subject aircraft, which has been checked and found satisfactory.

J.L. Blondeau

J.L. BLONDEAU,
for District Controller, Air Services.

JDB:tb
encl.

VHMcO:MF

Ottawa, May 18th, 1950. 40A

RECORDS TO FILE

Flight Report - CF-KIM
Curtiss Reid Flying Service

6252-189 (CRI)
5008-E4-13

Receipt is acknowledged of your letter of May 12th, 1950, enclosing Radio Log for Curtiss Reid Flying Service, Aircraft CF-KIM, covering periods April 23rd to May 9th, 1950, inclusive.

Your remarks with respect to the need for more VHF frequencies, especially 122.1 Mc/s, is noted. It is felt that a great advantage would be obtained if the existing VHF equipment was replaced by a type enabling a greater number of VHF channels to be used.

We have examined the Radio Logs submitted, and Operator Nichols is to be commended on the completeness of the Log maintained. However, there will be no necessity, for the present at least, of having Headquarters supplied with further copies of Flight Radio Logs. Curtiss Reid Flying Service should retain them, and have copies available for reference purposes.

You might keep this office informed as to the situation with regard to the assignment of additional aircraft by Curtiss Reid Flying Service to these pilgrimage or other non-scheduled international flights, and you might also remind Operator Nichols to return Inspector McOrmond's Manual covering the Collins ART-13 transmitter and associated equipment.

(G.C.W. Browne)
Controller of Radio.

J.M. Colton, Esq.,
District Superintendent of Radio,
Room 403, 400 Youville Place,
MONTREAL 1, Quebec.

MEMORANDUM OF PURCHASE AGREEMENT ENTERED INTO THIS 25TH. DAY OF MARCH, 1950:

BY AND BETWEEN:-

FEDERATED AIRLINES INC., a New York Corporation having its Principal Office at 319 West 48th. Street, New York 19, in the State of New York, one of the United States of America, hereinacting and represented by SCOTT CHALFANT, its President, and duly authorized for the purposes hereof, as he declares, hereinafter referred to as the

LESSOR-VENDOR.

- and -

CURTISS-REID FLYING SERVICE LIMITED, a Canadian Corporation having its Principal Office at Cartierville Airport, in the District of Montreal, in the Province of Quebec, Canada, hereinacting and represented by WILLIAM R. J. OLIVER, its President, and duly authorized for the purposes hereof, as he declares, hereinafter referred to as the

LESSEE-PURCHASER.

The Lessor-Vendor hereby leases to the Lessee-Purchaser and the Lessee-Purchaser hereby leases from the Lessor-Vendor One (1) DC-4 B Aircraft NC 79975 (hereinafter referred to as "the aircraft"), for use by the Lessee-Purchaser in Air Transportation between CANADA and EUROPE, but solely for Passenger Service (including incidental baggage) and subject to ultimate purchase of the said aircraft by the Lessee-Purchaser from the Lessor-Vendor and the whole upon the following terms and conditions.

1: The Lessor-Vendor undertakes and agrees that it will deliver the said aircraft to the Lessee-Purchaser at Montreal Airport, Dorval, Quebec, Canada, at or before twelve noon on the 6th. day of April, 1950, for use by the Lessee-Purchaser, for the term of this Lease and further undertakes and agrees that should the said aircraft, for any reason, become unserviceable during the term of this lease or be lost, destroyed or otherwise cease to be available to the Lessee-Purchaser, then and in that event, it will immediately supply to the Lessee-Purchaser, in substitution therefor, another DC 4 B Aircraft or an aircraft of equally acceptable type and design, hereinafter referred to as "the substitute aircraft", for use by the Lessee-Purchaser in accordance with this Lease, in place of "the aircraft".

2: The aircraft (and the substitute aircraft) to be delivered, as aforesaid, shall be delivered in proper airworthy condition and shall be equipped with all necessary Overseas equipment such as life vests and life rafts for Fifty-Five (55) passengers, together with any and all additional equipment which may be required by the Department of Transport of Canada, and/or the Air Transport Board of Canada, and shall be in full compliance with all requirements of the said authorities.

3: The Lessee-Purchaser shall have the right to charter the aircraft to any Company, individual or group.

4: Acceptance of the aircraft by the Lessee-Purchaser following its delivery at Montreal Airport, Dorval, Quebec, Canada, and after inspection an approval by the competent authorities, shall be deemed and acknowledgement that the Lessee-Purchaser has inspected the aircraft and accepts it as equipped in airworthy condition in full compliance with all regulations of the Department of Transport of the Canadian Government and/or the Air Transport Board of Canada; it being understood that when the aircraft is returned it shall be in the same airworthy condition in compliance with all regulations of the Department of Transport of the Canadian Government pursuant to the maintenance manual of the Lessor-Vendor, which maintenance manual is at all times to be kept aboard the aircraft and complied with by the Lessee-Purchaser as a minimum requirement as to maintenance.

5: The Lessor-Vendor shall procure and maintain and pay for, so as to protect the interests of the Lessor-Vendor and the Lessee-Purchaser, insurance in the following categories and amounts (the amounts shown being minimum amounts, which may be increased by either party as their interest may appear):-

(a) All risk comprehensive hull insurance to cover the said aircraft (or the said substitute aircraft as the case may be) in the amount of Two Hundred Thousand Dollars ($200,000.00) non-deductible on ground risks and subject to Five Percent (5%) deductible on flight risks;

(b) Public liability insurance in the amount of One Hundred Thousand Dollars ($100,000.00) per person and One Million Dollars ($1,000,000.00) per accident;

(c) Property damage insurance in the amount of Five Hundred Thousand Dollars ($500,000.00) per accident;

(d) Passenger liability insurance in the amount of Fifty Thousand Dollars ($50,000.00) per passenger and One Million Dollars ($1,000,000.00) per accident;

(e) Search and rescue insurance in the amount of Twenty-Five Thousand Dollars ($25,000.00);

(f) Baggage liability insurance not exceeding Fifty Dollars ($50.00) per passenger, except in the case where any passenger shall declare a higher value not to exceed Five Hundred Dollars ($500.00) and shall pay the applicable charges, in which case insurance shall be increased accordingly.

6: All the aforesaid insurance shall be carried with Companies doing business in Canada and in a form acceptable to the Lessee-Purchaser, and certified copies of all policies of insurance shall be delivered by the Lessor-Vendor to the Lessee-Purchaser for retention by the Lessee-Purchaser. The said policies shall provide that in the event of cancellation Thirty (30) days prior written notice of such cancellation shall be given to the Lessee-Purchaser.

7: The Lessee-Purchaser will repair and maintain the aircraft, its engines, appurtenances and parts during the period of this agreement in a good state of repair and in an efficient operational condition in accordance with D.O.T. approved standards and in accordance with the Lessor-Vendor's manual of maintenance referred to in Paragraph 5 above. In making such repairs, inspections and maintenance the workmen engaged therein shall at no time be considered as

employees of Lessor-Vendor unless carried on Lessor-Vendor's payroll.

8: During the period of this Agreement the Lessee-Purchaser will at its own expense and by its own procurement, man, navigate, operate, supply fuel and oil, and repair the said aircraft and pay all charges and expenses of every kind and nature whatsoever incident to the operation of the said aircraft under this agreement (except insurance). Gasoline and oil furnished by the Lessee-Purchaser shall be of proper quality, grade and octane rating for use in the said aircraft.

9: Any flight captain employed by the Lessee-Purchaser for the operation of the said aircraft shall be approved by the Lessor-Vendor and the Lessee-Purchaser and shall have a suitable competency rating for the aircraft issued by the Department of Transport of Canada. The Lessee-Purchaser will not operate the said aircraft nor permit it to be operated at any time unless such an approved flight captain is aboard and in charge of the flight.

10: The Lessee-Purchaser will operate and maintain the aircraft and keep all records on the aircraft at all times in full compliance with the rules and regulations of the D.O.T. and/or the A.T.B. in Canada; provided that in the event of any violation thereof in such operation, the Lessor-Vendor may forthwith terminate this lease upon giving notice in writing to the Lessee-Purchaser of its election so to do.

11: The Lessee-Purchaser will furnish the Lessor-Vendor with a weekly written report on the operation and maintenance of the said aircraft during the term of the present lease containing the following:-

(i) Number of hours flown in test flights.

(ii) Number of hours flown in operational flights.

(iii) The routes flown and points where landings were made.

(iv) Maintenance and/or repairs performed on the said aircraft.

(v) Such other information regarding the operation of the said aircraft as may be requested in writing by the Lessor-Vendor.

12: The Lessee-Purchaser will not make any alteration or modification in the aircraft without prior written approval of the Lessor-Vendor unless ordered by competent authority, and if any alteration or modification of the aircraft is ordered or commenced by the Lessee-Purchaser contrary to the terms hereof, the Lessor-Vendor may at its option immediately terminate this lease by giving notice in writing to the Lessee-Purchaser of its election so to do, and the Lessee-Purchaser will thereupon order such alteration or modification cancelled or terminated, and in addition to its obligations hereunder will bear all expenses of such alteration or modification and be solely liable for any damages caused by reason of its cancellation or termination.

13: In the event the Lessee-Purchaser should default in any of the terms, covenants and conditions of this agreement, unless such default is remedied within twenty-four (24) hours of receipt by the Lessee-Purchaser of written notice of such default by registered mail, the Lessor-Vendor may elect to terminate the lease forthwith in which event

the aircraft shall be immediately returned to the Lessor-Vendor at Montreal Airport, Dorval, Quebec, Canada. The waiver by the Lessor-Vendor of performance of any covenant or condition required hereby of the Lessee-Purchaser in a particular instance shall not thereafter preclude the Lessor-Vendor from demanding performance according to the terms hereof.

14: In consideration of the present lease, the Lessee-Purchaser covenants and agrees to pay to the Lessor-Vendor at the Lessor-Vendor's offices in New York City, New York, the sum of Eight Thousand Dollars ($8,000.00) per round trip; the said payment to be made in United States Dollars and the said sum to be payable as follows:-

(a) Five Thousand Dollars ($5,000.00) (U.S. funds) shall be paid Seven (7) days in advance of the departure of any flight;

(b) The balance of Three Thousand Dollars ($3,000.00) (U.S. funds) shall be paid on the last day of each Thirty (30) day period during the term of this lease (commencing with the first departure) to cover each, any and all round trips completed during the said Thirty (30) day period.

15: This lease shall be for a term of eight (8) months commencing on the first day of April, 1950, and terminating on the thirtieth day of November, 1950, subject, however, to the provision regarding purchase of the said aircraft (or substitute aircraft), and in the event of the purchase price of the said aircraft (or substitute aircraft) having been fully paid by the Lessee-Purchaser to the Lessor-Vendor prior to the thirtieth day of November, 1950, then the present lease shall terminate forthwith; provided, however, in any event, that any termination of this lease under this paragraph, or otherwise, shall allow an extension of the additional number of days necessary for the completion of any trip already commenced, or for which the aircraft may be already chartered, prior to such date upon which this lease would otherwise terminate.

16: It is the spirit and intention of this agreement that the Lessee-Purchaser shall purchase the said aircraft (or substitute aircraft) from the Lessor-Vendor, the whole as hereinabove set out, and in connection with the said purchase of the said aircraft (or substitute aircraft), the following terms and conditions shall apply:-

(a) The total purchase price of the said aircraft shall be fixed at Three Hundred and Fifty Thousand Dollars ($350,000.00) (U.S. funds).

(b) All payments of rental, as hereinabove provided under Paragraph 14 hereof, shall be received by the Lessor Vendor and applied against the said purchase price.

(c) So soon as the rental payments, stipulated in Paragraph 14 hereof, shall have been made in an amount of Three Hundred and Fifty Thousand ($350,000.00) Dollars (U.S. funds) during the currency of the present lease, all rental payments shall forthwith cease and the Lessor-Vendor shall deliver forthwith to the Lessee-Purchaser a satisfactory bill of sale transferring the ownership of the said aircraft (or substitute aircraft) to the Lessee-Purchaser fully and completely, and discharging the Lessee-Purchaser of all obligations in connection with any further payment on account of purchase price thereof.

(d) Should the said rental payments, as stipulated in Paragraph 14 hereof, fail to reach the said sum of

Three Hundred and Fifty Thousand Dollars ($350,000.00) (U.S. funds) by the thirtieth November, 1950, then, and in that event, it is mutually agreed between the parties that any balance then remaining of the said sum of Three Hundred and Fifty Thousand Dollars ($350,000.00) (U.S. funds), after allowing and giving credit for all rental payments made up to that date, shall forthwith become due and owing by the Lessee-Purchaser to the Lessor-Vendor and shall be paid by the Lessee-Purchaser to the Lessor-Vendor accordingly, and the Lessor-Vendor shall thereupon give to the Lessee-Purchaser a satisfactory bill of sale transferring the ownership of the said aircraft (or substitute aircraft) to the Lessee-Purchaser fully and completely, and discharging the Lessee-Purchaser of all obligations in connection with any further payment on account of purchase price thereof.

17: All notices to be addressed to the Lessor-Vendor shall be addressed to it at its offices at 319 West 48th Street, New York 19, New York.

All notices addressed to the Lessee-Purchaser shall be addressed to it at its offices at Cartierville Airport, Quebec.

18: Unless otherwise specifically noted, all references to currency herein are references in terms of Canadian dollars, and payment shall be made at Montreal, Quebec, Canada.

19: For greater certainty it is to be understood and agreed that the Lessee-Purchaser by this agreement, leases only the aircraft from the Lessor-Vendor; the substitute aircraft to be on a "standy" basis checked and approved by D.O.T. and/or A.T.B. and available from the Lessor-Vendor for use by the Lessee-Purchaser under the conditions of Paragraph One (1) hereof. All provisions of this agreement apply mutatis mutandis to the substitute aircraft if and when same is actually put to use by the Lessee-Purchaser.

20: The Lessor-Vendor will not, during the term of this agreement or any extension thereof, lease or charter any aircraft to any other Canadian Air Carrier.

21: It is understood and agreed that should the Lessee-Purchaser at any time during the term of the present agreement, or any extension thereof, desire or have need of further or additional aircraft, the Lessor-Vendor shall furnish such further and additional aircraft to the Lessee-Purchaser on the same terms and conditions as provided herein for the aircraft, provided however, that unless and until the substitute aircraft is required and put into operation only one substitute or stand by aircraft shall be required, but that one substitute or stand by aircraft shall be available at all times.

22: Should the Lessor-Vendor fail to deliver the aircraft as provided herein, or be late in delivering such aircraft, it shall pay to the Lessee-Purchaser all damages and loss incurred by the Lessee-Purchaser as a result of such default or delay.

23: The present agreement shall be governed by the laws of the Province of Quebec, Canada.

SIGNED BY THE PARTIES HERETO AT THE TIME AND ON THE DATE HEREINABOVE FIRST MENTIONED, BY THE LESSOR-VENDOR

AT THE CITY OF NEW YORK, STATE OF NEW YORK, ONE OF THE UNITED STATES OF AMERICA, AND BY THE LESSEE-PURCHASER IN THE CITY OF MONTREAL, PROVINCE OF QUEBEC, CANADA.

CURTISS-REID FLYING SERVICE LIMITED:

PER: _____
PRESIDENT:

FEDERATED AIRLINES INC.:

PER: _____
PRESIDENT:

MEMORANDUM OF LEASE PURCHASE AGREEMENT

- BETWEEN -

FEDERATED AIRLINES INC.

- AND -

CURTISS-REID FLYING SERVICE LIMITED:

MARCH 25TH., 1950.

STALKER, HOWARD & STALKER
BARRISTERS AND SOLICITORS
TORONTO GENERAL TRUSTS BUILDING
354 NOTRE DAME STREET WEST
MONTREAL 1

CF-EDM.
5008-E4-13
4 2

CURTISS-REID FLYING SERVICE LIMITED

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

7927

May 19th, 1950.

Mr. A.D. McLean,
Controller of Civil Aviation,
Department of Transport,
No. 3 Temporary Building,
Ottawa, Ontario.

Dear Mr. McLean:

We enclose herewith a signed copy of our lease-purchase with Federated Airlines, which we trust will be found satisfactory to you.

We apologise for the delay in getting this document to you, but unfortunately an airmail special delivery letter to New York took over twenty-four hours for delivery, and a special courier was delayed on his return trip from New York by aircraft mechanical trouble.

Our next departure for Europe is set for Sunday, May 21st, and we sincerely trust that we have left you sufficient time and that the contents of the enclosed documents are satisfactory.

Yours very truly,

CURTISS-REID FLYING SERVICE LIMITED

W.R.J. Oliver,
President.

CAR (Mr Fleming)

Spote

MAY 20 1950

WOrgs

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE
CORRESPONDANCE EXCLUSIVE AVEC WESTERN UNION CABLE SERVICE

FORM 6108 H

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG
GENERAL MANAGER GERANT GENERAL
TORONTO

CLASS OF SERVICE DESIRED / GENRE DE SERVICE	
FULL RATE / PLEIN TARIF	
DAY LETTER / LETTRE DE JOUR	
NIGHT MESSAGE / DÉPÊCHE DE NUIT	
NIGHT LETTER / LETTRE DE NUIT	

PLACE X OPPOSITE SERVICE DESIRED
INDIQUEZ PAR UN X LE GENRE DE SERVICE DÉSIRÉ

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			TRANSPORT (AIR) 9-4568

Send the following message, subject to the terms on back hereof, which are hereby agreed to
Veuillez expédier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes

Files 5260-557

OTTAWA, ONTARIO, MAY 20, 1950

MR. OLIVER,
CURTISS REID FLYING SERVICE LTD.,
CARTIERVILLE AIRPORT,
CARTIERVILLE, P.Q. (PHONE HY-0644)

AGREEMENT

OC 96 RE URLET MAY NINETEENTH AND ATTACHED PURCHASE IN RESPECT DC4B AIRCRAFT ADVISE AGREEMENT SATISFACTORY FOR REGISTRATION PURPOSES STOP DSAR BLONDEAU BEING INFORMED AND IF OTHERWISE SATISFIED HE WILL RENEW CERTIFICATES REGISTRATION AND AIRWORTHINESS FOR PERIOD ELEVEN MONTHS ENDING APRIL TWENTIETH FIFTY ONE STOP LETTER FOLLOWS

CONTROLLER CIVIL AVIATION

Copy to: D.C.A.S., Montreal

copy for Mr Patterson

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.
VOTRE MESSAGE EST-IL CLAIR ET COMPLET? LES MOTS SUPPLÉMENTAIRES COÛTENT À PEINE QUELQUES CENTS.

HFP/HMC OTTAWA ONTARIO MAY 22nd, 1950

5008-E4-13 Douglas DC4-B - CF-EDM 5008-E4-13

District Controller of Air Services,
Montreal Airport,
Trans-Atlantic Administration Building,
DORVAL, P.Q.

ATTENTION: District Superintendent, Air Regulations

1. This will confirm our telephone conversation of May 20th, 1950, in respect to the renewal of Certificates of Airworthiness and Registration for the above-mentioned aircraft.

2. Curtiss-Reid Flying Service Limited have submitted to this office a Purchase Agreement in respect to the above-mentioned aircraft which is considered satisfactory and evidence as to full legal owner and title to the aircraft under The Air Regulations.

3. The Certificates of Registration and Airworthiness for Douglas DC4B, Canadian Registration CF-EDM, may be renewed to read - "not valid after April 20th, 1951".

(C.T. Travers),
Superintendent, Air Regulations.

C
O
P
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45

May 26, 1950.

I had a phone call from a Mr. Schilder (?), attorney in New York for Ocean Air Tradeways. He states that his Company owns a DC4 aircraft, United States registration NC 79975, Canadian registration CF-EDM. This aircraft was leased to Federated Airlines, a New York Corporation, by Ocean Air Tradeways on April 17 for a period commencing April 21, terminating on May 20. Federated Airlines had a right to sub-lease which they did to Curtis Reid of Montreal. The base lease has now expired and the aircraft is in the Ross Air Service hangar at Montreal where it is held for Ocean Air Tradeways.

Ocean Air Tradeways has had no contract of any form with Curtis Reid though there has been some discussion of a lease purchase arrangement but nothing has developed from this. Curtis Reid wishes to lease the aircraft for one further flight to Rome commencing on May 28 for return about June 3 but this has not been arranged.

Ocean Air Tradeways has now entered into an arrangement for a lease purchase agreement covering this aircraft with Canuck Overseas Airways which he believes to be the name of a corporation just incorporated in Canada. Canuck Overseas Airways has also completed arrangements for a lease to Laurentide Aviation of Montreal. There are no other arrangements so far as Ocean Air Tradeways is concerned and if Curtis Reid desires to obtain the aircraft for the flight on May 28 they must make their arrangements with Laurentide Aviation.

A. S. M.

C
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46

May 26, 1950.

I had a phone call from a Mr. Schilder (?), attorney in New York for Ocean Air Tradeways. He states that his Company owns a DC4 aircraft, United States registration NC 79975, Canadian registration CF-HDM. This aircraft was leased to Federated Airlines, a New York Corporation, by Ocean Air Tradeways on April 17 for a period commencing April 21, terminating on May 20. Federated Airlines had a right to sub-lease which they did to Curtis Reid of Montreal. The base lease has now expired and the aircraft is in the Ross Air Service hangar at Montreal where it is held for Ocean Air Tradeways.

Ocean Air Tradeways has had no contract of any form with Curtis Reid though there has been some discussion of a lease purchase arrangement but nothing has developed from this. Curtis Reid wishes to lease the aircraft for one further flight to Rome commencing on May 25 for return about June 3 but this has not been arranged.

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A. S. M.

47

PRESS RELEASE

The Hon Louis Chevrier Minister of Transport has a report from

The District Controller, Air Services, Montreal, reports that a Curtiss-Reid aircraft, employed in charter flights carrying pilgrims to Rome was due to leave Montreal at noon on Sunday. The aircraft was taxied to the loading position in front of the Trans-Atlantic terminal in order to load passengers.

While the aircraft was in position on the ramp, two persons unknown entered the aircraft and proceeded to release the emergency brake pressure. Upon leaving the aircraft they were detained by members of the Corps of Commissionaires who notified the R.C.M.P., who in turn investigated the occurrence and placed one of the men under arrest

It is understood that an attempt was being made to delay the departure of the aircraft. However, the brake mechanism was quickly freed, a new emergency air bottle placed in service, and the aircraft, fully airworthy, departed for overseas on schedule.

May 29th, 1950.

OK very good. CB.

Seen. Have Publicity Copy to C.Press. See copy goes to Austin Cross. he has been Rolling me re this

29 IX. hmy. 12.30. pm Can Press Have the whole Story from Montreal no need for us to Slip into it unless some new point develops. 29/5/50 C. P. Edwards. C.M.S.

Inspection Service
REFER TO FILE

48

CANADA
DEPARTMENT OF NATIONAL REVENUE
CUSTOMS AND EXCISE

Ottawa, May 26th, 1950

CCA
CA
Records (Copies)

Controller of Civil Aviation,
Civil Aviation Division,
Department of Transport,
No. 3 Temporary Building,
Wellington Street,
Ottawa, Canada.

8388

TRANSPORT - RECORDS
MAY 29 A.M.
File 5008-Ed-13

Attention: Mr. J.R.K.Main.

Re: Importation of Aircraft by International Carriers and also for Domestic Use.

I have before me a report from Montreal which, if taken at its face value, would indicate the Curtiss Reid Flying Service brought into Canada, on April 19th, 1950, a Douglas DC 4 Aircraft, bearing the registration NC 79975. Also that since arrival the registration and designation has been changed to read CF-EDM.

The aircraft itself has been used for four flights outward bound in charter service to Rome. The departures from Montreal were on April 23rd, May 6th, May 14th and May 22nd. Return trips are shown as arriving direct from Shannon on April 28th, May 9th and May 18th.

As far as I am aware this aircraft has never been duty paid, but so long as it is used solely for international service it can be owned or rented by the Curtiss Reid Flying Service and still be within the law.

What worries me, however, is that the registration has been changed to Canadian markings and I was in hope that some arrangement had been perfected between National Revenue and Transport to prevent registration from being changed on aircraft which were not "duty paid". A reasonable search has failed to bring to light any agreement of this nature and I would like to know whether your files contain anything which would clarify the problem.

If no arrangement has ever been made, then you might take this letter as an official request for certain consultations and final agreement which would bring about the desired result.

2 copies 13/6/50

The fact that second hand aircraft can now be imported into Canada under Order in Council, as well as international operations similar to the one referred to in this communication, renders e arly action imperative.

COPY ON
5001-21
5258-133

ENTERED ON CARDS
No. 3 Bldg.

W W Bunker
Director of
Customs Excise Inspection

B/R

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

STANDARD TIME

W.D.NEIL, GENERAL MANAGER, MONTREAL

"The filing time shown in the date line is STANDARD TIME at place of origin. Time of receipt is STANDARD TIME at place of destination."

32070 5 1/0

RAA100 124/114 RX 5 EX

MONTREAL QUE 28 430P

DIRECTOR OF AIR SERVICES 695

15580

DEPARTMENT OF TRANSPORT OTTAWA C/O TC RX

THE FOLLOWING TELEGRAM WHICH WAS SENT TODAY TO CURTISS REID FLYING SERVICES IS WRITTEN CONFIRMATION OF VERBAL NOTIFICATION CONVEYED TO MR. OLIVER EARLIER THIS MORNING QUOTE HAVING FORBIDDEN YOU AND FEDERATED AIRLINES TO USE CF-EDM (NC-79975) AIRCRAFT IN ANY MANNER, WE NOTIFY YOU HEREWITH THAT ANY USE BY YOU OF

C.D. 1R

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

STANDARD TIME

W.D.NEIL, GENERAL MANAGER, MONTREAL

"The filing time shown in the time line is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at place of destination."

RAA100/2 DIRECTOR OF AIR SERVICES OTTAWA

58

SAID AIRCRAFT WILL BE IN VIOLATION OF CONDITIONS OF INSURANCE POLICIES AND WILL CANCEL ALL COVERAGE FOR PASSENGERS PUBLIC LIABILITY AND OURSELVES AS OWNERS OF SAID AIRCRAFT STOP WE SHALL HOLD YOU AND ALL COMPANIES AND INDIVIDUALS ASSOCIATED WITH YOU TO STRICT ACCOUNT FOR ALL LOSSES WHICH MIGHT ARISE THROUGH

CD 1R

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

STANDARD TIME

W.D.NEIL, GENERAL MANAGER, MONTREAL

"The filing time shown in the date line is STANDARD TIME at place of origin. Time of receipt is STANDARD TIME at place of delivery"

RAA100/3 DIRECTOR OF AIR SERVICES OTTAWA

ANY FURTHER USE OF SAID AIRCRAFT BY YOU UNQUOTE

OCEAN AIR TRADEWAYS C/O MR FREDERICK SILVER 110 EAST 42ND

STREET N.Y.C.

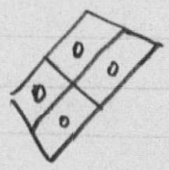
TELEPHONED

By Mr Conley

52

Mr. Patterson.

This would appear to be a squabble re ownership which must be settled in civil court. However any attempt to re-register this a/c in Canada should be supported by absolute proof of ownership



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
11-48

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, P.Q. May 30, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC-4 CF-EDM	5008-E4-13

CAR

9193

TRANSPORT - RECORDS
JUN 2 A.M.
5008-E4-13
File

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. With reference to the first paragraph of your letter dated May 22, 1950, please be advised that the Certificates of Registration No. 8650 and Airworthiness No. 3244 for the above-mentioned aircraft have been renewed to read valid until April 20, 1951.

J.P. Fournier,
for District Controller, Air Services.

JPF/mp

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

55

2
9-49

DDM/M

Ottawa, Ontario, June 1st, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC4, CF-EDM, Curtiss-Reid Flying Service, Ltd.	~~5008-P4-13~~ ~~5001-21~~ ~~5258-133~~ ~~1502-7 (CAR)~~

MEMORANDUM TO C.C.A.:

15579

1. With reference to the above noted subjects and letter from Customs dated May 26th, 1950, consideration given by this Department to the registration of Douglas C-54 DC4 aircraft, serial No. 3110, CF-EDM, ex. NC-79975, may prove to be embarrassing.

2. It has been ascertained from Customs that precedents for the importation of aircraft for operation in international air transport without payment of duty exist in the railway and steamship fields. Customs, however, are not anxious for this precedent to be extended to aircraft and were under the impression that our Air Regulations could prevent it.

3. It is believed that paragraph 5 in Part II, Section I, can be interpreted to force the proper importation of aircraft into Canada regardless of whether they are engaging in international operations or not. This paragraph would appear to be specific in that the aircraft must be registered in Canada or imported into Canada and Customs duties paid before registration can be effected. It might be mentioned that in the waiver granted to Curtiss-Reid aircraft, no waiver was made in respect of this paragraph.

4. The District Superintendent's office in Montreal has advised that they are shortly to be requested for re-registration of CF-EDM by a newly-formed company which intends to lease it to Laurentide Airways for operation in the Rome traffic. The antecedents of the newly-formed company are, according to the D.S.A.R., questionable. Enquiries have also been made concerning the possible reincarnation of the defunct Canadian Colonial Airways for the registration of lease-purchase DC4 aircraft for the same purpose.

5. It has been ascertained from Customs that regardless of the terms of the lease-purchase agreement, the importation of aircraft into Canada would require payment of duty in full at the time of importation and they would like to have all aircraft properly imported and duty paid.

6. In view of the possible questionable character of the lease-purchase agreements and the ambiguity of real ownership of the aircraft under such agreements, it is strongly recommended that this Department grant no further waivers of any regulation under Part II, Section I; that the requirements of Air Regulations be enforced in full and that, in addition, any subsequent importation of second-hand aircraft shall be required to be approved by Order-in-Council as

ENTERED
ON CARDS
No. 3 Bldg.

54

laid down in P.C. 236/1647 and the Act to amend the Customs Tariff 13 George VI, Chapter 15, No. 1216. In this respect, it is considered that regardless of the operation of the subject aircraft, some attention will have to be given to compliance with the provisions of the above mentioned Order-in-Council and Act.

7. In view of current applications for registration in Canada of aircraft purchased on lease-purchase agreements for use - (1) in international traffic; and (2) in national traffic, for which duty is not paid in the case of (1) and is paid on the basis of 1/120th per month in (2), and the economic and regulatory problems arising therefrom, it is recommended that an inter-departmental meeting be arranged between National Revenue Customs, the A.T.B., and this Department, to develop a uniform policy. It is suggested that the meeting be arranged at the earliest possible time since there is some urgency.

for (C. T. Travers),
Superintendent, Air Regulations.

Minute I to D.A.S.

I discussed this with Mr. Bunker by telephone. He expressed the view that it would be wise at this time to refuse to give Canadian registration to an important aircraft until Customs duties had been paid in full. He would like to hold a meeting with officials of this Department and ATB to decide:-

(a) whether this can be done ~~over~~ under existing laws and regulations,

(b) whether it would be in the best interests of all concerned to do it (see paras. 4 and 5 of Mr. Bunker's letter May 26th, this file). This course is recommended.

1/6/50. KW 1/6/50

CCA
I concur but (this for the record) the information that duty was NOT levied on a/c to be used in Internat'l Traffic only came - unsolicited - from Mr. Bunker of Customs!
H.B. 1/6/50

OW PFD HB 30

CC AD OW

REQ 49 CURTISS REID FLYING SERVICE IS PURCHASING ANOTHER DOUGLAS DC4 FROM UNITED STATES STP UNDERSTAND CF EASY DOG MIKE WILL BE RETURNED TO PREVIOUD OWNER STP NEW AIRCRAFT EXPECTED TO ARRIVE TOMORROW

DSR MONTREAL 011458Z

CAR
RW

1950 JUN 1 AM 11 54

A/C.C.A.

DDM/M

57

5008-EA-13
5001-21
5258-133
1502-7

June 2nd, 1950.

The Chairman,
Air Transport Board,
No. 3 Temporary Building,
Ottawa, Ontario.

Dear Sir:

A serious problem has recently arisen concerning the registration in Canada of aircraft purchased abroad on lease-purchase agreements. This problem is both economic and regulatory and it is, therefore, suggested that a meeting be arranged at which representatives from this Department, the Air Transport Board, and the Department of National Revenue, Customs and Excise Division, will be present.

There is some urgency in this matter and it would be appreciated if an arrangement could be made for the representatives to meet as early as possible the week commencing June 5th, at No. 3 Temporary Building.

Yours very truly,

Original Signed by
A. T. COWLEY

(A. T. Cowley),
Director of Air Services.

58

EDM/M

5008-EA-13 ✓
5561-21
5258-133
1502-7

June 2nd, 1950.

Dear Sir:

A serious problem has recently arisen concerning the registration in Canada of aircraft purchased abroad on lease-purchase agreements. This problem is both economic and regulatory and it is, therefore, suggested that a meeting be arranged at which representatives from this Department, the Air Transport Board, and the Department of National Revenue, Customs and Excise Division, will be present.

There is some urgency in this matter and it would be appreciated if an arrangement could be made for the representatives to meet as early as possible the week commencing June 5th, at No. 3 Temporary Building.

Yours very truly,

Original Signed by
A. T. COWLEY

for (C. P. Edwards),
Deputy Minister for Air Services.

The Deputy Minister,
Department of National Revenue,
Customs and Excise Division,
O T T A W A, Ontario.

FORM 2195

DEPARTMENT OF TRANSPORT

DEPARTMENTAL COMMUNICATIONS

FILE NO. 5008-E4-13

DATE June 2nd, 1950.

OTTAWA ONTARIO

54

DISTRICT CONTROLLER OF AIR SERVICES
MONTREAL AIRPORT
DORVAL QUEBEC

CAR 279 REURTEL 49 EXPORTATION EASY DOG MIKE SHOULD BE COVERED BY LETTER OUTLINING CANADIAN REGISTRATION MARKINGS CANCELLATION THEREOFF PREVIOUS U. S. REGISTRATION AND NUMBER U. S. CERTIFICATE EXPORT FOR AIRWORTHINESS DATE OF IMPORTATION INTO CANADA DATE EXPECTED EXPORTATION AND CERTIFICATE THAT AIRCRAFT IS IN AIRWORTHY CONDITION. THIS LETTER SHOULD ACCOMPANY AIRCRAFT ON ITS RETURN TO U. S.

CIVIL AVIATION

A/c Licensing

CF-EDM

FILE COPY

PATENTED - MOORE BUSINESS FORMS LTD.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
9-49

DDM/M

Ottawa, Ontario, June 3rd, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CF-EDM	5008-E4-13

10881

MEMORANDUM TO: INSPECTORS, AIR REGULATIONS,
(2) E.A.R.:

1. If a long-distance telephone call is received by any Inspector of Air Regulations from Curtiss-Reid Flying Service, that Douglas DC4 CF-EDM is being permanently withdrawn from use in Canada and requesting cancellation of registration and certificate thereof, they will notify the C.A.A. Regional Office, New York, and the Administrator, Civil Aeronautics Administration, in Washington, by the following wire:

> Douglas DC4 Serial No. 3110 has been permanently withdrawn from use in Canada and registration and certificate ~~therewith~~ are cancelled.

(C. T. Travers),
Superintendent, Air Regulations.

FORM 6122

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

(40)

STANDARD TIME

1950 JUN 4 PM 2 51

RXMOA76 40/36=FD MONTREAL QUE 4 235P

DIRECTOR OF AIR SERVICES DEPT OF TRANSPORT=

692 NO 3 TEMP BLDG OTTAWA ONT=

61

15577

:WE WOULD BE PLEASED IF YOU WOULD IMMEDIATELY WITHDRAW AND PERMANENTLY CANCEL THE CERTIFICATE OF REGISTRATION CF-EDM NOW BEING USED ON DC4 AIRCRAFT SERIAL NUMBER 3110 STOP THIS AIRCRAFT NOW AT NEWARK AIRPORT NEWARK NEW JERSEY=

W R J OLIVER CURTIS REID FLYING SERVICE LTD.

Mr. Patterson.

P. H. Pl...

1950 JUN 4 PM 6 35

CF-EDM DC4 3110

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER, MONTREAL

CLASS OF SERVICE DESIRED	
Full Rate	
Day Letter	X
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

ACCOUNTING REFERENCE	CHECK	TIME FILED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to. FILE: 5008-E4-15

PSW/ZG

OTTAWA ONTARIO CANADA JUNE 5th, 1950

REGIONAL SUPERVISOR
CIVIL AERONAUTICS ADMINISTRATION
NEW YORK N.Y. U S A

CARRIER FOLLOWING TELEGRAM SENT TODAY TO ADMINISTRATOR WASHINGTON QUOTE CANADIAN REGISTRATION CHARLIE FOX DASH EASY DOG MIKE AND CERTIFICATE THEREOF ISSUED TO DOUGLAS DC FOUR SERIAL THREE ONE ONE ZERO NOW CANCELLED STOP AIRCRAFT BELIEVED TO BE IN NEWARK N J FOR RETURN TO PREVIOUS U S OWNER STOP REGIONAL SUPERVISOR N Y ADVISED CONTENTS THIS TELEGRAM UNQUOTE

C.A.R. 36

FILE COPY
c.c. MONTREAL

CIVIL AVIATION

D.R. Walker

CHARGE TRANSPORT AIR (5755)

CD 2 Bi.

CANADIAN PACIFIC TELEGRAPHS

Communications Mondiales — World Wide Communications

W. D. NEIL, GENERAL MANAGER, MONTREAL

GENRE DE SERVICE	
Plein tarif	
Lettre de j[illegible]t	
Dépêche d[illegible]t	
Lettre de n	

Indiquez par un X le genre de service désiré

CLASS OF SERVICE DESIRED	
Full Rate	
Day Letter	X
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

ACCOUNTING REFERENCE	CHECK	TIME FILED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.
Veuillez expédier la dépêche suivante aux conditions mentionnées au verso, que j'accepte par les présentes.

FILE: 5008-24-15

PSW/26 OTTAWA ONTARIO CANADA JUNE 6th 1950

ADMINISTRATOR
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25 D.C. U S A

CAR287 CANADIAN REGISTRATION CHARLIE FOX DASH EASY DOG MIKE AND CERTIFICATE THEREOF ISSUED TO DOUGLAS DC FOUR SERIAL THREE ONE ONE ZERO NOW CANCELLED STOP AIRCRAFT BELIEVED TO BE IN NEWARK N J FOR RETURN TO PREVIOUS U S OWNER STOP REGIONAL SUPERVISOR N Y ADVISED CONTENTS THIS TELEGRAM

FILE COPY

c.c. MONTREAL

CIVIL AVIATION

CHARGE TRANSPORT AIR (5735)

Sender's address or telephone number for reference.
Adresse et numéro de téléphone de l'expéditeur pour référence.

C.N.W. 36

66

Air Vice-Marshal A.T. Cowley June 5th, 1950.

The five flights that we have completed indicate that there is a definite place in Canada for charter flights of this nature, and although they have not all been filled to capacity, all indications point to a very successful operation for the next few months, providing we can continue to build up the public's confidence in charter flying, which not only includes safe and efficient operation, but also the strict adherence as to the number of flights and to their approximate departure and arrival dates.

We have had to cancel our flight of June 6th, as our substitute aircraft cannot be completely ready by that time, and although we could have insisted on using the original machine CF-EDM, we feel that the possibility of additional adverse publicity would be more damaging than the cancellation of this flight, even though it will be a disappointment to the number of passengers and will cause us considerable trouble with the Pilgrims that we have in Europe who were scheduled to come back on the return flight.

We believe that you and your Department are aware of the underlying trouble and background of this particular airplane. We have learned a great deal about the original owner of this aircraft from numerous people and from Mr. Hamilton of the U.S. State Department, and are most anxious to have nothing further whatsoever to do with these people no matter how remote the connection might be.

We trust that you will bear with us until we have smoothed out these difficulties, and we can assure you that we will be satisfied with nothing less than a safe and trouble-free and efficient operation.

Yours very truly,

CURTISS-REID FLYING SERVICE LIMITED

The subject matter of this [illegible]

W.R.J. Oliver,
President.

WO:gs

CURTISS-REID FLYING SERVICE LIMITED

67

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

June 5th, 1950.

10228

TRANSPORT - RECORDS
JUN 8 P.M.
File 5008-E-4-13

Air Vice-Marshal A.T. Cowley,
Director of Air Services,
No. 3 Temporary Building,
Ottawa, Ontario.

Dear Air Vice-Marshal Cowley:

We telegraphed you yesterday as follows:

> WE WOULD BE PLEASED IF YOU WOULD IMMEDIATELY WITHDRAW AND PERMANENTLY CANCEL THE CERTIFICATE OF REGISTRATION CF-EDM NOW BEING USED ON DC-4 AIRCRAFT SERIAL NO. 3110 STOP THIS AIRCRAFT NOW AT NEWARK AIRPORT NEWARK NEW JERSEY

We are sorry that the above request had to be made, and that this aircraft should have caused your Department any trouble, and ourselves considerable trouble and embarrassment.

On learning, on Sunday morning, May 21st, a few hours before the departure of our flight of that day, that a serious misunderstanding might develop between Federated Airlines Limited, the people with whom we have a lease-purchase agreement, and Ocean Air Tradeways, the owners of the aircraft, we immediately took steps to demand from Federated Airlines the substitute aircraft as mentioned in our contract, as they had undertaken to keep us in peaceful possession of this machine.

1 copy 26/6/50

Although we realize that our contracts with Federated Airlines are correct and in order, and that we can in no way be involved with any troubles that they might be having with Ocean Air Tradeways, the events of the past ten days, which includes the arrest of a man who attempted to damage and delay the departure of our flight on the 21st, and the very unfavourable publicity that we have been receiving, is very distasteful to us.

ENTERED ON CARDS
No. 3 Bldg.

COPY ON
5258-133

DEPARTMENT OF TRANSPORT

OFFICE SERVICES BRANCH

REFERENCE SLIP

29
4-48

FILE NUMBER 5008-E4-13 SERIAL NUMBER 10228

CHARGED TO CMR DATE 6/6

DATE (1)	ROUTED TO (2)	INITIALS (3)	DATE (4)
8/6	~~CMR~~		
Spoke to Mr. ~~CMR~~ (D. Murphy) (1)			
	Record Copy		

INITIAL COLUMN 3 TO ENSURE EFFICIENT DISTRIBUTION SERVICE. COLUMN 4 SHOULD SHOW DATE DOCUMENT LEFT YOUR OFFICE. USE COLUMN 2 FOR ADDITIONAL REFERENCES.

THIS FORM WILL BE DESTROYED WHEN PAPERS ARE BEING FILED. THEREFORE THE ATTACHED DOCUMENT SHOULD BEAR YOUR INITIALS AS WELL AS ALL MINUTES OR REMARKS OF A PERMANENT NATURE.

MMR

Records
Please file on
CF-[redacted]M (5008-E4-13)
JLK

Re: James Henry VINSON, 105 Stockton Place, Cape May, N.J., U.S.A. - Wilful Damage to Aircraft, Dorval, Que. - Assistance to Department of Transport.

The Commissioner,
R.C.M.Police,
OTTAWA, Ont.

FORWARDED for your information. In view of the fact that the Quebec Provincial Police refused to undertake the investigation and there are no police employed at the Airport to attend to such matters, assistance was granted in view of the requests made by Messrs. Fournier and DeNiverville of the Department of Transport.

2. The fear that property of the Federal Government was endangered because of the action of VINSON was well founded in view of the wilful damage he caused to the aircraft in question. When evidence sufficient to prove an offence under Section 510(e) of the Criminal Code of Canada was obtained and representatives of the Curtiss-Reid Flying Services advised that they were willing to prosecute, VINSON was placed under arrest and escorted to the Quebec Provincial Police cells. The following day he was charged and the case is now pending before the courts.

3. During the inquiries conducted in the above connection certain information was received which indicates that persons implicated in an investigation under the Export and Import Permits Act, namely GLOBAL AVIATION INC., Iberville, Que., our file number 50M 95-1, your reference 50D 1130-4-D-1, have an interest in the American firm which presumably own the DC-4 aircraft involved in this matter. Under the circumstances may this file be brought to the attention of the C.P.O. Full particulars regarding present suspicions will go forward in due course on the file referred to. Further report will follow.

Mtl. 3-6-50
GS-1/fc

J.R. Lemieux, Insp.,
in charge C.I.D.

6. VINSON was then questioned by the writer and he (VINSON) stated that he was employed by Mr. COX as chief pilot and that he had until recently been travelling in this aircraft as his employer's representative. On the morning of the 28th instant, Mr. COX instructed YARAMISHYN and himself to remove the American registration from the plane and that they boarded the plane for the sole purpose of getting this registration. VINSON admitted pulling the air brake but said that it had been done on the spur of the moment and that YARAMISHYN could not possibly have known that he was going to do that. YARAMISHYN claimed that he had no intention to do damage to the plane and did not know that VINSON was going to take any action to immobilize the plane. Both were asked why when they boarded the plane they carried a wrench on their person. They claimed that they needed it to repair a loose spotlight on their car. It was obvious that these two men had boarded the plane to remove a vital part in order to ground it but had been prevented from doing so by the presence of the two maintenance men.

7. The result of the investigation was reported to Insp. Lemieux and as there was no evidence of wilful damage against YARAMISHYN, he was allowed to depart. After Lefebvre and Stalker declared their intention to prefer a charge of wilful damage, VINSON was informed by the writer that he would be charged of causing wilful damage to this aircraft and he was escroted to the cells of the Quebec Provincial Police.

8. On the 29th instant, a charge of causing wilful damage for an amount of approximately $57.00 contrary to Section 510 (e) of the Criminal Code was preferred against VINSON. by T. Henry Lefebvre. The prosecution was conducted by Stalker representing the firm of Curtiss REID and VINSON was represented by Mr. J. Cohen, K.C. The case was called before Judge T.A. Fontaine at which time date of enquete was set for the 6th of June, 1950. Mr. Cohen endeavoured to minimize the damage done to the aircraft in requesting a low bail by stating that the aircraft was owned by Mr. Cox, the employer of the accused and went on to explain the difficulty regarding the leasing of this plane to Curtiss REID. STALKER requested a reasonable bail due to the fact that the accused was an American and has no residence in Canada and although the damage amounted to only $57.00 it was a serious offence in view of the fact that it had been done to an aircraft which was to fly that day to Rome. The bail was set at $500.00 property bail and $250.00 cash. Copies of the Information and Complaint are attached hereto. In conclusion it should be mentioned that this aircraft took off from Dorval at 1:00 p.m. with 50 passengers.

9. A further report will be submitted after the enquete.

D.D. 20-6-50.

(J.R.R.Carriere) 10700 A/Sgt.

(cont'd) to Dorval Airport where we were met by Mr. J.L.E.A. Deniverville, District Controller of Air Services for the District of Quebec and Mr. J.P. Fournier, Inspector of Air Regulations of the Department of Transport. Also present were Mr. Alexander Stalker, Lawyer of the firm of Curtiss Reid and T. Henry Lefebvre, Vice-President of the Curtiss Reid. It was learned that the captionally noted and one Walter YARAMISHYN, 748 North 24th Philadelphia, Penn. had boarded the D.C. 4 Aircraft and pulled the emergency brake and in doing so had locked all the braking apparatus on the plane which would cause delay of the plane to effect the necessary repairts. Both Mr. Deniverville and Mr. Fournier requested our assistance. It was also learned that both men had been detained by members of the Corps of Commissionaires pending our arrival.

4. Acting on instructions received from Insp. Lemieux, the writer conducted an investigation with the following results: One william Boyd RUNCIMAN, 2195 Harvard St. Montreal employed as chief mechanic for Ross Aero Co., stated that at approximately 10:45 A.M. of the 28th instant, accompanied by one Albert TETREAULT, 1064 Bernard St. Apt. 26, Outremont, he had taxied the D.C. 4 C.F. E.D.M. of Curtiss REID from No. 3 - C hangar to the Transatlantic Terminal. The emergency brakes were O.K. in normal position and control was at safety. At approximately 11:00 A.M. two men Walter YARAMISHYN and VINSON boarded the aircraft and stated that they had come to remove the American registration. VINSON removed the registration but it was taken away from him by RUNCIMAN who suggested that they go to the office to get the matter straightened out. WINSON then said: "We will have no more "chicken shit" and pulled the right hand emergency control and said that will hold them for a while". Both VINSON and YARAMISHYN left the plane. VINSON a few minutes later returned to the plane accompanied by a member of the Corps of Commissionaires who asked him what he had done and he said " I just pulled the emergency air brake". RUNCIMAN explained that in pulling this emergency lever one thousand (1,000) lbs pressure of air was released and this action locked the brakes making it necessary to bleed the brakes and build up the pressure back to 1,000 lbs. He explained that the repair of this damage usually took approximately three hours but they had been able to repair it in one hour as they had employed five mechanics. RUNCIMAN further explained that it would have been impossible to move the plane until the brakes were repaired. Albert TETREAULT was also seen and corroborated fully the statement made by RUNCIMAN.

5. Guillaume GLOBENSKY, 580 Chabanel, Apt. 2, Montreal, Customs Officer, stated that at approximately 11:00 A.M. of the 28th instant, two men claimed that they were working for the owners of the aircraft C.F. E.D.M. which was on the field and requested to go on board. As he believed that they were employees of Curtiss REID, he allowed them on board. Sgt. RANKIN of the Corps of Commissionaires of 3856 LaSalle Blvd, Verdun, Que. stated that after the incident, the went on board of the aircraft with both VINSON and YARAMISHYN at which time VINSON declared that it was all an accident. He, nevertheless, detained both men until our arrival.

..3..

ROYAL CANADIAN MOUNTED POLICE

C-237

DIVISION FILE No. 50M 1135-1-1

DIVISION C | SUB-DIVISION | DETACHMENT Montreal

PROVINCE of Quebec | DATE 30-5-50

72

FILE REFS.

RE: James Henry VINSON, 105 Stockton Place, Cape May N.J. U.S.A. - Wilful damage to aircraft - Dorval, Que. Section 510 (e) Criminal Code - Asst. to Department of Transport.

HEADQUARTERS

SUB-DIVISION

DETACHMENT

P.C.R.

A. R. V. No.

DIARY DATE

SET FOR----------

1. At approximately 10:00 A.M. of the 28th instant, Mr. Ralph COX of Ocean Air Tradeways, Box 234 Wildwood, N.Y. telephoned this Office claiming that he was the owner of a D.C. 4 Aircraft, which had been leased to the firm of Curtiss REID Flying Service Limited, Montreal. The said lease had expired and he had been refused possession of the aircraft and that furthermore, Curtiss REID proposed to fly the aircraft to Rome at 1:30 p.m. that day. Mr. COX requested advice as to how he could stop Curtiss REID from using this aircraft. He was advised that this was a civil matter and that he should consult a lawyer.

2. At about 10:05 A.M. of the 28th instant, Mr. Oliver of the Curtiss Reid Flying Service Limited, telephoned stating that they had leased a D.C. 4 Aircraft from an American firm who had previously leased this aircraft from Mr. Cox. The plane was due to leave for Rome at 1:00 P.M. with 50 passengers and they had reason to believe that Mr. COX, who wished to cancel this purchase lease but had not taken any Court action, would go to any lenght to prevent this flight and might even sabotage the plane. Mr. OLIVER believed that two employees of Mr. COX might be COX' agents in causing this damage. Mr. OLIVER was informed that ownership of the plane was purely a civil matter and that with regard to any damage that might be caused to the aircraft, he should refer the matter to the Quebec Provincial Police. A short while after, Mr. OLIVER again telephoned this office and stated that the Quebec Provincial Police had declined to take any action claiming that as the aircraft was presently at Dorval Airport, it was a federal property and the R. C. M. Police should be requested to give whatever protection was necessary. Mr. OLIVER explained that this aircraft was registered in Canada by the Department of Transport and for the purpose of this registration, the firm of Curtiss REID was shown as the owners. He further stated that the Corps of Commissonaires had been alerted in order that no damage was caused to the aircraft before its departure from Montreal. Mr. OLIVER insisted that we take some action to prevent damage to this aircraft.

3. In view of the afore-mentioned, the information was communicated to Inspector Lemieux and at approximately 11:30 A.M. of the 28th instant, Insp. Lemieux was informed that two employees of Mr. Cox despite close surveillance kept on the aircraft by the Corps of Commissionaires had managed to board this plane and caused some damage to it, which would delay its departure. The writer accompanied by Insp. Lemieux and Constables Conick and Young proceeded

..2..

CORRESPONDENCE TO BE ADDRESSED:-
THE COMMISSIONER
R. C. M. POLICE
OTTAWA

ROYAL CANADIAN MOUNTED POLICE
OFFICE OF THE COMMISSIONER
OTTAWA

73

TRANSPORT - RECORDS
JUN 12 A.M.
5008-E4-13
File

REF. No. 50 D 1135-1-D 4.

10691

9 June, 1950.

Re: James Henry VINSON, Dorval,
Quebec - Damage to Aircraft.

Enclosed please find copy of Montreal report dated May 30, 1950, which deals with an investigation carried out into the circumstances surrounding the damage to aircraft, CF-EDM, at Dorval, P.Q., Airport on May 29, 1950.

2. As a result of this investigation sufficient evidence was obtained to warrant a charge of wilful damage to property being preferred against James Henry Vinson of 105 Stockton Place, Cape May, N.J., U.S.A. He appeared before Judge T.A. Fontaine at Montreal on May 29 and was subsequently released on bail pending trial which is to be held on June 6, the result of which will be conveyed to you in due course.

for COMMISSIONER.

1 copy 26/6/50

The Deputy Minister,
Civil Aviation Division,
Department of Transport,
O T T A W A, Ontario.

COPY ON
5258-133

Enc.

ENTERED
ON CARDS
No. 3 Bldg.

JF
XXXXP/HMC

74

5008-E4-13;

Ottawa, Ontario,
June 10th, 1950

Curtiss-Reid Flying Service
Limited,
Cartierville Airport,
MONTREAL, P.Q.

ATTENTION: W.R.J. Oliver

Gentlemen:

We wish to acknowledge receipt of your telegram dated June 4th, 1950, requesting that the Certificate of Registration for Douglas DC4 aircraft, Serial No. 3110, registration CF-EDM, be cancelled, and informing us that the aircraft has been returned to the United States of America.

Before this registration may be cancelled, we require the Certificate of Registration No. 8650 and Certificate of Airworthiness No. 3244 to complete the formal cancellation.

Yours very truly,

CC: MONTREAL

(C.T. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

77 2 11-48

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., June 12, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-13	Douglas D.C. 4 CF-EDM	5008-E4-13

11128

TRANSPORT - RECORDS
JUN 14 A.M.
5008-E4-13
File

Director of Air Services,
Department of Transport,
Ottawa, Ont.

Attention: Superintendent, Air Regulations.

1. As Headquarters has already been notified, the subject aircraft which was used by Curtiss-Reid Flying Service Limited on Trans-Atlantic Flights has now been returned to United States as a result of which Certificates of Registration No. 8650 and Airworthiness No. 3244 are returned herewith for cancellation.

2. Mr. W.R.J. Oliver, President of Curtiss-Reid Flying Service Ltd., has certified that markings CF-EDM have been removed from this aircraft upon its arrival in United States.

3. Both Certificates of Registration and Airworthiness as well as markings for this machine may therefore be cancelled.

J.L. Blondeau

J.L. BLONDEAU,
for District Controller, Air Services.

JLB:tb
encls.

Cancelled
15/6/50

2462A

72

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8650

NATIONALITY AND REGISTRATION MARKS CF-EDM

1. Type and description	Douglas C-54-DC
2. Name and address of constructor	Douglas Aircraft Co. Inc., Santa Monica, Cal., U.S.A.
3. Constructor's serial number	3110
4. Name of owner	Curtiss-Reid Flying Service Limited,
5. Address of owner	Cartierville Airport, Montreal, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Dorval and Cartierville, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 21st day of April 19 50, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDM and is of Canadian nationality.

Given at Ottawa this 22nd day of April 19 50.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Received. Not valid after April 30/57 J. L. Blondeau

Department of Transport Civil Aviation Division CANADA

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

/RM

This [illegible]cate is issued in lieu of United [illegible]tes Department of Commerce Certi[illegible]te of Airworthiness for Expo[illegible] Number E-20427 and is sub[illegible] to conditions specified therein.

7 2462 6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 3244

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Curtiss-Reid Flying Service Limited,
2. Christian name
3. Address Cartierville Airport, Montreal, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Douglas Aircraft Co. Inc., Santa Monica, Cal., U.S.A.

NATIONALITY AND REGISTRATION MARKS

6. CF-EDM

DESCRIPTION OF AIRCRAFT

7. Type Douglas Series C-54-DC Constructor's No. 3110
8. Place and year of construction of aircraft Santa Monica, Cal., U.S.A., 1943.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Four
12. Maximum number of persons to be carried (including crew) See Approved Loading Charts.

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A,B,C,D & E.
15. Maximum span (in flying position) 117' 6"
16. Maximum length (in flying position) 93' 10"
17. Total height (with and without trolley in case of seaplanes) 27' 6 5/16"

ENGINES

18. ~~Number installed~~
19. Makes
20. Types
21. International power of the engine or engines at
    (a) Sea level.....H.P. at.....revolutions per minute.
    (International number of revolutions)
    (b) Rated Altitude.....H.P. at.....revolutions per minute.
    (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: *(a)*.....*(b)*.....
23. Oil: *(a)*.....*(b)*.....

24. Airscrews: Number fitted.....Types.....No.....
    Pitch.....Diameter.....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	.....lbs.
	(b) Seaplane	.....lbs.
	(c) Skiplane	.....lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	.....lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks	
(b) Capacity of tanks.....Imp. gals.	
27. Oil	.....lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks	
(b) Capacity of tanks.....Imp. gals.	
28. Weight allowed for crew	.....lbs.
29. Weight allowed for equipment, excluding wireless apparatus	.....lbs.
30. Weight of wireless apparatus	.....lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	.....lbs.
32. Maximum total weight authorized	.....lbs.
Landplane	.....lbs.
Seaplane	.....lbs.
Skiplane	.....lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane **Seventy Thousand Seven Hundred Pounds.**
    Seaplane
    Skiplane
34. Minimum crew necessary **Two**
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 381.4 inches and 407.6 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2700 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2550 r.p.m.
40. The indicated air speed must never exceed (a).....m.p.h. and (b).....m.p.h.

The Minister having regard to the reports furnished to him issues the present Certificate of Airworthiness dated **21st April, 1950** in respect of the above-mentioned aircraft, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this **22nd** day of **April** 19**50**.

Superintendent, Air Regulations.

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public Transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

1 Magnetic Compasses
2 Altimeters
2 Airspeed Indicators
Landing Lights
4 Engine Revolution Counters
4 Oil Pressure Gauges
4 Oil Temperature Gauges
4 Navigation Lights.

B.—Equipment essential for preventing or dealing with fire whilst in flight:

9 Fire Extinguishers

C.—Equipment essential for rendering first aid in case of accident:

First Aid Kit

D.—Special equipment:

Safety belt for each occupant
Life Preserver for each occupant.
Life Raft.

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Airplane Flight Manual, Weight and Balance Report form part of this Certificate and must be in the aircraft during flight.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
nspected by D.O.T., ontreal, P.Q., pril 21, 1950.	Satisfactory	May 21st, 1950. April 20, 1951	J.L. Blondeau

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

ROYAL CANADIAN MOUNTED POLICE

C-237

DIVISION FILE No. 50M 1135-B-2

DIVISION "C" SUB-DIVISION DETACHMENT Montreal.

PROVINCE Quebec DATE 19 June 1950

78

FILE REFS.

RE: James Henry VINSON, 105 Stockton Place, Cape May J.N. U.S.A. - Filful Damage to Aircraft, Dorval, Que. - Assistance to Department of Transport.

HEADQUARTERS

1. Reference to the above, the captionally noted appeared before Judge I.LAGARDE for Enquete on 6 instant at which the case was remanded until 20th instant.

2. Mr. STALKER counsel for Curtiss-Reid has informed the writer that on the 20th instant a further remand will be requested.

SUB-DIVISION

3. It should be mentioned that on the 6th instant Mr. Ralph COX of Ocean Air Tradways preferred a charge of theft against Curtiss-Reid for having stolen the D.C. 4 aircraft valued at $250,000.00.

DETACHMENT

4. A further report will be submitted when the Preliminary hearing takes place.

P.C.R.

S.U.I.
D.D.28-7-50.
Expenses nil.

A/Sgt.
J.R.R.Carriere. 10700.

The Commissioner,
R.C.M.P. OTTAWA.

A. R. V. No.

1. FORWARDED for your information. This is further to my forwarding note dated the 3-6-50. It will be observed that the case pending against the captionally noted has not been proceeded with to date. Furthermore the alleged owner of the aircraft mentioned in Sgt. Carriere's report dated 30-5-50 has preferred a charge of theft against Curtiss-Reid, the company who had leased the plane which the captionally noted damaged.

2. Further report will follow.

D.D. 7-8-50
Mtl. 23-6-50
CS-1/JSTJ

(J. R. Lemieux) Insp.,
I/C C.I.D.

DIARY DATE

SET FOR.....

FILE NUMBERS. HEADING AND MARGINAL REFERENCE ARE TO BE PROPERLY FILLED IN.

79

ROYAL CANADIAN MOUNTED POLICE
HEADQUARTERS

OUR FILE No. 50 D 1135-1-D 4. OTTAWA. 26 June, 1950.

YOUR FILE No.

13426

TRANSPORT - RECORDS
JUN 28 A.M.
File 5008-E4-13

To: The Deputy Minister, Department of Transport,
Civil Aviation Division, OTTAWA, Ont.

Report dated Montreal, P.Q., 19-6-50,
forwarded for your information, re: James Henry VINSON, Dorval,
P.Q. - Damage to Aircraft, being further to ours of ~~9-6-50~~.

ENTERED ON CARDS
No. 8 Bldg.

The subj

COPY ON
5258-133

Enc.

for Commissioner.

FILE No. 5008 - E 4 - 14

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JUNE 1950

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - EDN - DOUGLAS C54B-DC.

5008 - E 4 - 14 VOL. 1

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) SERVICES DATE LEFT OFFICE	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
	(5008-E14-4) 5925	2		E	AUG 20 1954
DEC 2 1957	Reg Miss Jones	car		ls	DEC - 2 1954
					JUN - 7 1950
	Return to Main Archives				

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER SECTION

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FILE No. 5008 - E 4 - 14 VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JUNE 1950
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EDN DC 4

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

5008 - E 4 - 14 VOL. 1

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 10 1950	10556	MK		JJ	JUN 14 1950
JUN 14 1950		Cal			JUN 15 1950
JUN 15 1950		CRJ (2)			JUN 16 1950
JUN 16 1950		Trans. A.	6/17/50		JUN 17 1950
JUN 16 1950		RLL (1)	6/17/50	WM	JUN 16 1950
JUN 19 1950	Reg Miss Jones	CAR		E.J	JUN 26 1950
	15312	CAR		P.T.	AUG 8 - 1950
AUG 8 - 1950	BF 6/7/50	RFL		WM	AUG 9 - 1950
	14023	CAR		EJ	JUL 21 1950
AUG 9 - 1950		CAE			AUG 8 - 1950
JUL 25 1950	memo July 10th	CAR			AUG 8 - 1950
AUG 9 - 1950	BF 15/7/50	Trans A			SEP 6 1950
JUL 25 1950	14489	CAR		P.T.	JUL 25 1950
		DHS			AUG 8 - 1950
		DMA			AUG 8 - 1950
	To note approval	CAR		HP	AUG 24 1950
AUG 10 1950	15832.	LAB			AUG 24 1950
		CAE			SEP 25 1950
	Page 40	Filed no.			SEP 6 1950
AUG 31 1950	17994	CAR		R.M.	SEP 25 1950
SEP 23 1950	20337	CAR			SEP 29 1950
		CAE			OCT 2 - 1950
SEP 29 1950	20785	CAR		P.T.	
FEB 17 1951	By Mr Fink	CAR			MAR 9 - 1951
MAY 23 1951	10994	CAR		EJ	DEC 26 1951
	H9156	CAR		HP	DEC 26 1951
DEC 26 1951		CAE			DEC 26 1951

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
11-48

Rm. 44, Trans-Atlantic Administration Bldg., Montreal Airport, Dorval, Que., June 9, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC4 aircraft CF-EDN	5008-E4-14

10556

TRANSPORT - RECORDS
JUN 10 A.M.
5008-E4-14
File

Diredtor of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. Please find attached duplicate copies of application for registration of aircraft in the name of Curtiss-Reid Flying Service Ltd. for the registration of Douglas DC4, Serial No. 10518. The fee of $10.00 has been paid and is being covered by Receipt No. 103752.

2. This memorandum is by way of advance notice for Headquarters' information and further documentation in connection with the registration and certification of this aircraft will be forwarded as soon as submitted to this office.

3. The aircraft is presently at Montreal Airport having arrived on June 8, 1950. This machine arrived here displaying U.S. Registration Markings N1695M.

J. P. Fournier,
for District Controller, Air Services.

JPF:AR
Enc.

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in [redacted] TRIPLICATE

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... CF-EDN ..... $5.00 ✓ ~~C.B.P. 0890~~

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant CURTISS-REID FLYING SERVICE LIMITED

Date of Application June 9th, 1950

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CURTISS-REID FLYING SERVICE LIMITED	CARTIERVILLE AIRPORT, MONTREAL	CANADIAN

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
W.R.J. OLIVER	President	525 Clarke Avenue Westmount, Que	Canadian
MRS. G.W. OLIVER	Director	" "	"
MISS I. OLIVER	"	" "	"
MR. H.H. WALKER	"	101 Murray Street Montreal, Que	"
S. BOYD MILLEN	"	639 St. James St, Mtl	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial

Usual Station Dorval & Cartierville Airports

Date of manufacture or reconstruction

Crew required Six

Accommodation for what number of passengers Fifty-Five

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on c without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air ... Heavier ... made by Douglas Aircraft Corporation

Type C-54-B ... Maker's No. 10518

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	117' 6"	
Length o/a in feet	93' 10"	
Height o/a in feet	27' 6 5/16"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil		

Total weight authorized (fully loaded) in lbs. 70700 ... Air speed ... miles per hour

EQUIPMENT—(Give number and type).

1. Instruments
2. Gauges
3. Lights
4. Signals
5. Fire Extinguishers
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P&W R2000-7	P-101734	P-100916	P102175	P102189
Pusher or Tractor	Tractor			
Right or Left Hand	Right Hand			
No. of Cylinders	14			
H.P.	1350			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Inspected on ...

is accurate as corrected ...

tions from type are indicated on annexed sheet ...

is recommended with the following special conditions ...

recommendation to be submitted later ...

...

Signature ...

approved and Registration Mark C.F. ... allotted.

not approved for reasons annexed.

...

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., June 13, 1950
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC4- Serial No. 10518 CF-EDN	5008-E4-14

Director of Air Services,
Department of Transport,
Ottawa, Ont.

14

Attention: Superintendent, Air Regulations.

20393

1. Further to our letter of June 9th, 1950, the following papers regarding the registration of the subject aircraft are enclosed herewith:-

(a) List of instruments
(b) Certificate of Airworthiness for Export No. E-20260
(c) Proof of ownership: This aircraft obtained by Curtiss-Reid Flying Service Limited from Federated Airlines Inc., as the substitute aircraft stipulated in memorandum of purchase agreement entered between these two Companies on March 25th, 1950, and copy of which document is available at Headquarters. Duplicate copies of further agreement, dated May 29th, 1950, between the same parties are enclosed herewith
(d) Photostatic copy of actual Weight and Balance Report checked and found satisfactory
(e) Copy of Inspection Reports forms 2443 and 2444, duly certified.

2. We have been advised by our local Radio Inspector that he was satisfied with the radio equipment in this aircraft and has so advised his Headquarters in Ottawa by long distance telephone call this afternoon.

3. We had also been verbally notified by Customs that this aircraft may be accepted in this country under same conditions as CF-EDM.

4. This application appears in order and issue of Certificates is recommended.

..... 2

D.A.S. (continued)

5. Curtiss-Reid Flying Service have a trip to Rome scheduled to leave Montreal Airport at noon on June 14th, 1950, hence our reasons for handing over this letter to them for transmission to Headquarters.

J.L. Blondeau

J.L. BLONDEAU,
for District Controller, Air Services.

JLB:tb
encls.

P.S.- Aircraft CF-EDN is equipped with 63 passengers seats and the item "acommodation for what number of passengers" on the application form which showed acommodation for 55 passengers should be amended to read 63.

INSTRUMENT LIST ON DC-4 AIRCRAFT CF-EDN

12

FRONT PANEL

2	Altimeters (Sensitive)
2	Air Speed Indicators
2	Turn & Bank Indicators
2	Rate of Climb Indicators
2	Artificial Horizon
1	I.L.S. Instrument
1	Automatic Pilot Oil Pressure
2	Directional Gyros
1	Gyro Pilot Instrument
1	Suction Gyro Pilot Gauge
2	Radio Compass Dual Indicators
2	Clocks
2	Suction Gauges
1	De-icing Pressure Gauge
1	Fluxgate Indicator
4	Fuel Indicator Gauges
1	Fuel Indicator Dual
2	Dual Oil Quantity Gauges
2	Dual Manifold Pressure Gauges
2	Dual R.P.M. Indicators
2	Dual Fuel Pressure Gauges
2	Dual Oil Pressure Gauges
2	Dual Fuel Flows
1	Flap Position Indicator

RIGHT END SIDE

1	Emergency Air Brake Indicator
1	Hydraulic Pressure
1	Oxygen Flow Indicator

LEFT END SIDE

1	Oxygen Flow Indicator

INSTRUMENT LIST ON DC-4 AIRCRAFT CF-EDN

TOP PANEL

1	B16 Compass
2	Cylinder Head Temperature Gauge Dual
2	Oil Temperature Gauge Dual
2	Carburettor Air Temperature Gauge Dual
1	Alcohol Quantity Gauge
1	Voltmeter and Ammeter
1	Outside Air Temperature Gauge

NAVIGATION

1	Airspeed Indicator
1	Altimeter
1	Radio Compass Indicator
1	Fluxgate Repeater
1	Outside Air Temperature
1	Gyrosyn Compass
1	Oxygen Flow Indicator

RADIO POSITION

1	Oxygen Flow Indicator

RADIO EQUIPMENT

MN-62A	Compass Receiver
MN-31	Loop Control Unit
MN-36	Loop Automatic
MN-58A	Dual Azimuth
18-S-2	Trans - Rec.
180-K-1	Antenna Loading Unit
314-S-2	Remote Control Unit
RA-10DD	Receiver
MR-9-B	Remote Control Unit
	Antenna Relay
	Cable Misc.
CD-L-4	Output Boxes
CD-L-5	" "
CD-L-17	Radio Compass Control
ROA, Amplifier	
MN-53-A	Marker Receiver
BC-348	Receiver
ART-13	Transmitter
733D	Receiver
ARN5	Receiver
SCR-522	
PE-44-C	

Form ACA-26
(3-47)

United States of America
Department of Commerce
Civil Aeronautics Administration
Washington

10

Certificate of Airworthiness for Export

No. E-20260

This certifies *that the product identified below, and more particularly described in the applicable specifications,*[1] *has been examined and found to comply with approved data, with applicable Civil Air Regulations and other airworthiness requirements of the Civil Aeronautics Board, and with special requirements of the importing country as filed with the United States Government;* [redacted]

Manufacturer's Name and Address: Douglas Aircraft Co., Inc., Santa Monica, Calif.

Product: Aircraft

Model: C54 B-DC

Serial No.: 10518

Country to which exported: Canada

Four - Pratt & Whitney Engines
Model R-2000-7 installed.

Four - Hamilton Standard Propellers
Model 23 E 50 installed.

Omar E. Beasley
OMAR E. BEASLEY
SIGNATURE OF CAA REPRESENTATIVE

By _____
DESIGNEE'S SIGNATURE

June 8, 1950
DATE

DESIGNEE NUMBER

[1] *Applicable specifications, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.*

16—54485-1 U. S. GOVERNMENT PRINTING OFFICE

MEMORANDUM OF AGREEMENT ENTERED INTO THIS 29TH. DAY OF MAY 1950.

BY AND BETWEEN:-

FEDERATED AIRLINES INC., a New York Corporation having its Principal Office at 319 West 48th. Street, New York 19, in the State of New York, One of the United States of America, hereinacting and represnted by SCOTT CHALFANT, its President, and duly authorized for the purposes hereof, as he declares, hereinafter referred to as the

LESSOR - VENDOR.

- and -

CURTISS-REID FLYING SERVICE LIMITED, a Canadian Corporation having its Principal Office at Cartierville Airport, in the District of Montreal, in the Province of Quebec, Canada, hereinacting and represented by WILLIAM R.J. OLIVER, its President, and duly authorized for the purposes hereof, as he declares, hereinafter referred to as the

LESSEE - PURCHASER.

WHEREAS, by Lease Purchase Agreement dated the 25th. March, 1950, the Lessor-Vendor sold to the Lessee-Purchaser one DC-4 B Aircraft bearing United States Registration Identification No. NC 79975, and which said aircraft was subsequently registered in Canada under the Canadian Identification Letters CF-EDM, and the whole in accordance with the terms and conditions of the said Lease Purchase Agreement; and,

WHEREAS, by the terms and conditions of the said Lease Purchase Agreement, the Lessor-Vendor undertook and agreed that the Lessee-Purchaser was to be kept and maintained in peaceful possession of the said aircraft, and should the aircraft cease to be peacefully available to the Lessee-Purchaser for any cause, then in that event the Lessor-Vendor would immediately supply to the Lessee-Purchaser in substitution therefor, another DC-4 B aircraft or an aircraft of equally acceptable type and design as a substitute aircraft; and,

WHEREAS, in view of certain events and disturbances which have taken place, the Lessor-Vendor is ready and willing to take back the DC-4 B aircraft originally supplied to the Lessee-Purchaser and bearing United States Registration Identification No. NC 79975, and subsequently, Canadian Identification Letters CF-EDM and to replace same with another aircraft, in accordance with the terms of the aforesaid Lease Purchase Agreement of the 25th. March, 1950;

NOW, THEREFORE, IT IS AGREED BETWEEN THE PARTIES:

1: The Lessee-Purchaser hereby retransfers to the Lessor-Vendor hereto present and accepting the aforesaid DC-4 B aircraft originally supplied to it and bearing United States Registration Identification No. NC 79975, and subsequently, Canadian Identification Letters CF-EDM, which said aircraft is hereinafter for brevity styled the "original aircraft";

2: The aforesaid original aircraft, having departed under date of the 28th. May, 1950, on a chartered flight to Paris and Rome, will be delivered directly to the Lessor-Vendor at New York upon return from such flight, the said Lessor-Vendor hereby authorizing and recognizing the said

flight and agreeing to accept the said aircraft upon such return and delivery, the whole effective for the profit and loss of the Lessor-Vendor as and from the date hereof;

3: The Lessor-Vendor hereby undertakes and agrees to deliver to the Lessee-Purchaser another DC-4 B aircraft, which said aircraft shall be subject to acceptance by the Lessee-Purchaser and shall be delivered to the Lessee-Purchaser at Dorval Airport on or before the 3rd. June, 1950;

4. For the purposes of the aforesaid Lease Purchase Agreement, dated the 25th. March, 1950, the said aircraft to be supplied to the Lessee-Purchaser on or before the 3rd. June, 1950, in place of the original aircraft hereby returned to the Lessor-Vendor, shall be deemed and considered as being "the aircraft" as referred to in the said Lease Purchase Agreement and all terms and conditions of the said Lease Purchase Agreement shall remain in full force and effect without any change whatsoever, except to the extent necessary to implement the present Agreement;

5. The present Agreement shall be governed by the Laws of the Province of Quebec, Canada.

6. It is declared that the aircraft to be delivered as a replacement for the original aircraft bears United States Registration Identification No. N1695M and will bear Canadian Identification Letters CF-EDN.

SIGNED BY THE PARTIES HERETO AT THE TIME AND ON THE DATE HEREINABOVE FIRST MENTIONED, BY THE LESSOR-VENDOR AT THE CITY OF NEW YORK, STATE OF NEW YORK, ONE OF THE UNITED STATES OF AMERICA, AND BY THE LESSEE-PURCHASER IN THE CITY OF MONTREAL, PROVINCE OF QUEBEC, CANADA.

CURTISS-REID FLYING SERVICE LIMITED:

Per: (signed) W.R.J. Oliver
PRESIDENT:

FEDERATED AIRLINES INC.:

Per: (signed) Scott Chalfant

CERTIFIED TRUE COPY OF THE ORIGINAL/n.b

MEMORANDUM OF AGREEMENT ENTERED INTO THIS 29TH. DAY OF MAY 1950.

BY AND BETWEEN:-

FEDERATED AIRLINES INC., a New York Corporation having its Principal Office at 319 West 48th. Street, New York 19, in the State of New York, One of the United States of America, hereinacting and represnted by SCOTT CHALFANT, its President, and duly authorized for the purposes hereof, as he declares, hereinafter referred to as the

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- and -

CURTISS-REID FLYING SERVICE LIMITED, a Canadian Corporation having its Principal Office at Cartierville Airport, in the District of Montreal, in the Province of Quebec, Canada, hereinacting and represented by WILLIAM R.J. OLIVER, its President, and duly authorized for the purposes hereof, as he declares, hereinafter referred to as the

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WHEREAS, by Lease Purchase Agreement dated the 25th. March, 1950, the Lessor-Vendor sold to the Lessee-Purchaser one DC-4 B Aircraft bearing United States Registration Identification No. NC 79975, and which said aircraft was subsequently registered in Canada under the Canadian Identification Letters CF-EDM, and the whole in accordance with the terms and conditions of the said Lease Purchase Agreement; and,

WHEREAS, by the terms and conditions of the said Lease Purchase Agreement, the Lessor-Vendor undertook and agreed that the Lessee-Purchaser was to be kept and maintained in peaceful possession of the said aircraft, and should the aircraft cease to be peacefully available to the Lessee-Purchaser for any cause, then in that event the Lessor-Vendor would immediately supply to the Lessee-Purchaser in substitution therefor, another DC-4 B aircraft or an aircraft of equally acceptable type and design as a substitute aircraft; and,

WHEREAS, in view of certain events and disturbances which have taken place, the Lessor-Vendor is ready and willing to take back the DC-4 B aircraft originally supplied to the Lessee-Purchaser and bearing United States Registration Identification No. NC 79975, and subsequently, Canadian Identification Letters CF-EDM and to replace same with another aircraft, in accordance with the terms of the aforesaid Lease Purchase Agreement of the 25th. March, 1950;

NOW, THEREFORE, IT IS AGREED BETWEEN THE PARTIES:

1: The Lessee-Purchaser hereby retransfers to the Lessor-Vendor hereto present and accepting the aforesaid DC-4 B aircraft originally supplied to it and bearing United States Registration Identification N NC 79975, and subsequently, Canadian Identification Letters CF-EDM, wh said aircraft is hereinafter for brevity styled the "original aircraf

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flight and agreeing to accept the said aircraft upon such return and delivery, the whole effective for the profit and loss of the Lessor-Vendor as and from the date hereof;

3: The Lessor-Vendor hereby undertakes and agrees to deliver to the Lessee-Purchaser another DC-4 B aircraft, which said aircraft shall be subject to acceptance by the Lessee-Purchaser and shall be delivered to the Lessee-Purchaser at Dorval Airport on or before the 3rd. June, 1950;

4. For the purposes of the aforesaid Lease Purchase Agreement, dated the 25th. March, 1950, the said aircraft to be supplied to the Lessee-Purchaser on or before the 3rd. June, 1950, in place of the original aircraft hereby returned to the Lessor-Vendor, shall be deemed and considered as being "the aircraft" as referred to in the said Lease Purchase Agreement and all terms and conditions of the said Lease Purchase Agreement shall remain in full force and effect without any change whatsoever, except to the extent necessary to implement the present Agreement;

5. The present Agreement shall be governed by the Laws of the Province of Quebec, Canada.

6. It is declared that the aircraft to be delivered as a replacement for the original aircraft bears United States Registration Identification No. N1695M and will bear Canadian Identification Letters CF-EDN.

SIGNED BY THE PARTIES HERETO AT THE TIME AND ON THE DATE HEREINABOVE FIRST MENTIONED, BY THE LESSOR-VENDOR AT THE CITY OF NEW YORK, STATE OF NEW YORK, ONE OF THE UNITED STATES OF AMERICA, AND BY THE LESSEE-PURCHASER IN THE CITY OF MONTREAL, PROVINCE OF QUEBEC, CANADA.

CURTISS-REID FLYING SERVICE LIMITED:

Per: (signed) W.R.J. Oliver
PRESIDENT:

FEDERATED AIRLINES INC.:

Per: (signed) Scott Chalfant

CERTIFIED TRUE COPY OF THE ORIGINAL/G.B.

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF-

Serial No. 5

1. C. of A. No. _____ Expires _____ C. of R. No. _____ Expires _____
Aircraft Data - Manufacturer DOUGLAS C54B Model C54B
Hours flown - Since New 3548:55 Since Overhaul 2533:54
Engine Data - Manufacturer PRATT & WHITNEY Model R2000-7

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	P-100502	1911:24	354:25
(2)	P-100733	3470:05	694:25
(3)	61706	2197:50	78:20
(4)	P-102189	2766:06	545:25

Signature of Applicant _____
Date _____

---

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed W. Sunderland
"B" Engineer
Date JUNE 13/50

---

3. I hereby certify that I have flown this aircraft and that its performance flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed Paul A Campbell
Test Pilot
Date JUNE 13/50

---

4. The following documents are attached:
Certificate of Airworthiness ☐
Certificate of Registration ☐
Weight and Balance Report ☒
(when applicable)

---

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. and C. of A. No. , pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificat is recommended.

Signed George S. Lace
for District Aircraft Inspector
Date June 13/50.

---

7. C. of A. and C. of R. renewed, not valid after.

(Date)- ~~13/6/50~~
Permissible Gross Weights - Wheels 70700 lbs
- Skis
- Floats

Signed J. L. Blondeau
District Superintendent, Air Regulations
Date 13/6/50

Other Action: Issue of Certs. recommended.

---

8. H.Q. Action C.A.R.

FORM No. 2443

CERTIFICATION OF AIRCRAFT IMPORTED COMPLETE

Aircraft Registration CF-
Aircraft Type EDH
Name of Importer DOUGLAS DC 6A/B
CURTISS-REID FLYING SERVICE

Serial No.
C.A.A. Spec. 10518

4

I hereby certify that I have inspected this aircraft and that no damage has been incurred during transit, and that all special Canadian requirements as outlined in the relevant Information Circulars, if applicable, have been complied with.

Signed W. Sunderland
"A" and "C" Engineer
Cert. No. A823

Date JUNE 13/50

I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed Paul A. Campbell
Test Pilot

Date JUNE 13/50

The above information has been checked and confirmed. The aircraft is acceptable for the issue of Certificate of Airworthiness and Registration.

Signed George S. Race
for. District Aircraft Inspector

Date June 13/50.

CTT/M

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Ottawa, Ontario, June 14th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC4 Serial 10518, CF-EDN	5008-E4-14 (CAR) ~~5001-21~~

15

MEMORANDUM TO: Aircraft Licensing - attention: Mr. Fink.

1. Following discussion on the subject of registration of the above aircraft, with the D.A.S., I have been advised that it may be registered temporarily subject to the following endorsement:

20394

"The temporary registration of this aircraft, CF-EDN, not valid after June 30th, 1950, is issued pending proof that any Customs duties which are or would become payable upon the importation of the aircraft into Canada have been paid."

C. Travers.

(C. T. Travers),
Superintendent, Air Regulations.

8768 (R)
3272 (A)

4 aircraft Log books

CF-EDN

Block of markings issued to Curtiss Reid 4-7-46

Requested markings be retained 28. 5. 49.
File 5008-2

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6129

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

STANDARD TIME 1950 JUN 8 PM 9 42

OA559 56/32 NL 6 EXTRA=WUX DY NEWARK NJER 8

CONTROLLER OF CIVIL AVIATION=DEPT OF TRANSPORT

857 OTTAWA=

CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-20260 COVERING
DOUGLAS C-54B-DC SERIAL NUMBER 10518 DISPLAYING
IDENTIFICATION MARKINGS N-16955M LEASED BY CURTIS REID
FLYING SERVICE MONTREAL CANADA BEING PREPARED=
JOSEPH FARINACCI SUPERVISING AGENT AVIATION
SAFETY DISTRICT OFFICE CIVIL AERONAUTICS
ADMINISTRATION.

E-20260 C-54B-DC 10518 N-16955M.

16

note
serial number
N-16955M confirmed
by C.N.T. JGH

AF
9/6/50

2462A 21

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8768

NATIONALITY AND REGISTRATION MARKS CF-EDN

1. Type and description	Douglas C54B-DC
2. Name and address of constructor	Douglas Aircraft Company Inc. Santa Monica, California, U.S.A.
3. Constructor's serial number	10518
4. Name of owner	Curtiss-Reid Flying Service Limited
5. Address of owner	Cartierville Airport, Montreal, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Dorval and Cartierville, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 8th day of June 19 50, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDN and is of Canadian nationality.

Given at Ottawa this 14th day of June 19 50

C. F. Hanes

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT NU[illegible] E-20260 AND IS SUBJECT TO CONDITI[illegible] SPECIFIED THEREIN.

2462
6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 5272

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Curtiss-Reid Flying Service Ltd.
2. Christian name
3. Address Cartierville Airport, Montreal, P. Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Douglas Aircraft Company Inc.

NATIONALITY AND REGISTRATION MARKS

6. CF-EDN

DESCRIPTION OF AIRCRAFT

7. Type Douglas Series C54B-DC Constructor's No. 10618
8. Place and year of construction of aircraft Santa Monica, California, U.S.A.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Four
12. Maximum number of persons to be carried (including crew) See Approved Loading Charts and Airplane Flight Manual

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A,B,C,D & E.
15. Maximum span (in flying position) 117' 6"
16. Maximum length (in flying position) 93' 10"
17. Total height (with and without trolley in case of seaplanes) 27' 5-5/16"

ENGINES

18. ~~Number installed~~
19. Makes
20. Types
21. International power of the engine or engines at
    (a) Sea level ..... H.P. at ..... revolutions per minute.
    (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute.
    (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: *(a)* ..... *(b)* .....
23. Oil: *(a)* ..... *(b)* .....
24. Airscrews — Number fitted ..... Types ..... No. .....
    Pitch ..... Diameter .....
25. Weight of aircraft empty (including water in the radiators):
    (a) Landplane ..... lbs.
    (b) Seaplane ..... lbs.
    (c) Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel ..... (at 7·2 lbs. per gallon)	..... lbs.
(a) Number of tanks	
(b) Capacity of tanks ..... Imp. gals.	
27. Oil ..... (at 9·0 lbs. per gallon)	..... lbs.
(a) Number of tanks	
(b) Capacity of tanks ..... Imp. gals.	
28. Weight allowed for crew	..... lbs.
29. Weight allowed for equipment, excluding wireless apparatus	..... lbs.
30. Weight of wireless apparatus	..... lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	..... lbs.
32. Maximum total weight authorized	..... lbs.
Landplane	..... lbs.
Seaplane	..... lbs.
Skiplane	..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane Seventy Thousand Seven Hundred Pounds
    Seaplane .....
    Skiplane .....
34. Minimum crew necessary Two
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 351.4 inches and 371.6 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2700 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2650 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 6/1950 in respect of the above-mentioned aircraft, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 14th day of June, 19 50.

R. O'Hara

Superintendent, Air Regulations.

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public Transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

1 Magnetic Compass
2 Altimeter
2 Airspeed Indicator
Navigation Lights
4 Engine Revolution Counter
4 Oil Pressure Gauge
4 Oil Temperature Gauge
Landing Lights

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First Aid Kit

D.—Special equipment:

Safety belt for each occupant
Life Preserver for each occupant
Life Raft

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

AIRPLANE FLIGHT MANUAL, WEIGHT AND BALANCE REPORT FORM PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT.

"The temporary registration of this aircraft CF-EDN, not valid after June 30th, 1950, is issued pending proof that any Customs duties which are or would become payable upon the importation of the aircraft into Canada have been paid."

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 30/1950 13.6.51	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

RE

Suggest we
might remain
in close touch
with this
situation and
if C of A is
renewed the
validity of the
Moorcroft (Radar)
station license
might continue
however if the
C of A is not
Renewed our
radio licence
validity should
be suspended??
We Commend to
WMCO

~~Filed~~
- noted
RFL
WM

JF/LN

OTTAWA, Ontario. June 14th, 1950.

Certificates of Airworthiness and Registration for Douglas C54B-DC aircraft, CF-KDN

5008-E4-14

27

District Controller of Air Services,
Trans-Atlantic Administration Building,
Montreal Airport,
D O R V A L, P.Q.

ATTENTION: DISTRICT SUPERINTENDENT AIR REGULATIONS

1. Enclosed are Certificate of Registration No. 8768 and Certificate of Airworthiness No. 3272, together with Engine and Journey and Aircraft Log Books, for Douglas C54B-DC aircraft, CF-KDN, Serial No. 10518.

2. The endorsement on Page 3, Section D, Paragraph 3, of the Certificate of Airworthiness is brought to your attention, and it is the responsibility of the owner of the aircraft to ensure that this endorsement is fulfilled in its entirely, otherwise the Certificate of Airworthiness will be considered invalid.

3. The Certificate of Airworthiness is valid until June 30th, 1950.

4. Your attention is drawn to Information Circular T/8/39.

(C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Books are enclosed.

BY HAND TO:

Mr. J. H. Waldie

John H Waldie.

VEMcO:MF

RECORDS TO FILE

Ottawa, June 13th, 1950.

22

Inspection Report - Curtiss-Reid Flying Service Limited - Aircraft CF-EDN

~~6252-189 (CRI)~~
5008-E4-14

We have received an application for an Aircraft Station Licence from Curtiss-Reid Flying Service to cover the non-scheduled charter international flights from Montreal to Rome using a Douglas type C 54 B-D-C, registration markings CF-EDN.

It is noted from the application that this aircraft was exported from the United States under United States Certificate of Airworthiness for Export E20260 dated June 8th, 1950, and we would like to be supplied immediately with your Inspection Report on this Aircraft Station.

I would call your attention to our letter to you of May 18th, last paragraph, in which we asked your Inspector to remind Operator Nichols or Curtiss-Reid Flying Service Limited that we still await the return of Inspector McOrmond's Manual covering the Collins ART-13 transmitter and associated equipment.

(G.C.W. Browne)
Controller of Radio.

J.M. Colton, Esq.,
District Superintendent of Radio,
Room 403, 400 Youville Place,
MONTREAL 1, Quebec.

Deliver to: ✓ Mr. Vachon

✓ Mr. McLean

Room:

From:

Room:

Remarks: To note and pass on to

A/V/M/ Cowley

To note and return to

June 17/50 J.R.Baldwin.

A.T.B. 16

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

26

RECEIVED
JUN 17 1950
AIR TRANSPORT
BOARD.

June 16, 1950

ADDRESS OFFICIAL COMMUNICATIONS TO
AMERICAN EMBASSY, OTTAWA

Mr. J.R. Baldwin, Chairman,
Air Transport Board,
No. 3 Temporary Building,
Ottawa

Dear John:

Attached for your files is a copy of Export License A-3438, dated June 8, 1950 issued to Federated Air Lines covering exportation of a Douglas C-54B, serial No. 10518, N1695-M, consigned to the Curtiss Reid Flying Service, Ltd., and an affidavit of the same date setting forth the details of the transaction.

Hope this one works out better than the last Cox arrangement.

Sincerely,

Claire

Claire Wilson
Acting Civil Air Attache

Enclosures:
as stated

COPY

June 7, 1950

25

Department of State
Munitions Section
Washington, D. C.

Attention: Mr. Hamilton

Gentlemen:

I, T. Henry Lefebvre, representing the Curtiss-Reid Flying Service, Ltd., of Montreal, Canada charter operator under license from the Department of Transport in Ottawa, Canada, state as follows:

That we are leasing from Federated Airlines, Inc., New York, New York, a Douglas C-54 B-DC aircraft for the purpose of flying Canadian Holy Year pilgrims from Montreal, Canada, to Rome, Italy, via Gander and Shannon and will only stop at the said Gander and Shannon airports for fuel purposes only, neither discharging or taking on passengers at these intermediate stops. This aircraft will be used for no other purpose.

Curtiss-Reid Flying Service, Ltd., has permission from all necessary Canadian authorities for this operation. We have received a certificate of airworthiness for export and the necessary ferry permit to move this aircraft from Newark, New Jersey, to Dorval Airport Montreal where the said aircraft will be immediately relicensed under Canadian registration. All American registration will be removed from this aircraft. At the expiration of this lease, or any renewal thereof, this aircraft will be returned to the United States to be reinspected and relicensed by the American owner.

I, Scott Chalfant, President of Federated Airlines, Inc., state that Federated Airlines, Inc., has leased the above described aircraft from Modern Air Transport, Inc., of New York, New York, and with the consent of said owners are leasing it to Curtiss-Reid Flying Service, Ltd., for the above stated purpose.

Signed in the City of New York, State of New York, this 7th day of June, 1950.

/s/ T. Henry Lefebvre

State of New York,
County of New York,
Signed before me the
7th day of June, 1950.

/s/ Scott Chalfant

/s/ Jonas Levine
Notary Public, State of New York

APPLICATION MUST BE SUBMITTED IN TRIPLICATE

DSP-5
FORMERLY FORM MC-L-15
6-12-48

READ INSTRUCTIONS ON REVERSE SIDE CAREFULLY

Form approved.
Budget Bureau No. 47-R060.

United States of America

DEPARTMENT OF STATE

APPLICATION FOR LICENSE TO EXPORT ARMS, AMMUNITION, AND IMPLEMENTS OF WAR

Applicant's Registration No.	Canada (Insert here name of country of ultimate destination)	License No. A-3438 (For official use only)

DEPARTMENT OF STATE,
Washington, D. C.

(1) Date of application June 8, 1950
(2) Applicant's reference No.
(3) Proposed port of exit Newark, New Jersey

The undersigned hereby applies for license to export the commodity described below and warrants the truth of all statements and answers herein made.

(4) Name of applicant Federated Airlines, Inc. By /s/ Scott Chalfant (To be signed in ink)

(5) Consignee in foreign country: Name Curtiss Reid Flying Service, Ltd. Nationality Canadian; Address: Street Cartierville Airport, State or Province Quebec; City Montreal, Canada, Country Canada

(6) Leasee in foreign country: Name Same Nationality ; Address: Street , State or Province ; City , Country

(7) Source of material to be exported and information concerning stage of manufacture (See par. (e) of General Instructions):
Douglas C-54-B-DC owned by Modern Air Transport and leased to applicant.
Manufacturers Serial #10518 and N # 1695-M

(8) Has Government clearance of any kind been applied for or obtained? If so, give complete details.
Yes. CAA certificate of airworthiness for export granted 8 June 1950 also Ferry Permit granted 8 June 1950

(9) State specific purpose for which the material is required and name and address of the ultimate consumer in foreign country:
For transporting Holy Year Pilgrims from Montreal, Canada to Rome, Italy under Canadian registry by consignee

(10) License to be sent to: Name Federated Airlines, Inc., Address: Street 319 W. 44th St. City New York State New York

(11) Consignor in United States: Name Applicant Nationality ; Address: Street City State

(12) Lessor in United States: Name Applicant Nationality ; Address: Street City State ; Nature of business lease

(13) State the terms of sale of the commodities listed under (15) between the seller named under (12) and the purchaser named under (6):
Indefinite lease

(14) Quantity	(15) Commodity	16. Approximate net value
1	Douglas C-54-B-DC	$200,000.00

6602
(Not valid without seal)

(Do not write or type anything below this line)

License is hereby granted to the applicant to export from the United States of America to the destination indicated herein the commodity as described and in the quantity given, under the terms and conditions specified on the reverse side hereof.

Date of license June 8, 1950

FOR THE SECRETARY OF STATE:

By
(For official use only)

COPY
COPY
COPY

Conversation Between D. A.S. and Mr. Oliver , President of Curtiss-Reid on Monday the 19th of June.

29

D.A.S. ... so that we want to know what you are going to say about this one

Mr.O. Yes

D.A.S. We registered your second aircraft on the understanding that it was a lease purchase job and purchase system like the first one

Mr. O. Yes

D.A.S. Is that right or not?

Mr. O. That's right

D.A.S. Well now we have a letter from the American Embassy here in town enclosing an official document, which is a letter by B.Henry Lefebvre to the Department of State at Washington, saying that (speaking on behalf of Curtiss-Reid) we are leasing from Federated Airlines Incorporated, New York, a Douglas C-54 DBC aircraft for the purpose of flying Canadian holy pilgrims from Montreal, Canada to Rome, Italy, and it goes on all the way through the thing talking about lease only, lease, lease, lease. We cannot register a leased aircraft.

Mr.O. When was this letter written?

D.A.S. June 7th

Mr. O. Well that lease purchase is the same, there has been no change in the lease whatsoever, the lease that we have is the one that you have in Ottawa.

D.A.S. Well that couldn't actually name the second aircraft, it just said a standby aircraft

Mr.O. yes

D.A.S. Well now, I have no proof at all, except this official document from the States, and that doesn't mention purchase at all

Mr. O. Well, I can show you that is correct, I'll produce documents necessary to satisfy you on that point immediately if you have any further doubts. What it meant and should have said

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in the letter, if he said anything at all, was the fact that it was a lease purchase

D.A.S. Yes, well it makes quite a difference. We are just a little doubtful about our ability to register a lease purchase, but we know we can't register a straight lease.

Mr. O. Oh yes, well I can assure you that's not the case.

D.A.S. and we are being pressed by everybody else down in Montreal who wants the same privilegeswant to know why we are favouring Curtiss-Reid. We're not. We explained to them that this was a lease purchase, and we are waiting the decision onCustoms, they had entered into it in good faith with the first one, the second was just carrying on the same policy. However I'm in a bad way now, with this official document in front of me, my duty as I see it would be to telegraph you immediately and cancel that registration

Mr. O. Well I'll get a copy of the agreement that we have in up to you by mail or any way you wish

D.A.S. Where's your aircraft at the moment?

Mr. O. It's in Paris

D.A.S. When is it due back?

Mr. O. The day after to-morrow

D.A.S. When do you want it to go out again?

Mr.O. It will be out on Friday again

D.A.S. Out on Friday again, well before Friday we better have some p roof that a certain aircraft with certain registration markings and numbers and so on that we can definitely identify has been purchased by you on a lease purchase system

Mr. O. Yes certainly

D.A.S. That's what we want to prove, because at the moment the document says merely lease and if it's merely lease we'll have

Mr. O. Oh, and this request from the Embassy was made by you

D.A.S. No, no, the Embassy just sent this over, attached here is a copy of the export licence so and so, and an affidavit

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of the same date setting forth the details of the transaction, and the affidavit signed before Jonas Levine the Notary Public, state of New York, on the 7th of June, 1950 says this aircraft is being leased for the purpose of carrying pilgrims from Montreal, Canada to Rome and that Curtiss-Reid Flying Service has permission from all necessary Canadian authorities to perform this operation

Mr. O. Well now, if we had a copy of that

D.A.S. Well I don't know, that's from Henry Lefevbre you think there is such a thing as a corrected copy of that?

Mr. O. No but I can have one

D.A.S. You'd have to write one

Mr. O. What I mean, is I can have that same document instead of lease saying lease purchase or would you rather say something else?

D.A.S. Well I'd rather see that a letter saying that the aircraft referred to in this letter was inadvertently referred to as lease and is definitely a hire purchase aircraft. You have got to establish your ownership before we can let it fly.

Mr. O. Well I'll work on that immediately

D.A.S. O.K. Thank you

Mr.O. Thank you

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
9-49

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, P.Q. June 29, 1950.
PLACE DATE 30

YOUR FILE	SUBJECT	OUR FILE
5008-E4-14	Douglas C54B-DC Aircraft - CF-EDN	5008-E4-14

AE
AE

14023

TRANSPORT - RECORDS
JUL 3 P.M.
5008-E4-14
File

for Jones

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. Reference our telephone conversation of today's date, please be advised that Certificate of Airworthiness No. 3272, for the above noted aircraft, has been extended to read not valid after July 15, 1950.

J.L. Blondeau

J.L. Blondeau,
for District Controller, Air Services.

JLB/mp

NOTED
lsl

June 19, 1950

Department of State
Munitions Section
Washington, D. C.

Attention: Mr. Peterson

Gentlemen:

I, T. Henry Lefebvre, representing the Curtiss-Reid Flying Service, Ltd., of Montreal, Canada, charter operator under license from the Department of Transport in Ottawa, Canada, state as follows:

That we are purchasing, on a lease-purchase agreement, from Federated Airlines, Inc., New York, New York, a Douglas C-47; A-33 aircraft for the purpose of flying Canadian Holy Year pilgrims from Montreal, Canada, to Rome, Italy, via Gander and Shannon and will only stop at the said Gander and Shannon airports for fuel purposes only, neither discharging or taking on passengers at those intermediate stops. This aircraft will be used for no other purpose.

Curtiss-Reid Flying Service, Ltd., has permission from all necessary Canadian authorities for this operation. We have received a certificate of airworthiness for export and the necessary ferry permit to move this aircraft from Newark, New Jersey, to Dorval Airport, Montreal where the said aircraft will be immediately relicensed under Canadian registration. All American registration will be removed from this aircraft.

I, Scott Chisholm, President of Federated Airlines, Inc., state that Federated Airlines, Inc., has purchased on a lease-purchase agreement, the above described aircraft from Universal Air Transport, Inc., of New York, New York, and that the owners of said owners are selling, on a lease-purchase agreement, the above described aircraft to Curtiss-Reid Flying Service, Ltd., for the above stated purpose.

Signed in the City of New York, county of New York, this 19th day of June, 1950.

T. Henry Lefebvre
Henry Lefebvre

Scott Chisholm
Scott Chisholm

State of New York
County of New York
Signed before me the
27th day of June 1950
Jonas Levine

JONAS LEVINE
Notary Public, State of New York
No. 24-7019000
Qualified in Kings County
Certificates filed with New York and
Kings County Clerks and Registrars
Commission Expires March 30, 1952

This agreement made the 7th day of June, 1950, between Modern Air Transport, Inc., a New York Corporation, having its place of business at 270 Park Ave., in the city and state of New York, hereinafter referred to as "Modern", party of the first part; and Federated Air Lines, Inc., a New York Corporation, having its place of business at 219 West 49th Street, in the city and state of New York, hereinafter referred to as "Federated", party of the second part;

WITNESSETH:

WHEREAS, Modern is the owner of a Douglas DC-4 aircraft, United States Registry No. NC 16978, equipped with four (4) R-2000-7 type engines; and

WHEREAS, Federated desires to lease the said aircraft from Modern, and the said Modern is willing to lease said aircraft to Federated, for the consideration, and upon the terms and conditions, as are hereinafter provided;

NOW, THEREFORE, Modern, in consideration of the rentals, covenants and agreements herein set forth to be paid, kept and performed by Federated, hereby leases to Federated, and Federated hereby hires and takes from Modern, the said aircraft and engines, together [illegible], and the parties do hereby co[illegible]

1. Term of Lease: - This lease shall be [illegible] the 14th day of June, 1950, and continuing indefinitely until such time as a cancellation is effected, in accordance with the terms and conditions hereinafter set forth.

2. Delivery of Aircraft and Engines: - The aircraft hereby leased and the engines presently installed therein, shall be delivered by Modern to Federated, on the 7th day of June, 1950, at LaGuardia Airport, New York, New York. The parties hereto shall cooperate to the fullest extent towards obtaining the necessary certificates or consents from the United States Civil Aeronautics Administration, hereinafter in this agreement referred to as the [illegible]

extent towards obtaining authorization from the appropriate Canadian Aviation Authorities, for the making of an initial overseas flight with said aircraft, on or before June 15th, 1950. Should such authorizations not be granted by the CAA, then at the election of either party hereto, this lease shall be cancelled. Upon the granting of such authorizations by the CAA, the term of this lease shall commence from the day, date and time when such authorizations is received. In the event, for any reason, the CAA shall not authorize the making of the initial overseas flight with said aircraft, Federated shall reimburse Modern for the actual cost to Modern of gasoline and oil necessary for the flight with said aircraft from any of the aforementioned airports located in Metropolitan New York, to Montreal, and return to such Metropolitan New York Airport, plus $55.00 per hour for engine time and maintenance cost for the number of hours required to make such flight to Montreal and return therefrom to New York.

3. Right to Sub-Lease: - Federated shall have the right to sub-lease the said aircraft to Curtiss-Reid Flying Service, for a term not in excess of the term hereof, and while the lease of said aircraft to Federated, the liability of Federated hereunder, shall continue to the same extent as if no such sub-lease of said aircraft [illegible] not, however, have the right to sub-lease said aircraft, or permit any one else to use it for flights of any kind, other than Curtiss-Reid Flying Service. Modern shall have the right to designate one individual of its choosing, who shall be included as a member of the crew, and who shall represent Modern on said aircraft, for the sole purpose of protecting its interests. If required by the Canadian aviation authorities, such individual to be chosen by Modern shall be a Canadian, and the salary or wages and expenses of such crew member shall be paid for by Federated, or by Curtiss-Reid Flying Service.

4. Amount and Payment of Rental: - Federated agrees to pay Modern, as rental for the use of said aircraft leased hereunder for the term hereinabove [illegible] - the sum of Twenty-two Thousand ($22,000.00) Dollars, upon the signing here of, by payment there of to Modern, in Escrow, to be held by them pending the obtaining of any necessary certificates or consents from the CAA and the United States State Department for the making of an initial flight with said aircraft to Montreal, Canada, and pending the obtaining of the necessary authorizations from the Canadian aviation authorities, for the making of such initial flight, with said aircraft. The aforesaid sum of

Twenty-two Thousand ($22,000) Dollars to be applied to the rental moneys due for the first and last months of the term of this contract. Federated further agrees to pay Modern the sum of Eleven Thousand ($11,000) Dollars for each and every month of the term of the agreement commencing one month from the effective date of the within agreement and continuing but not including the final month, of the term of the within agreement. In the event that the GAI shall fail or refuse the authorizations for the making of such initial flight with said aircraft, as aforesaid, Federated shall, within three (3) days thereafter, pay to Modern for the latter's expense for gasoline and oil for the making by it of the flight aforementioned from New York to Montreal, and return to New York, plus $55.00 per hour for each hour of actual flight with said aircraft between Newark and Montreal and return. In the event that Federated shall fail or refuse to make such payment to Modern, for its expenses as herein provided, Modern as escrow holder of said sum of Twenty-two Thousand ($22,000) Dollars, is hereby authorized and directed by Federated to pay Modern said sum, from and out of said Escrow moneys, and, after payment thereof to Modern, the balance of moneys then remaining in the possession of Modern, shall be paid overby them to Federated, whereupon said Modern shall be released from any

responsible for the servicing and the maintenance of the four (4) engines now in said aircraft. In the event of the failure of, or running out of allowable time on any of the engines, Federated shall replace such engine with a zero time since overhaul replacement. Since it is the desire of both parties hereto, that the aforementioned aircraft shall be returned by Federated to Modern in the same condition, except for normal wear and tear, as when it was received by Federated from Modern, Federatdd agrees to return said aircraft to Modern with the same number of hours on the engines as when the aircraft was received by Federated from Modern. Since it is recognized that it would be highly impractical to return said aircraft with the same number of hours on the engines, the parties hereto agree that any difference in the number of hours upon the return of the aircraft will be settled at the rate of Four ($4.) Dollars per hour per engine. Modern assumes no liability to Federated or its Sub-lessee, or to anyone else, by reason of and as a consequence of engine failure, but agrees to make the best efforts possible on its part in hastening

the replacement, of any failed or so-called "run-out" engines. In the event that any engine presently in the aircraft is replaced, for any reason whatsoever, then the replacement engine shall become the property of Modern, and the replaced engine shall become the property of Federated.

4. Insurance: - Modern shall procure and maintain with respect to said aircraft and shall deliver to Federated evidence of, the following insurance, and in amounts, and covering the parties, all as hereinafter set forth, viz: -

(A) Hull Insurance covering ground and flight risks, in the amount of $300,000.00, exclusively in favor of Modern.

(B) Public liability insurance in the amount of $500,000.00 per accident and property damage insurance in the amount of $500,000.00 for any one accident, and passenger liability insurance in the amount of $25,000.00 per passenger and $1,000,000.00 per accident. Policy, or policies therefore shall include and cover Federated, and Curtiss-Reid, and the premiums therefor shall be paid by Modern. Modern shall pay the premium therefor, and Federated agrees to pay Modern the same amount, for the term of this lease.

(C) All such insurance shall be carried with the companies and in form to be approved by Federated. [illegible] above, shall provide that in the event [illegible] carrier prior written notice of the date of [illegible] least the unexpired term of this lease, shall be given to Federated. In the event of any damage to said aircraft not constituting total destruction, Federated shall be liable to the extent such damage is not covered by insurance, for all costs of necessary repairs, except that if Modern elects to include a provision for so-called "5% deductible", then Federated shall not be liable to the extent of such 5%.

7. Termination - Return of Aircraft: - Upon termination of this lease by expiration or otherwise, Federated will return said aircraft, together with the engines presently therein, or replacements of any such engines which might have failed, together with the equipment and appurtenances contained in said aircraft, to Modern at LaGuardia Airport, New York, New York, in as good operating condition and appearance as when received ordinary wear and tear excepted, [illegible] with all present insignia, stripes or [illegible]

8. Operation Maintenance by Lessee: - Federated will, at its own cost and expense, repair and maintain said aircraft, its engines, appurtenances and parts, during the term of this lease, in a good state of repair and in an efficient operating condition, in accordance with good commercial maintenance practices and the approved standards of CAA, Canadian and all other governmental authorities in the countries in which said aircraft shall be during the term of this lease. Such repairs and operation maintenance shall be performed only by those accredited, approved and authorized by the appropriate governmental authorities as aforesaid. Federated agrees that wherever KLM is in a position to and is authorized to make such repairs and operational maintenance, it shall do the same for account and at the expense of Federated. 100 hour check shall be made, and all squawks, shall be eliminated, by Federated, prior to return of aircraft.

9. Operation Expenses by Lessee: - During the term of this lease, Federated will, at its own expense and by its own procurement, man, navigate, operate, supply, fuel and repair said airplane and pay all charges and expenses of every kind and nature whatsoever incident to the operation of said aircraft under this lease.

10. Standards of Operation: - Federated will operate and [illegible] said aircraft at all times in full compliance with the rules and regulations of the official governmental aviation authorities having jurisdiction over the operation and maintenance of said aircraft, and Federated shall be solely responsible for all fines, penalties or forfeitures occasioned by any violation thereof.

11. Form of Operation Records: - Federated will maintain all records on said aircraft during the term hereof in accordance with the rules and regulations of the applicable governmental aviation authorities, including the CAA.

12. Operation in Unlawful Manner Prohibited: - Federated shall not use said aircraft in violation of any applicable foreign, federal, state or Municipal law or regulation, and shall be fully responsible for any fines, penalties or forfeits occasioned by any violation thereof.

13. Liens, Taxes, Fees by Lessee: - Federated shall have no right to consent to any lien or liens on said aircraft in addition to or in excess of those imposed by statute. Any lien incurred by Federated shall be discharged at the cost and expense of Federated, who shall indemnify and hold Modern harmless against any such lien or liens. Federated shall pay all operating taxes and liens applicable to said aircraft or the operation thereof during the term hereof, including gasoline, sales tax and any tax or license fee, lease charge for use of any airports or facilities, or for the use of premises occupied in forced landings. Federated also shall pay all property taxes applicable to said aircraft for which Modern would have no liability except for the use of said aircraft by Federated hereunder.

14. Modification or Alteration of Aircraft: - The cost of all alterations or modifications to said aircraft desired by Federated, and approved by Modern, shall be paid in full by Federated but title thereto shall vest in Modern. In the event that the cost of labor, parts, and material needed for necessary to modify or alter the aircraft leased hereunder so as to meet the mandatory requirements of the appropriate governmental authorities is, in [illegible] and in craft leased hereunder, to New York.

15. Return of Aircraft-Delivery Receipt and Inventory: - Whenever said aircraft shall be delivered or returned hereunder, whether upon commencement or termination of this lease or otherwise, a representative of the receiving party shall execute and deliver to the other party a receipt evidencing such delivery or return. Such receipt shall show the date, hour and place of such delivery or return, the license number of said aircraft, and the manufacturers number of the engines installed therein or returned, and an inventory of the [illegible] and equipment contained in said aircraft. [illegible] or liability arising after the redelivery of said aircraft and the [illegible] thereof by Modern.

16. Warranty of Title by Modern: - Modern warrants that it has good title to said aircraft, and the right to let and sell the same. Federated further acknowledges that title to said aircraft is and shall remain in Modern during the term hereof, and that it holds possession as lessee only, and not as purchaser, and claims no right, title or interest otherwise.

17. Interpretation under Laws of New York: - This lease shall be construed in accordance with the laws of the State of New York. The paragraph headings herein have been inserted for convenience and reference and are not intended to define or limit the scope of any provision of this lease.

18. Payment in U. S. Funds: - In all cases, payment under this lease shall be made in legal currency of the United States of America.

19. Lease-Purchase Arrangement: - Since Federated is desirous of purchasing said aircraft from Modern, and Modern is willing to sell the said aircraft to Federated, all moneys paid to Modern by Federated under the terms of the within agreement shall be applied to the total price of said aircraft, of $275,000.00. Provided Federated shall have made all the rental and other payments as herein provided, and will in the meantime have performed and complied with all of the other terms [illegible], in U. S. Currency, at any [illegible] within one year [illegible] the aggregate sum of $275,000.00, Mod[illegible] Federated a bill of sale covering the said aircraft. In the event, however, that Federated shall default in the making of any payment required to be made under and pursuant to the within agreement, or in the event that Federated will have failed to perform or comply with any of the other terms of the within agreement, the herein lease of said aircraft, shall immediately terminate and come to an end, and the possession of the said aircraft shall immediately revert and be returned to Modern, and Federated hereby authorizes Modern thereupon to take physical possession of said aircraft, wherever the same may be located, without any interference on the part of Federated.

20. Cancellation: - During the [redacted] term of the within agreement, either of the parties hereto shall have the right, upon giving thirty (30) days written notice to said effect to the other, to terminate the within lease, effective as of the expiration of the then current lease month, and, upon the expiration of said period of thirty (30) days, this lease-purchase agreement shall then automatically terminate and come to an end. In the event of termination of the within agreement, either by default on the part of Federated or of any of the terms and conditions of the within agreement, or upon the expiration of thirty (30) days after written notice has hereinabove provided, any and all rental and other payments made or to be made by Federated, to Modern, pursuant to the within agreement between the parties, shall be construed and deemed to be rental payments by Federated for the use of said leased aircraft, and shall be retained by Modern as such, without any claim of any kind therein on the part of Federated.

IN WITNESS WHEREOF, Modern has caused these presents to be signed by one of its duly authorized officers, on behalf of the said corporation, and Federated has caused these presents to be executed by its duly authorized [redacted] the

MODERN AIR TRANSPORT, INC.

By _____
Vice-President

FEDERATED AIRLINES, INC.

By _____
President

ADDENDA and SUPPLEMENT to AGREEMENT made this 7th day of June, 1950, between MODERN AIR TRANSPORT, INC. and FEDERATED AIR LINES, INC.

There shall be added to Paragraph "3" the following:"The sub-lease to Curtiss-Reid Flying Service shall contain a clause prohibiting the said Curtiss-Reid Flying Service from sub-leasing or renting the plane referred to in the agreement, to anyone."

There shall be added to Paragraph "4" the following: "That the agreed rental of $11,000 per month shall limit the usage of the plane to no more than 200 hours per month. That in the event the said plane shall be used over and above the 200 hour limitation, Federated agrees to pay at the rate [illegible] which amount shall be paid together with the next month's rental."

There shall be added to Paragraph "6" the following: "All insurance charges shall be paid in advance with each month's rental and such charges shall be considered as part of the rental charges."

There shall be added to paragraph "8" the following: "That in the event any liens of any nature or description shall be filed against the aircraft referred to in this agreement, such liens shall be discharged by Federated within ten (10) days from the placement thereof, and Federated agrees to hold Modern free and harmless against any liens whatsoever."

There shall be added to pamgraph "10" the following: "Federated agrees to hold Modern free and harmless against any claims which may be made against Modern by reason of its ownership of the plane, by any domestic or foreign government, or by any governmental agency, including

the C. A. A. and C. A. B."

There shall be added to paragraph "11" the following: "Federated agrees to supply Modern at the termination of each flight with a copy of the flight records, ~~[illegible]~~." 12-15-3

There shall be added to paragraph "12" the following: "Federated agrees to hold Modern free and harmless against any claim whatsoever by reason of any violation on the part of Federated or its assignee, for any unlawful operation of the said aircraft."

There shall be inserted on the third line of paragraph "14" after the word "Modern" the following: "which approval shall be in writing."

There shall be added to paragraph "18" the following: "All payments shall be made at the [illegible] in New York, [illegible] designated in writing by Modern."

There shall [illegible]

[illegible]

[illegible]

-12-

the purchase price of the aircraft.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals the day and year first above written.

MODERN AIR TRANSPORT, INC.

BY _____
Vice-President

FEDERATED AIRLINES, INC.

BY _____
President

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

15316

CAR

ADDRESS OFFICIAL COMMUNICATIONS TO
AMERICAN EMBASSY,
Ottawa, Ontario, July 6, 1950.

Air Vice Marshal A. T. Cowley,
Director of Air Services,
Transport Department,
No. 3 Building,
Ottawa, Ontario.

Dear Air Vice Marshal Cowley:

With reference to the recent lease purchase-agreement between Curtiss Reid, Ltd., and Federated Airlines for a Douglas C-54B, serial No. 10518, CF-EDN (N1695M) there are attached for your files photostatic copies of the lease-purchase agreement between Modern Air Transport, Inc., and Federated Airlines, which specifies delivery to Curtiss Reid, and an affidavit signed by Henry Lefebvre of Curtiss Reid and Scott Chalfant of Federated Airlines pertaining to the lease-purchase agreement and the purpose for which the aircraft is to be used.

Sincerely yours,

Claire Wilson

Claire Wilson,
Acting Civil Air Attache.

Enclosures:
Photostats (2)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

33 2/2-50

Ottawa, Ontario, July 10th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Curtiss-Reid Flying Service, Limited, Douglas DC 4 Canadian Registration CF-EDN	5008-E4-14

Memo To CAR

1. Perusal of the agreement forwarded to the Director of Air Services by Miss Claire Wilson of the United States Embassy, in respect to the above-mentioned Aircraft the following points are drawn to your attention:

(I) Throughout the whole agreement reference is made to the lease of the aircraft.

(2) The Aircraft is sub-leased to Curtiss-Reid Flying Service for a term not in excess of and within the limits of ~~this Charter to~~ the lease between Modern Air Transport, Inc., New York, and Federated Airlines, Inc., New York, reference Para. III, of lease.

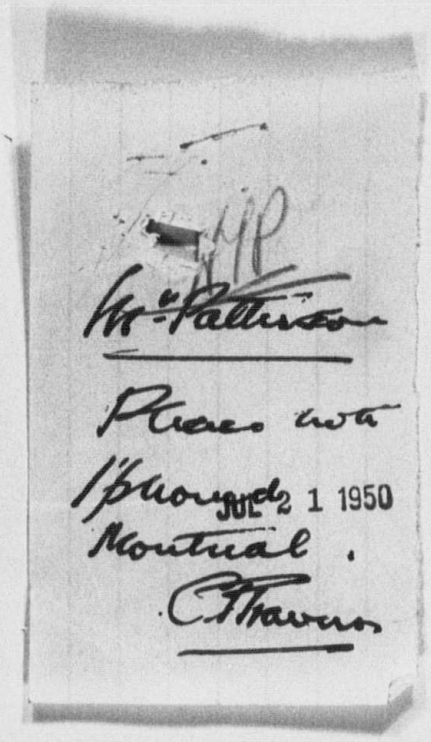
(3) Under terms of Para.7 of the lease, ~~of~~ THE Aircraft, shall be returned to Modern Air Transport, Inc.,

2. Under Item 19 it appears that the Lease-Purchase agreement is an option of purchase within a specified time, if this option ~~be~~ is taken.

3. It would, therefore, appear that this agreement would not allow Curtiss-Reid Flying Service, Limited , to register this aircraft in Canada as they would be unable to meet Para III, Section I, Para II, of the Air Regulations.

H.T. Patterson

(H.T. Patterson),
Inspector of Air Regulations.


Mr. Pattison
Please note
JUL 21 1950
Montreal.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

STANDARD TIME

WDA431 INTL=CGS LAPOINTE FATHERPOINT QUE 22 DH 25 COLLECT 14

COMMANDER C P EDWARDS= 14489

744 DEPUTY MINISTER AIR SERVICES DEPT OF TRANSPORT=OTTAWA=

RE CURTIS REID AUTHORIZE EXTENSION TEMPORARY REGISTRATION

JULY 31ST=

CHEVRIER.

5008-E-4-14
JUL 21 1950
File

D.C.A.R.
Records
Please file
Thanks
File CF-EDM-1-1-32

CNT 6296
5-36
CONFIRMATION OF TELEGRAM
Telephoned
TO BE

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6109 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG, GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

file copy
Records
34

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

OTTAWA JULY 14 1950

HONOURABLE LIONEL CHEVRIER
MINISTER OF TRANSPORT
C.G.S. LAPOINTE, QUE. via Lauzon Radio Stn.

CURTISS REID DC4 AIRCRAFT USED ON PILGRIMAGE FLIGHTS OPERATING ON TEMPORARY REGISTRATION WHICH EXPIRES SATURDAY STOP IN VIEW OF DECISION THAT AIRCRAFT NOT NOW OWNED OUTRIGHT BY CANADIANS OR BRITISH SUBJECTS MAY NOT BE REGISTERED WE CANNOT EXTEND LICENCE WITHOUT SHOWING DISCRIMINATION STOP DRAFT P/C AMENDING REGULATIONS TO PERMIT REGISTRATION IN CASES OF TIME PAYMENT PURCHASE NOW WITH LAW AWAITING YOUR APPROVAL AS TO POLICY STOP CURTISS REID HAVE PLANNED A FLIGHT FOR SUNDAY WITH SIXTYTHREE PASSENGERS STOP TO TAKE CARE THIS IMMEDIATE SITUATION WOULD RECOMMEND YOU AUTHORIZE SHORT EXTENSION OF LICENCE TO SAY THE THIRTYFIRST JULY

Land Line paid - Radio D.H.
Dept. Transport
Administration

C P EDWARDS
DEPUTY MINISTER FOR AIR SERVICES

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE
CORRESPONDANCE EXCLUSIVE AVEC WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG
GENERAL MANAGER GÉRANT GÉNÉRAL
TORONTO

CL.	
FULL RATE PLEIN TARIF	
DAY LETTER LETTRE DE JOUR	
NIGHT MESSAGE DÉPÊCHE DE NUIT	
NIGHT LETTER LETTRE DE NUIT	

PLACE X OPPOSITE SERVICE DESIRED
INDIQUEZ PAR UN X LE GENRE DE SERVICE DÉSIRÉ

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DEPARTMENT OF TRANSPORT (LOCAL 3080)

37

Send the following message, subject to the terms on back hereof, which are hereby agreed to
Veuillez expédier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes

"F
I
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E"

5008-E4-14

O T T A W A
JULY 25 1950

DISTRICT CONTROLLER
AIR SERVICES
ROOM 300A
TRANS ATLANTIC BUILDING
MONTREAL AIRPORT DORVAL QUEBEC

CONFIRM RENEWAL CERTIFICATE OF AIRWORTHINESS

DC4 EASY DOG NAN UNTIL JULY THIRTY FIRST FIFTY

CIVIL AVIATION

CTT/VB

A Travers (MESSAGE TELEPHONED IN).

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.
VOTRE MESSAGE EST-IL CLAIR ET COMPLET? LES MOTS SUPPLÉMENTAIRES COÛTENT À PEINE QUELQUES CENTS.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

STANDARD TIME

1958 JUL 25 PM 1 52

7 (50)

MOA285 45/43=FD MONTREAL QUE 25 145P

DIR OF AIR SVCS, ATTENTION SUPT AIR REGULATIONS=

DOT #3 TEMP BLDG OTTAWA=

5008 E4-14

165

15172

UNDERSTAND AUTHORITY RENEWAL CERTIFICATE OF AIR WORTHINESS FOR DC4 EASY/DOG NAN ISSUED BY HEADQUARTERS ON JULY FIFTEENTH FIFTY STOP NO RECORD THIS OFFICE SUCH AUTHORITY PLEASE CONFIRM SINCE CURTIS REID HAVE ADVISED DC4 OPERATIONS CAN BE CONTINUED UNTIL JULY THIRTY FIRST FIFTY=

DCAS MONTREAL.

5008-E4-14

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
9-49

Ottawa, Ontario, July 27, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC4 - CF-EDN, Curtiss-Reid Flying Service Limited.	5008-E4-14 (CAR) ~~5258-133~~

MEMORANDUM TO: DIRECTOR OF AIR SERVICES.

1. CF-EDN is now operating on temporary registration which expires Monday, July 31st; this temporary authority having been granted pending a decision regarding registration of aircraft not owned outright by Canadian or British subjects.

2. Prolonged operation of this aircraft may give rise to complaints from other potential trans-Atlantic charter operators that they have been subject to adverse discrimination. However, sudden termination of Curtiss-Reid's operations would prove a hardship and a further extension of temporary registration is therefore recommended until August 14, 1950.

3. A recommendation for amendment of The Air Regulations to permit registration of this and similar aircraft has been submitted.

(C. T. Travers),
Superintendent, Air Regulations.

CTT/VB

Note for file: — Spoke Montreal office Guy L.D. phone (R. Neary) with instructions to renew temporary authority to 31st Aug. 1950
C.T.T. 31/7/50

DMA
Recommend extens. to 31 Aug
C mem. 1950 pls.
28/7/50

DIRECTOR OF AIR SERVICES

MEMORANDUM

DMA

I understand the min. is prepared to approve 31 Aug/50

See minister myself.

GS

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

39

2
2-48

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., August 2, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-14	Douglas CF-EDN	5008-E4-14

15832

TRANSPORT - RECORDS
AUG 4 1950
File 5008-E4-14

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. It is advised that Certificate of Airworthiness No. 3272 for the subject aircraft, registered in the name of Curtiss-Reid Flying Service Limited, has been renewed today to read not valid after August 31, 1950.

2. This endorsement was made in view of telephone conversation between the Superintendent of Air Regulations and our District Aircraft Inspector on August 1, 1950.

J. L. Blondeau

J. L. Blondeau,
for District Controller, Air Services.

JLB:gd

HTP/VA

Ottawa, Ontario, August 4, 1950. 40

5008-E4-14 Douglas DC4 - CF-EDN 5008-E4-14 (CAR)

District Controller of Air Services,
Trans-Atlantic Administration Building,
Montreal Airport,
Dorval, P. Q.

Attention: District Superintendent, Air Regulations

1. This is to advise that authority has been approved by the Minister of permitting Curtiss-Reid to operate Douglas DC4 aircraft, bearing Canadian Registration CF-EDN, until August 31st, 1950.

2. May the appropriate action be taken in your office to advise Curtiss-Reid of this decision.

(C.F. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
11-48

Rm. 44, Trans-Atlantic Administration Building, Montreal Airport, Dorval, P.Q. August 9, 1950.
46
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Extension of Engine Time Douglas CF-EDN	5008-E4-14 5258-111

16320

TRANSPORT - RECORDS
AUG 11 1950
File 5008-E 4-14

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Chief Aircraft Inspector

1. Further to your telephone conversation with Mr. Blondeau of August 1, 1950, we are herewith forwarding copies of the following:

(a) Letter from Curtiss-Reid Flying Service Limited dated July 31, 1950.

(b) Letter from Canadian Pratt & Whitney dated July 28, 1950.

(c) Letter from Canadian Pratt & Whitney dated July 27, 1950.

J.O. Noury,
for District Controller, Air Services.

JON/mp

CURTISS-REID FLYING SERVICE LIMITED

45

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

July 31st, 1950.

Department of Transport,
Civil Aviation Division,
Room 44, Trans-Atlantic Bldg.,
Montreal Airport,
Dorval, Que.

Attention: Mr. R. Noury

Dear Sirs:

In connection with our international non-schedule charter commercial air service in which we are using a DC-4 aircraft, fitted with R-2000 Engines, on on which your Department presently has a limit of 600 hours between major overhauls, it is our understanding that under certain circumstances an extension of the above-mentioned time could be granted.

May we therefore respectfully request that, in accordance with the information contained in a letter of July 28th from Canadian Pratt & Whitney to your Department, consideration be given the extension of this time to 850 hours as suggested. It is our intention to supply you with detailed reports on the condition of the engines which we removed from this aircraft from time to time to overhaul.

We know that most of the operators of this type of engine in the United States are running them for as long as 1100 to 1200 hours between overhauls.

We enclose a copy of a telegram from the overhaul depot that looks after the engines on this machine and who will continue to do so for us. We trust that you will give this request your sincere consideration.

Yours very truly,

CURTISS-REID FLYING SERVICE LIMITED

W.R.J. Oliver,
President.

WO:gs

Encl.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102-B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			44

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

C
O
P
Y

56-36 4X 34

CHARLOTTE N. CAR. JULY 28/50 3.10 P.M.

J P FOURNIER DEPARTMENT OF TRANSPORT
C O CURTISS REID FLYING SERVICE
P O BOX 365 STATION O

ANSWERING REQUEST OF CURTISS REID WE RECOMMEND OPERATION OF R 2000-7
PRATT AND WHITNEY ENGINE MAJOR OVERHAUL BY US FOR 1000 TO 1100 HOURS
USAGE NORMAL ALLOWABLE TIME USA 1000 TO 1200 HOURS

AMERICAN AIR SERVICE CAA APPROVED
STATION 5613

& 79

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY

43

LONGUEUIL, P.Q.

COPY

July 28, 1950

Civil Aviation Division,
Department of Transport,
Room 44, Trans-Atlantic Administration Bldg.,
Montreal Airport,
Dorval, P.Q.

Attention: Mr. G.S. Lace,
Inspector of Aircraft

Subject: Pratt & Whitney R-2000 Engines
Time Between Overhauls.

Dear Sirs:

Further to our letter of July 27, 1950, and our conversation with Mr. J.F. Fournier, we wish to confirm that it is our opinion the time between overhaul on the R-2000 engines operated by Curtiss Reid Flying Service in a C-54 Aircraft should be established at 850 hours. If, for the purpose of expediency, it is necessary to extend the time of one only of the four engines installed beyond this limit, we recommend that such extension be limited to 950 hours.

Yours sincerely,

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY LIMITED

John W.R. Drummond,
Sales-Engineering Supervisor

JWRD/OJ

cc Messrs. H.S. Rees,
Chief Aero. Engineer,
Department of Transport,
No. 3 Temporary Bldg.,
Ottawa, Ontario.

W.J. Oliver,
Curtiss Reid Flying Service,
Mte. St. Laurent,
Montreal, P.Q.

COPY

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY

42

July 27th, 1950

Civil Aviation Division,
Department of Transport,
Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport,
Dorval, Quebec.

ATTENTION: Mr. G.S. Lace.
Inspector of Aircraft.

SUBJECT: Pratt & Whitney R-2000 Engines
Time Between Overhauls.

Dear Sirs:

At the request of Mr. Oliver, Curtiss-Reid Flying Service, we are listing below the time between overhauls currently approved by the CAA for R-2000 engines in C-54 and DC4 aircraft which are in service for various operations.

Domestic Carriers

Airline	Airplane Type	Engine Model	Time Between Overhauls
American	DC4	2Sd13G	1200
Braniff	DC4	-7C, -7M1	1200
Capital	DC4	-7M1, -7M2	1000
Colonial	DC4	-11, -11M1	1100
Flying Tigers	DC4	-7, 2SD13G	1000
North East	DC4	-7, -11	1000
Western	DC4	-11	1000

Foreign and International Carriers

Airline	Airplane Type	Engine Model	Time Between Overhauls
Alaska Airways	C54	-7	800
FAMA	DC4	2SD13G	850
Panagra	DC4	-11, -11M3	1000
KLM	DC4	2SD13G	1000
SAS	DC4	2SD13G	800 - 1000

.....2

While the above is not a special listing, we believe that this is representative of operators using the R-2000 engines.

While many operators are employing 1000 hours or more betwen overhauls, we believe that these hight times should be approached gradually and it is, therefore, our recommendation that approval of the time between overhauls for those engines operated by Curtiss Reid be limited to something less than 1000 hours for the first overhaul period. If the condition of the engines at the time of first overhaul is satisfactory, consideration might be given to a further extension of time.

Yours very truly,

CANADIAN PRATT & WHITNEY AIRCRAFT COMPANY LIMITED

John W.R.Drummond,
Sales - Engineering Supervisor.

cc to Messrs. H.S. Rees
Chief Aero. Engineer,
Department of Transport,
No. 3 Temporary Bldg.,
Ottawa, Ontario.

W.J. Oliver,
Curtiss Reid Flying Service,
Mte St. Laurent,
Montreal, Quebec.

FWC/AO'D

47

~~5201-133~~
~~5010-6-31~~
5008-E4-14

Ottawa, Ontario,
August 14, 1950.

Curtiss-Reid Flying Service Limited,
Box 365, Station "O",
Montreal, Quebec.

Attention: Mr. W.R.J. Oliver - President

Dear Sirs:

Reference is made to your letter dated July 31st, 1950, addressed to our Montreal district office, relative to your request for an extension of time between overhaul of the P & W R-2000 engines installed in your DC-4 aircraft.

We are in receipt of a letter from the representative of Canadian Pratt & Whitney Aircraft Company, Limited, which contains a recommendation for an extension of time between overhaul of your P & W R-2000 engines installed in your Douglas DC-4 aircraft from the basic period of 600 hours to 850 hours.

The extension, as recommended by the engine manufacturer's representative, is hereby approved and this overhaul period may be further extended at some future date provided you continue to operate the engines in accordance with the engine manufacturer's maintenance and operational standards.

Yours truly,

for (H.S. Rees),
Chief Aeronautical Engineer.

CC: D.C.A.S. Montreal
Attn: D.A.I.

Canadian Pratt & Whitney Aircraft Co. Ltd.
Attn: Mr. J.W.R. Drummond.

PWC/AO'D

48

Ottawa, Ontario, August 14, 1950.

Engine Overhaul Periods - Extensions
Curtiss-Reid Flying Service Limited

~~5201-133~~
~~5010-6-31~~
5008-E4-14 (CAE)

District Controller of Air Services,
Montreal Airport,
Dorval, P.Q.

Attention: District Aircraft Inspector

1. Reference is made to A.E. Staff Instruction No. 3/50 and Summaries attached thereto.

2. Please add the following under the Summary entitled "Approved Extensions":-

Date	File No.	Engine Type and Model	Basic Period	Approved Extension	Operator	Remarks
August 14/50	5201-133 5010-6-31 5008-E4-14	P & W Twin Wasp R-2000	600 hours	850 hours for engines installed in DC-4 aircraft.	Curtiss-Reid Flying Service Limited	Ref.-H.Q. letter of approval dated Aug.14/50.

3. Please keep your Summaries up-to-date.

for (H.S. Rees),
Chief Aeronautical Engineer.

Similar letter sent to all D.C.A.S.
Attn: D.A.I.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

49 2 9-49

Rm. 44, Trans-Atlantic Administration Bldg., Montreal Airport, Dorval, Que., August 29, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-14	Douglas DC-4 CF-EDN	5008-E4-14

TRANSPORT - RECORDS
AUG 31, 1950
File 5008-E4-14
17994

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations

1. As authorized by the Superintendent of Air Regulations in a telephone conversation with the writer on July 24, 1950, please be advised that the Certificate of Airworthiness No. 3272, for the above mentioned aircraft, has been extended to read valid until June 13, 1951.

2. For your information, please.

J. E. Fournier,
for District Controller, Air Services.

JPFtgd

Noted
TSJ
noted
B7E

Re-date to file 5008- + refer (1) CCA (2) CAE

TRANSPORT - RECORDS
SEP 22 1950
2181

5008-E4-14

20337

DEPARTMENT OF TRANSPORT
RADIO DIVISION

6252-4

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings...CF-EDN.....

2. Make....Douglas..... .....Type..C 54B DC....No..10518.....

3. Registered Owner (Name and Address)..Curtiss Reid Flying Service Limited, P.O. Box 365, Station "O", Montreal, Que.

4. If aircraft operated by other than registered owner (Name & Address).....

.....

5. Licensee of aircraft radio station (Name & Address).Curtiss Reid Flying Service Limited, Box 365, Station "O", Montreal, Que.....

6. Where is aircraft normally maintained?..Montreal Airport Based?.Montreal Airport

7. Class of service performed..Non-Scheduled (International).....
Scheduled Non-Scheduled Private

8. Certificate of Registration No..8768.....Date.June 14, 1950

9. Certificate of airworthiness...3272.....Date of expiration..June 30, 1950

10. Operating Certificate No.....

11. Do radio communication facilities comply with Departmental requirements?..Yes
Yes or No

12. Radio Licence No....624.....19..50..19.51....Is copy kept in aircraft?..Yes

13. If no radio station licence, state:
(a) Has application been filed?.....
(b) Date radio installed.....
(c) Has radio been operated since April 1st?.....

14. Radio Installation drawings: Aircraft imported from U.S.A. under CAA C of A
(a) Identification for Export No. E20260, June 8, 1950
(b) Have they been submitted for approval?.....
(c) Have they been approved by (i) Radio Div?.....
(ii) Civil Av. Eng?.....

15. Was aircraft imported with radio incorporated?....Yes.....

16. Was radio installed by aircraft manufacturer?.....

17. Was radio installation made by radio technicians?.....
Give name of firm or individual

18. Are radio components positioned in accordance with drawings?.....

19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book?.See over
(Full particulars to be attached)

20. Is any radio equipment or associated wiring considered to be a fire hazard?..No
Yes or No

21. Is aircraft radio station log being kept?.....Yes.....
Yes or No

22. Will documents carried meet requirements?.....
Yes or No

23. Radio Operator(s)...See over.....Cert No.....Grade.....
Cert No.....Grade.....

24. Is radio operator employed in a dual capacity?.....No.....
If so, give details

19. The addition of a low frequency oscillator unit, Collins Type Q16 and antenna loading unit Collins Type CU 25was made to Collins ART-13 Transmitter. An additional jack box Type BC-366 was installed to give Flight Radio Operator control of VHF from his position. These units have been ~~xxx~~ type certificated or approved.

23. Radio Operators: Dennis Norman Nichols Certificate No. 6496 Second Class
C. Eric Robidoux " " 5885 " "
(Co-Pilot) Robert Dalrymple Ward " " 609 R/T Rest'D
(Co-Pilot) James Alvin Meagher " " 171 " "

Pilot Paul Campus is a U.S. citizen and is not authorized to operate radio equipment.

Radio Operator Robidoux has demonstrated that he has knowledge of radio equipment installed in the aircraft and that he is quite familiar with route communication and radionaviggtion facilities.

Above personel usually take alternate flights.

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25. Is aircraft equipped for Instrument Flight?.....Day...Yes..Night..Yes

Visual Flight?.....Night.....

FREQUENCIES

26. Licenced	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
See over					

27. TRANSMITTER(s) Make, type, Freq. range power output
(1) Collins ART-13 (No.1) 300-1500Kc/s...2.0-18.5 Mc/s 100W (MO)
(2) " 18-S2 2.7-12.0 Mc/s 100 W (CC)
(3) SCR 522 VHF 100-156 Mc/s 8W

28. Radar, Radio Altimeter, DME or similar devices, describe
Bendix MN-53A Marker Receiver 75 Mc/s pre-set

29. RECEIVER(s) Make, type, Frequency Range
(1) RC-348R 200-500 Kc/s 1.5-18.5 Mc/s
(2) Collins 18-S-2 2.7-12.0 Mc/s 20 channels pre-set
(3) SCR 522 100-156 Mc/s 4 channels pre-set
(4) Bendix RA-10DD 150-1100 Kc/s, 2.0-10.0 Mc/s

30. LORAN
Not installed (APN 9 will be installed later).

31. Direction finders Make, type Manuel or automatic.
(1) Bendix MN31 (MN26J) ADF 200-1750Kc/s
(2) " MN62A ADF 100-1750 Kc/s
(3)

32. Emergency radio equipment, including that for survival craft.
Gibson Girl RC758B

33. Blind approach equipment. Glide Path R89/ARN5A Localizer BC-733D Modified for flag alarm
(describe)

34. Aerial(s) (1) 2 foremast to fin (2) foremast to mid mast (3) VHF Stub (4) 2 Marker (5) 2 Sense (6) 2 ADF Loops describe) (7) ILS Yagi

35. Types of Compasses... Magnetic - Gyro

36. Compass error due (a) Earphones.....Receiver.....Transmitter.....

37. Compass heading at time of check...Various

38. Weight of Radio equipment, Trans..220.Recv'r....66.....Misc'l 214.Total.500..

39. Aircraft battery capacity (a) ampere-hours. 87.... .....(b) Voltage....24.....

40. Have radio direction finders been checked for (1) function?...Yes.....
(ii) accuracy?...Yes.....

41. Is interference to radio reception within tolerable limits?...Yes.....

42. Are you satisfied the radio equipment complies with airworthiness standards?..Yes

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom) June 9,10,12,13 & 14, 1950 Montreal Airport, C.S. Lace

REMARKS: Passenger Complement - 63
Crew - Pilot, Co-Pilot, Flight Radio Operator, 2 Navigators, steward and Stewardess

W.B. Elliott
Signature of Radio Inspector.

W.B. Elliott

If more space required use back of form.

26. Frequencies:

Collins ART-13. Flight Radio Operator's position only.

1.	3270	Kc/s.	A3	ICAO France common route
2.	3985	"	A1	U.K. Route
3.	3993	"	A1-A2	Uxbridge Control
4.	5644	"	A1-A2	U.K. Route
5.	6543	"	A1	ICAO Route "B"
6.	6577	"	A1	" " "A"
7.	3285	"	A1	" " "C"
8.	6563	"	A1	" " "B"
9.	11306	"	A1	" " "A"
10.	11319	"	A1	" " "C"
	500	"	A1-A2	International Distress
	333	"	A1-A2	North Atlantic region-Europpean Distress

Collins 18-S-2. Pilot-Co-Pilot Position only

1.	--			
2.	--			
3.	3105	Kc/s.	A3	Aeronautical range stations and control towers
4.	--	"	"	" " " " " (Can.
5.	3117.5	"	"	(Scheduled Airline)
6.	--			
7.	3248	"	A1	ICAO Route "C"
8.	--			
9.	4220	"	A3	U S A F Stations
10.	--			
11.	4495	"	A3	" "
12.	--			
13.	--			
14.	--			
15.	6210	"	A1-A3	Aeronautical range stations and control towers etc.
16.	--			
17.	--			
18.	--			
19.	--			
20.	--			

Crystals to set up other frequencies not available in Canada. Will be procured and installed later.

Additional Frequencies licenced which can be adjusted at need:

322	Kc/s	A1-A2	Italy, Spain common route
348	"	" "	U K Common route
2912	"	A1	ICAO Route "B"
3255	"	A3	UK Aerodrome control
3298.5	"	A3	Azores Approach control
3452.5	"	A1-A3	Greenland Route Common
6440	"	A3	UK towers
6510	"	A1-A2	HF/DF France
6523	"	A3	New York oceanic traffic control
8280	"	A1-A2	Air Sea Rescue
8485	"	A1	ICAO route "B"
8538	"	"	" " "C"
8554	"	"	" " "A"
12776	"	"	" " "C"
17254	"	A3	New York oceanic traffic control

SCR 522 VHF fitted with the following frequencies:
1. 118.1 Mc/s., 2. 119.1 Mc/s., 3. 122.1 Mc/s., 4. 126.18 Mc's.

38. Weight of radio equipment does not include "Gibson Girl"

generator is geared to each of the four engines capable of delivering
0 amps. at 28 volts.

Ottawa, Ontario, October 2, 1950.

Douglas DC-4, CF-EDN. 5008-E4-14 (CAR)

District Controller,
Air Services,
Room 44,
Trans-Atlantic Building,
Montreal Airport, Dorval, P. Q.

Attention: District Superintendent, Air Regulations.

1. With reference to a copy of your letter dated September 28th, to Curtiss-Reid Flying Service Limited, we have been advised, by the Chief Aeronautical Engineer, that more than one engine has failed recently in CF-EDN and that precautions are being taken to ensure adequate inspection of the engines that have failed.

2. It would therefore appear desirable to draw to the attention of the management of Curtiss-Reid that, in accordance with The Air Regulations, Part VIII, paragraph 20, sub-paragraph (2), in the case of an aircraft registered in Canada being damaged to such an extent that repairs, other than ordinary running repairs or replacements, are necessary, the owner or pilot thereof shall notify the Minister forthwith, giving particulars of such damage.

(C. T. Travers),
Superintendent, Air Regulations.

CTT/VA

5008-M4-14

52

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, P.Q. September 28, 1950.

TRANSPORT - RECORDS
SEP 29 1950
File 5008-E4-14

20785

Curtiss-Reid Flying Service Limited,
Montreal Airport, Dorval, P.Q.

Gentlemen:

In view of the recent engine failures, on the DC 4 aircraft, CF-EDN, it is requested that the Pratt and Whitney R2000 engine Serial No. EU 61592, which is presently being held in bond at Dorval, be opened up for internal inspection in the presence of an Officer of this Department.

Please advise this office when your arrangements have been made to carry out this inspection.

Yours truly,

J.P. Fournier,
for J.L. Blondeau,
District Superintendent, Air Regulations.

GSL/mp

cc D.C.A.S.
C.R.
H.Q. Attention: Mr. D.T. Jackson, Chief Aircraft Inspector.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

55 2 11-48

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, Que., February 17/51.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Douglas DC4 - CF-EDN	5008-E4-14 Confidential ~~File.~~

Director of Air Services,
Department of Transport,
Ottawa, Ont.

Delivered by hand,
Courtesy of Mr. W.F. Hilchie.

45565

Attention: Superintendent, Air Regulations.

1. Reference your telephone conversation with the writer on Saturday, February 17th, requesing information on Douglas DC4, CF-EDN.

2. In this connection, we are forwarding herewith our copy of the Weight and Balance Report for this aircraft, dated April 19th, 1950. This is the only copy we have available and it would be appreciated if it could be returned to this office as soon as possibly convenient.

3. We would like to mention, however, that one such copy of this Weight and Balance Report was forwarded to Headquarters under cover of our letter of June 13th, 1950, submitting documentation in connection with the registration of this aircraft.

4. The only information regarding loading available to this office is contained in Section II of the attached Report. — Returned to J.P. Fournier by hand. 22/2/51

5. Please refer to page 27 of the attached Report, where it is indicated that this machine was, at the time the Weight and Balance was computed, equipped with eleven triple-seats and eighteen double-seats, enabling the machine to carry sixty-nine (69) persons in the passengers' cabin. The crew's compartment was equipped with two pilot seats (Reference page 5, item A 15); one check-pilot seat (Reference page 6, item A 25); one radio operator seat (Reference Page 6, item A 46 (c)); two bunks with a total of six safety belts (Reference page 7, items B10 and B 11).

6. Assuming that it would be permissible to carry extra crew personnel on the bunks, this aircraft could therefore have been licensed to carry a total of seventy-nine (79) persons but, otherwise, only a total of seventy-three (73) persons.

7. To this office's knowledge, ~~five~~ four double-seats had been removed from the aft end of the passengers' cabin and two stewardesses' jump seats

..... 2

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Director of Air Services (continued)

were installed. Again assuming that the bunks seats could be used, an absolute total of seventy-~~one~~ FIVE persons could be carried.

8. From information available, the aircraft was built in 1942 for the United States Army Air Force and we hear that it was used for passengers' carrying.

9. However, we have been unable to establish the use and purpose of this machine prior 1950, after it was released from the Air Force.

J.P. FOURNIER,
for District Controller, Air Services.

JPF:tb

P.S.- To this office's knowledge, the attached Weight and Balance Report was not adjusted after the aircraft was put in a configuration to carry seventy-one persons.

Max no Passengers 81 (65 if Galley used) 69

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CF-EDN

Douglas C54B-DC Serial #10518

1. Date of construction - 1942, (from information available).

2. Manufacturer - Douglas Aircraft Company Inc.,
Santa Monica, California, U.S.A.

3. Firm constructed for - U.S. Army Air Force, (from information available).

4. Purpose prior to 1950 - Military Transport, (from information available).
(Owned by Modern Air Transport and leased to Federated Airlines Inc.).

7. Owned and Registered, under the Air Regulations, in the name of: Curtiss Reid Flying Service Limited,
Cartierville Airport, Montreal, P. Q.
(Based at) Cartierville and Dorval, P. Q.

8. Lease - Purchase Agreement - May 29th, 1950,
between Federated Airlines Inc.,
319 West 48th Street,
New.York 19, N.Y., U.S.A.

and Curtiss Reid Flying Service Limited,
Cartierville Airport, Montreal, P. Q.

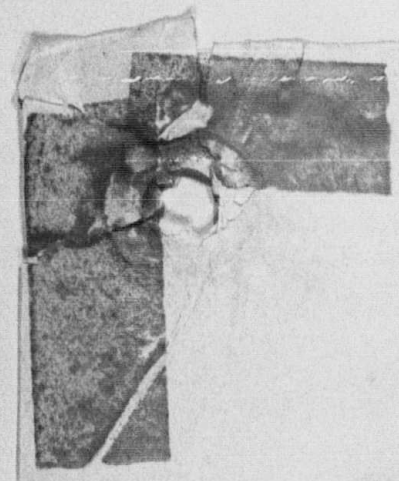
10. April 23rd, 1950.

11. Aircraft brought into Canada on Certificate of Airworthiness for Export E-20260 and after inspection was put into service with no change or modifications.

13. Maximum number of persons authorized - 73, (81 if all positions used)
Seats being provided for 63 passengers. (63 if main seat used)

14. Gross Weight - 70,700 pounds.

R



TRANSPORT - RECORDS
MAY 23 A.M. 1951
File 5008-E4-14

10994

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5002-E4-14
(Secret & Confidential File)

Rm. 44, Trans-Atlantic Administration Building.
Montreal Airport, Dorval, Que., May 22, 1951.

REGISTERED

Curtiss-Reid Flying Services Ltd.,
Cartierville Airport,
Cartierville, P.Q.

Attention: Mr. W.R.J. Oliver.

Gentlemen:-

We are returning herewith four Engine Log Books (Canadian Edition), four Propeller Log Books and two French Engine Log Books, for the engines that were installed on your DC-4 aircraft CF-EDH.

We wish to remark that, in accordance with The Air Regulations, these records must be kept and be available to our Department for a period of two years from the date of the last entry.

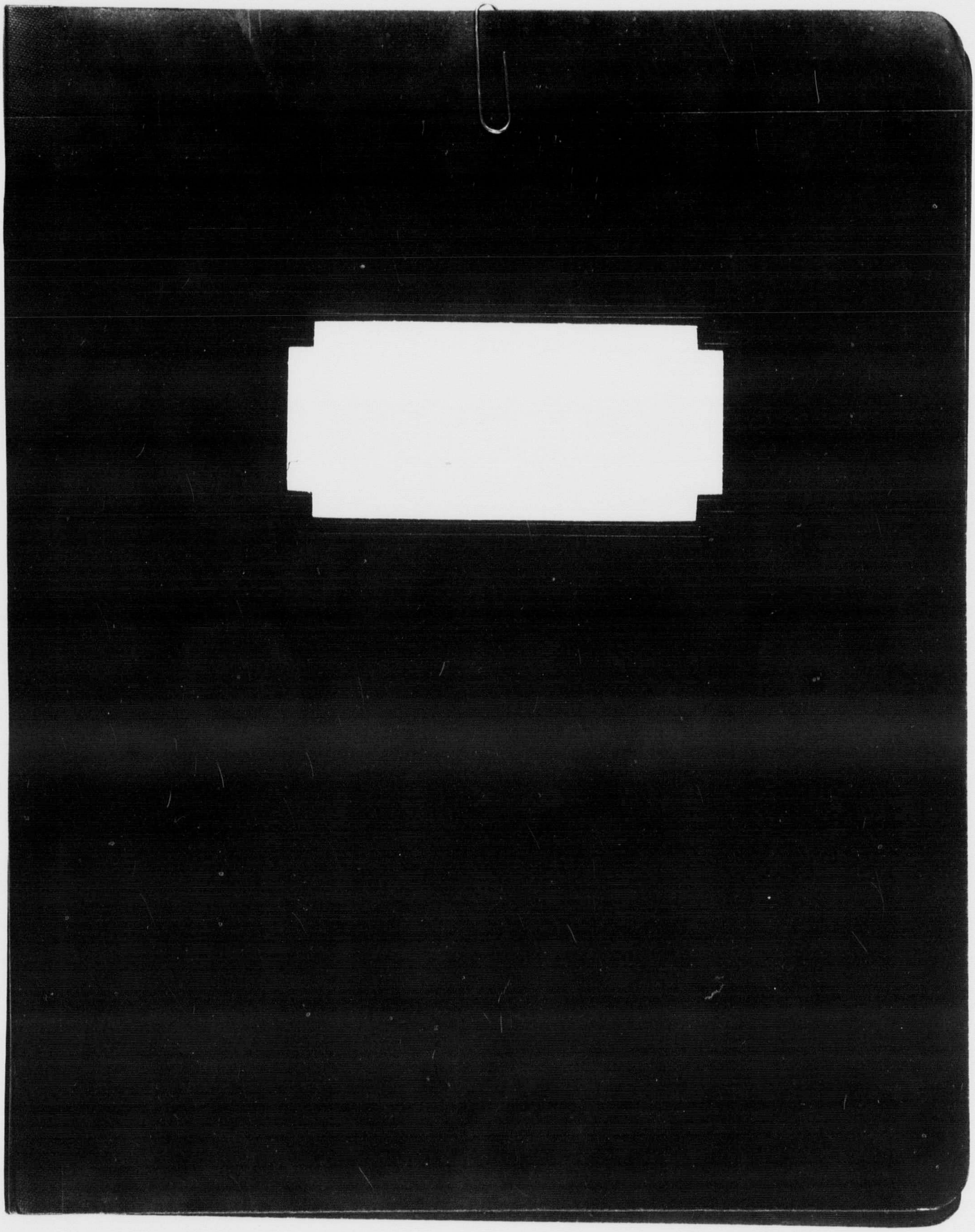
Yours very truly,

J.P. FOURNIER,
for J.L. Richdeau,
District Superintendent, Air Regulations.

JPF:tb
encls.

c.c. D.C.A.S.
C.R.
H.Q. ✓

Certs cancelled
R



WEIGHT AND BALANCE

DATA

PREPARED FOR

MODEL C-54B-DC SERIAL NO. 10518 NC 1695M

MATSON AVIATION MAINTENANCE COMPANY
OAKLAND AIRPORT

Checked W/C
PKB
June 13/50

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

RECORD OF

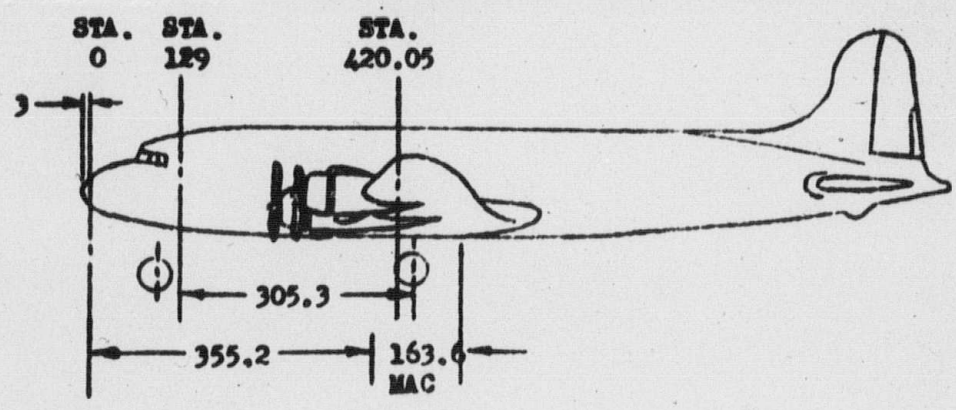
WEIGHT AND BALANCE

MODEL C-54B DC SERIAL NO 10518 NC 1695M

DATE	STATION	NAME	BASIC WEIGHT	BASIC MOMENT
4-19-50	California Eastern Airways, Oakland, California		41,008	15,964,267

CALIFORNIA EASTERN AIRWAYS

CENTER OF GRAVITY LOCATION



Distance between jack points(Sta. 129 and main gear strut center line) = 305.3

Center line of main gear strut to center of gravity = $305.3\left(\frac{6784}{40,669}\right)$ = 50.93

Station 0 to center of gravity = 434.3 - 50.93 = 383.37

WEIGHT EMPTY

DESCRIPTION	WEIGHT	ARM	MOMENT
AS WEIGHED	40,669	383.37	15,591,275
ITEMS ADDED	1,089		611,642
ITEMS DEDUCTED	750		238,650
WEIGHT EMPTY	41,008	389.3	15,964,267

C.G. % MAC = $\frac{389.3 - 355.2}{163.6}$ = 20.8%

Ref. page 29 for running leg.

DATE 4-19-50

CALIFORNIA EASTERN AIRWAYS

AIRPLANE WEIGHING FORM

MODEL C-54B DC SERIAL NO. 10518 N 1695M

WEIGHED BY C.B. Lapp DATE 4-19-50 CHECKED BY

SCALE UNIT	WEIGHT GROSS	SCALE CORRECTION	WEIGHT NET
L.HD. MAIN UINT	16,980	+ 21	17,001
R.HD. MAIN UNIT	16,870	+ 14	16,884
NOSE - TAIL	6,810	- 26	6,784
TOTAL	40,669	+ 9	40,669

AS WEIGHED - AIRPLANE LEVEL

ITEMS TO BE DEDUCTED			
ITEM	WEIGHT	ARM	MOMENT
Nacelle Oil INBD	300	327	98,100
20 gal ea OUT	300	357	107,100
Fuselage Oil 20 gal	150	223	33,450
TOTAL	750		238,650

ITEMS TO BE ADDED			
ITEM	WEIGHT	ARM	MOMENT
Jump Seat & Partition	40	680	27,200
Receiver ARN5	15	150	2,250
Receiver 733D	25	156	3,900
Trans Rec 18-S-2	55	141	7,755
Antenna Loading Unit 180-K-1	12	158	1,896
McArthur Seat 335-2	48.5	215	10,427
McArthur Seat 335-2	48.5	246	11,931
McArthur Seat 335-3	72.0	504	36,288
All McArthur Seats	773		509,995
Aft of Sta 520 TOTAL	1089		611,642

DATA REQUIRED TO LOCATE THE CENTER OF GRAVITY

APPROVALS:

ENGINEERING C. B. Lapp

INSPECTION C.A.A. R. W. Maloney

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE 1

MODEL C-54B DC SERIAL NO. 10518 NC 1695M

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHECKING DATE	CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
							IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIPPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
A	PILOT'S COMPARTMENT (Nose To Station 184) 83A28															
A-1	Heater Assembly Nose (Surface Combustion [illegible])	15.7	35.7	1	X											
A-2	Heater Assembly Nose (Surface Combustion AAV-40D-H4)	12.6	35.7	-	-											
A-3	Heater Assembly Nose (Surface Combustion AAS-140D-H4)	12.6	35.7	-	-											
A-4	Replacement of Crossfeed Fuel Valve Adapter (6708C266)	6.0	40.0	-	X											
A-5	Alfite Bottles (19-2CD5046) (2)	77.5	42.7	3	X											
A-6	Alfite Bottles (19-2CD5046) (2)	77.5	125.6	10	X											
A-7	Windshield Panel (Alternate Position) (2)	5.2	79.2	-												
A-8	Small Windshield Glass (2)	3.3	80.5	-												
A-9	Gear Box for Hand Crank	3.8	82.4	-												
A-10	Handcrank	2.5	82.4	-												
A-11	Handcrank Extension	1.8	82.4	-												
A-12	Nose Gear 44" S.C. Tire (C.A.A. Item 202)	93.0	100.5	9	X											
A-13	Nose Gear 44" Tube (C.A.A. Item 203)	15.3	100.5	2	X											
A-14	Nose Gear Wheel 44" Goodyear Mfg. (C.A.A. Item 205)	61.6	100.5	6	X											
A-15	Pilot's Seat and Belt (Warren McArthur 168) (2)	66.7	103.1	7	X											
A-16	Pilot's Sliding Window (2)	17.3	108.0	2	X											
A-17	Nose Gear Shock Strut (5073666)	231.8	109.2	25	X											
A-18	Signal Light (Type C-3)	3.5	125.0	-												
A-19	Nose Gear Wheel Steering and Relief Shut-Off Valve (6708C136)	5.0	126.0	1	X											
A-20	Auto Pilot (Sperry A-3) (C.A.A. Item 402(b))	120.0	126.2	15	X											
A-21	Auto Pilot (Jack and Heintz AJA) (C.A.A. Item 402(a))	116.0	132.6	15												
A-22	Blind Flying Curtain	1.8	129.0	-												
A-23A	Pilot's Compartment Curtain (5148136)	4.1	129.5	1												
A-23B	Pilot's Compartment Curtain (5243862)	10.5	129.5	1												
A-24A	Radio Table (5229184)	12.6	135.5	1	X											
A-24B	Radio Table (5226808)	9.5	147.0	1												

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST — TABLE I

MODEL C-54B DC SERIAL NO. 10518 NC. N 1695M

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS		WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	DATE / RECORD OF CHECKING — CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY	CHECK 5 IN AIRPLANE	CHECK 5 TABLE 2 ENTRY
A-25	Check Pilot's Seat and Belt (5242707)		19.4	129.0	3	x										
A-26	Driftmeter (2917-2B)		24.3	135.4	3	x										
A-27	Batteries (Exide 6FM-13-1)	(2)	163.9	140.2	23	x										
A-28	Navigator's Table (5326823)		16.2	145.0	3											
A-29	Navigator's Stool (Warren McArthur 219)		12.5	157.4	2											
A-30	Navigator's Seat		16.2	170.6	3											
A-31	Hand Fire Extinguisher	(1)	6.6	167.6	1	x										
A-32	Hand Fire Extinguisher CO_2	(1)		167.6												
A-33	Emergency Rope (Exit)		8.0	170.0	1	x										
A-34	Flares	(24)	8.4	177.0	2											
A-35A	Voltage Regulator (E1042-2-A)	(4)	12.0	177.3	2	x										
A-35B	Voltage Regulator (Eclipse 940-1)	(4)	10.6	177.3	2											
A-36	Air Sickness Containers		0.1	178.0	-											
A-37	Flux Gate Compass Amplifier (AN5753-1A)		11.3	180.0	2											
A-38	Flux Gate Compass Indicator		7.0	177.0	1											
A-39	Very Pistol		2.0	151.0	-											
A-40	Astro-Compass Bracket		1.9	176.0	-											
A-41	Operation Manual		0.8	171.0	-	x										
A-42	Load Adjuster		0.8	171.0	-											
A-43	Astro Compass		4.2	175.0	1											
A-44A	Windshield Wipers (Marquette Model 50V28)(CAA Item423a)		6.6	90.0	1											
A-44B	Windshield Wipers (Marquette Model 50V39)(CAA Item423b)		6.9	90.0	1	x										
A-45	Control Column Balance Weights (CAA Item 612)		78.0	98.0	8	x										
A-46A	Radio Operator's Seat		17.1	158.0	3											
A-46B	Radio Operator's Seat and Belt (Warren McArthur 213)		20.4	158.0	3											
A-46C	Radio Operator's Seat and Belt		18.2	158.0	5	x										
	CO2 Bottle		8.7	130.0	1	x										

		Wt	Arm
MN-62A	Compass Receiver	54.0	157
MN-31	Loop Control Unit	17.0	176
MN-36	Loop Automatic	9.0	200
MN-58A	Dual Azimuth	2.0	78
18-S-2	Trans - Rec.	55.0	141
180-K-1	Antenna Leading Unit	12.0	158
314-S-2	Remote Control Unit	1.0	109
RA-10DD	Receiver	32.0	158
MR-9-B	Remote Control Unit	2.0	109
Antenna Relay		1.0	141
Cable Misc.		3.0	129
CD-L-4	Output Boxes	4.3	109
CD-L-5	" "	4.3	109
CD-L-17	Radio Compass Control	3.5	109
ROA, Amplifier		10.2	145
MN-53-A	Marker Receiver	11.5	167
BC-348	Receiver	34.0	140
ART-13	Transmitter	66.0	150
SCR-522		50.0	166
PE-94-C		37.0	167
733D	Receiver	25.0	156
ARN5	Receiver	15.0	150

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54BDC SERIAL NO. 10518 NC 1695M

DATE

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHECKING									
						CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
						IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
B	CREW COMPARTMENT (Station 184 to Station 281)														
B-1	Forward Toilet Installation (5113405)	23.6	187.4	4											
B-2	Toilet Container	5.8	187.4	1											
B-3	Pilot's Vestibule Curtain	2.0	191.0	-											
B-4	Landing Gear Lock Kit	7.5	203.0	1											
B-5	Wash Water (Three Gallons)	24.4	203.6	5											
B-6	Wash Water (Ten Gallons)	83.3	203.6	17											
B-7	Forward Water Tank Installation (Ten Gallons)	14.1	203.6	3	x										
B-8	Hand Axe	4.0	203.0	1											
B-9	First Aid Kit	1.5	[illegible]	-	x										
B-10	Bunk Safety Belts (4)	12.6	220.2	3											
B-11	Bunk Safety Belts (2)	6.3	220.2	1											
B-12	Fuselage Oil Tank and Supports (5130904)	58.7	223.3	13	x										
B-13A	Heater Assembly (Surface Combustion AA3100R-H3)	45.0	238.3	11											
B-13B	Heater Assembly (Surface Combustion [illegible] 83430 (2)	44.0	238.3	11	x										
B-14	Hand Fire Extinguisher	6.6	257.0	2											
B-15	Hand Fire Extinguisher CO_2		257.0												
B-16	Hand Fire Extinguisher CO_2		206.0												
B-17	Drift Flares MK IV (12)	28.0	189.0	5											
B-18	Bunk Curtain (2)	2.5	221.4	-											
B-19A	Fire Detection and Extinguishing Equipment Including Detection System, Fluid Shut-Off System (Douglas Drawings 5073687, 5113473, 5113474, 5113477, 5113540 5112080, and 5073656	381.4	234.0	74											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST - TABLE I

MODEL C-5(RDC) SERIAL NO. 10518 NC 1695M

DATE

RECORD OF CHECKING

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS		WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY	CHECK 5 IN AIRPLANE	CHECK 5 TABLE 2 ENTRY
B-100	Fire Detection and Extinguishing Equipment Including Airlite Detection System, Fluid Shut-Off System, Engine and Belly Compartments Extinguishing Systems (Douglas Drawings 5231524, 5112080, 5231557, 5231531, 5157080, and 5232704		529.9	240.7	79											
B-100	Fire Detection and Extinguishing Equipment Including Wheelwise Detection System Fluid Shut-Off System, Engine and Belly Compartment Extinguishing System (Douglas Drawings 5231531-501, 5157775, 5112080-501, 5232704-501, 5231557, and 5241524-500		537.5	241.6	81	X										
B-40	Washbasin, Mirror, Etc.	(EST)	12.0	225.0	3											
B-41	Washbasin, Mirror, Etc.	(EST)	12.0	266.0	3											
	1 Galley less containers					X										
	CO2 Bottle		9	255	2	X										
	Oxygen Bottle Type K High Pressure	(2)	300	180	108	X										

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54BDB SERIAL NO. 10518 NC 1695M

DATE

RECORD OF CHECKING

ITEM NO	ITEMS GROUPED BY COMPARTMENTS		WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY	CHECK 5 IN AIRPLANE	CHECK 5 TABLE 2 ENTRY
C	COMPARTMENT C (Station 261 to Station 320)															
C-1	Windshield Panel (Anti-Frost)	(2)	5.2	260.5	1											
C-2	Forward Fuselage Fuel Tanks	(2)	241.8	301.5	73											
C-3	Forward Fuselage Fuel Bladders	(2)	94.6	301.5	29											
C-4	Fuel Booster Pump (610)		8.8	319.0	3											
C-5	Luggage Racks	(RST)		301.5												
C-6	Fuel Measuring Stick		1.0	[illegible]	-	X										
C-7	Forward Fuselage Fuel Tank	(1)	120.9	301.5	36											
C-8	Forward Fuselage Fuel Tank Bladder	(1)	47.3	301.5	15											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST — TABLE I

MODEL G-54 B DC SERIAL NO. 10518 NC 1695M

DATE

RECORD OF CHECKING

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
						IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
D	COMPARTMENT D (Station 320 to Station 380)														
D-1	Partition and Door ($157401, 5160169)	88.5	340.7	29											
D-2	Emergency Ladder (C.A.A. Item 401)	32.0	342.0	11											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54 B DC SERIAL NO. 10518 NC 1695M

ITEM NO	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHECKING DATE									
						CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
						IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
E	COMPARTMENT E (Station 380 to Station 440)														
E-1	Aft Fuselage Fuel Tanks (2)	241.8	382.3	92											
E-2	Aft Fuselage Fuel Bladders (2)	94.6	382.3	36											
E-3	Luggage Racks (EST)		382.3												
E-4	Tank Compartment Aft Partition and Door (Sta. 421)	81.5	421.5	34											
E-5	Emergency Ladder (C.A.A. Item 401)	32.0	422.0	14											
E-6	First Aid Kit	1.3	422.5	1											
E-7	Aft Fuselage Fuel Tank (1)	120.9	382.3	46											
E-8	Aft Fuselage Fuel Tank Bladder (1)	47.3	422.0	19											
E-9	Hand Fire Extinguisher CO_2 (1)		422.0												

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54 E DC SERIAL NO. 10518 NC 16951

DATE

ITEM NO	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHECKING									
						CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
						IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
7	COMPARTMENT 7 (Station 440 to Station 500)														

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54B DC SERIAL NO 10518 NC 1695M

DATE

ITEM NO	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHECKING									
						CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
						IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
9	COMPARTMENT 9 (Station 500 to Station 560)														
9-1	Plywood Floor Covering (No Tank)	300.1	561.6	166											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST — TABLE I

MODEL C-54B DC SERIAL NO 10518 NC N 1692M

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT
H	COMPARTMENT H (Station 560 to Station 620)				
H-1	Plywood Flooring (2 Tanks)	250.2	589.7	14.8	

RECORD OF CHECKING

DATE	CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK-LIST - TABLE I

MODEL C-54B DC SERIAL NO. 10518 NC 1695M

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS		WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	DATE	RECORD OF CHECKING									
								CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
								IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
I	COMPARTMENT I (Station 620 to Station 680)																
I-1	Plywood Covering (4 Tanks)		223.9	628.5	141												
I-2	Fire Extinguisher - Pyrene	(2)	13.2	668.4	9												
I-3	Fire Extinguisher CO_2	(1)		668.4													

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54B DC SERIAL NO. 10518 NC 1695M

DATE

RECORD OF CHECKING

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY	CHECK 5 IN AIRPLANE	CHECK 5 TABLE 2 ENTRY
3	COMPARTMENT 3 (Station 680 to Station 740)														
31	Emergency Rope	5.0	690.0	3	X										

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54B DC SERIAL NO. 10518 NC 1695M

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHANGES DATE	CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY
X	COMPARTMENT X (Station 740 to Station 800)													

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE 1

MODEL C-54B DC SERIAL NO. 10518 NC 1695M

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	DATE	RECORD OF CHECKING									
							CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
							IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
L	COMPARTMENT L (Station 800 to Station 858)															
L-1	Emergency Ladder (C.A.A. Item 401)	32.0	821.5	26	x											
L-2	First Aid Kit	1.5	857.5	1												
L-3	Bipod	24.0	857.0	21												
	Lavatory Install Dual including wash basin, toilet containers, towel dispensers, mirrors		832		x											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST — TABLE I

MODEL C-54B DC SERIAL NO 10518 NC 1695M

ITEM NO	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	DATE	RECORD OF CHECKING									
							CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
							IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
M	COMPARTMENT M (Station 858 to Tail)															
M-1	Flux Gate Compass Unit	7.9	896.0	7	X											
M-2	Erecting Motor (AN5754)	2.3	865.0	2												
M-3	Remote Indicating Compass Transmitter (Bendix AN5730-3)	2.8	886.3	2												
	10 gal water tank install less water	14	862		X											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54B DC SERIAL NO. 10518 NC 16958

DATE

RECORD OF CHECKING

ITEM NO	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY	CHECK 5 IN AIRPLANE	CHECK 5 TABLE 2 ENTRY
BC	FORWARD BELLY COMPARTMENT (Station 150 to Station 300)														
BC-1	Cargo Straps (12)	7.8	216.0	2											
BC-2	Cargo Door Protector	6.6	222.2	1											
BC-3	Crew Oxygen (J-1)	145.0	267.8	39											
BC-4	Oxygen at 400 p.s.i.	20.9	267.8	6											
BC-5	Oxygen Cylinder (S-1) (2)	34.2	283.0	10											
BC-6	Oxygen (2)	5.2	283.0	2											
BC-7	Hydraulic Fluid in Res. Tank (4.3 Gallons)	33.6	307.3	10											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE 1

MODEL C-54B DC SERIAL NO. 10516 NC 16958

DATE

RECORD OF CHECKING

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY	CHECK 5 IN AIRPLANE	CHECK 5 TABLE 2 ENTRY
RC	REAR BELLY COMPARTMENT (Station 500 to Station 680)														
RC-1	Cargo Straps (14)	9.0	585.0	45											
RC-2	Cargo Door Protector	7.7	589.0	45											
RC-4	Oxygen Cylinder (J-1) (1)	145.0	600.0	87											
RC-5	Oxygen Cylinder (J-1) (2)	290.0	560.0	162											
RC-6	Oxygen @ 400 p.s.i. (2) Tanks	41.8	560.0	23											
RC-8	Oxygen @ 400 p.s.i. (1) Tank	20.9	600.0	13											
RC-7	Oxygen @ 400 p.s.i. (1) Tank	20.9	560.0	12											
RC-8	Oxygen Cylinder (J-1) (1)	145.0	560.0	81											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST - TABLE I

MODEL C-54B DC SERIAL NO. 10518 NC 16958

DATE

RECORD OF CHECKING

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS		WEIGHT	APM	INDEX UNIT	DELIVERY EQUIPMENT	CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
							IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
N	EXTERIOR															
N-1	Landing Lights (5108046)	(2)	41.8	395.6	17											
N-2	Landing Lights (5169885)	(2)	25.9	395.6	10											
N-3	Wing Tip Lights (Grimes RA-1285-1524)	(2)	0.4	420.5	-	x										
N-4	Main Gear Wheels and Brake (C.A.A.Item #204)	(4)	852.0	427.8	365	x										
N-5	Main Gear Tires S.C. 15:50x20(C.A.A.Item #200)	(4)	476.0	427.8	204	x										
N-6	Main Gear Tubes 15:50x20 C.A.A.Item # 201)	(4)	70.0	427.8	30	x										
N-7	Main Gear Struts (5073670-500)	(2)	997.6	430.3	429	x										
N-8	Surface De-icer Lines, etc.		159.9	440.0	70	x										
N-9a	Anti-icing System without 40 Gallons Fluid (5238928, 5238888, 5244005, 5241900)		111.2	439.6	49	x										
N-9b	Anti-icing System without 15 Gallons Fluid (5233266, 5231540, 5231869, 5231867, 5231866, etc.)		90.6	228.8	21											
N-10a	Wing and Tail De-icer Boots (Long Chords) (Goodrich C-294-1 thru -6) (C.A.A. Item 500 (a))		217.0	539.6	117											
N-10b	Wing and Tail De-icer Boots (Short and Long Chords) (Goodrich C-294 thru -6)(C.A.A. Item 500 (b))		287.0	523.7	108											
N-11	Tail Light (Grimes AC-1943-309)	(2)	0.6	1125.0	-	x										
N-12	Tail Light (AN3092-2)	(2)	0.4	1125.0	-	x										
N-13	Anti-icing Fluid (15 Gallons Capacity)		99.0	392.2	39											
N-14	Anti-icing Fluid (40 Gallons Capacity)		264.0	497.0	131	x										
N-15	Flare SA8 (Wiley)	(2)	32.0	490.0	16	x										
N-16	Prop. De-Icer Fluid Feed Strips (Goodrich 37572) and Feed Rings (Goodrich 36889) (CAA Item 503)	(EST) (4)	12.0	262.2	3	x										

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54B DC SERIAL NO. 10518 NC 1695M

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS		WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHECKING: DATE									
							CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
							IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
P	ENGINE AND ACCESSORIES, PROPELLERS															
P-1	Hamilton Standard Propellers - Hub 23E50, Blades 6507A-0 (C.A.A. Item 1(a))	(4)	1852.0	262.2	486	X										
P-2	Propeller Slinger Rings		7.5	267.0	2											
P-3a	Propeller Governor, Hamilton Standard 4G8 (C.A.A. Item 2(a))	(4)	26.0	277.0	7	X										
P-3b	Propeller Governor, Hamilton Standard 4L11 (C.A.A. Item 2(b))	(4)	21.7	277.0	7											
P-3c	Propeller Governor, Hamilton Standard 4H8 (C.A.A. Item 2 (c))	(4)	26.4	277.0	7											
P-3d	Propeller Governor, Woodward WH44 or WH45 (Equivalent to Ham. Std. 4G8-P30M)(CAA Item 2(d))	(4)	26.4	277.0	7											
P-4	Propeller Governor Controls (5073677-500)		38.7	283.0	11	X										
P-5	Propeller Feathering Pump, Hamilton Standard 54772-2	(4)	71.0	321.9	11											
				351.9	13											
P-6a	Engine Pratt & Whitney R-2000-7 Inboard (C.A.A. Item 100 (a)) Outboard	(4)	6232.0	275.3	858	X										
				305.1	951	X										
P-6b	Engine Pratt & Whitney R-2000-9 Inboard (C.A.A. Item 100 (b)) Outboard	(4)	6288.0	275.3	866											
				305.1	959											
P-6c	Engine Pratt & Whitney R-2000-11 Inboard (C.A.A. Item 100 (c)) Outboard	(4)	6232.0	275.3	858											
				305.1	951											
P-6d	Engine Pratt & Whitney 2SD13-G Inboard (C.A.A. Item 100 (d)) Outboard	(4)	6288.0	275.3	866											
				305.1	959											
P-7	Anti-drag Ring (5073676)	(4)	305.1	275.7	53	X										
P-8a	Generators (Eclipse 901-5-A04)	(4)	96.0	303.7	15	X										
				332.0	16											
P-8b	Generators (Eclipse 663 Mod.1)	(4)	109.9	302.7	17											
				333.6	18											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54B DC SERIAL NO. 10518 NC 1695M

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS		WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHECKING — DATE									
							CHECK 1		CHECK 2		CHECK 3		CHECK 4		CHECK 5	
							IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY	IN AIRPLANE	TABLE 2 ENTRY
P-8a	Generators (Eclipse 901-1-A)	(4)	103.2	303.7	16											
				333.6	17											
P-8d	Generators (Eclipse 1193-3)	(4)	154.0	303.7	28											
				333.6	31											
P-9a	Starters and Propeller Feathering Pumps (Eclipse 2-200)	(4)	164.1	304.1	25											
				333.1	26											
P-9b	Starters (Jack & Heintz JH5F)	(4)	178.2	306.0	27	x										
				335.8	30											
P-9c	Starters (Jack & Heintz JH6F)	(4)	166.0	306.0	25											
				335.8	29											
P-9d	Starters (Eclipse - Pioneer C-12)	(4)	172.0	306.0	26											
				335.8	29											
P-9e	Starters (Eclipse Direct Crank 1418)	(4)	108.2	306.0	16											
				335.8	18											
P-10a	Vacuum Pump (Bendix B-8)	(4)	45.4	309.6	14	x										
P-10b	Vacuum Pump (Thomas B-8)	(2)	22.7	309.5	7											
P-11a	Induction Vibrator Booster Coils (Bosch YJM24B2)	(4)	4.0	309.7	1											
				339.7	1											
P-11b	Booster Coils and Brackets (Eclipse) 515	(4)	8.1	309.7	1											
				339.7	1											
P-12a	Oil Cooler (Airesearch 1E-1718)	(2)	91.7	311.9	29											
P-12b	Oil Cooler (Airesearch 2D-783)	(2)	110.6	341.7	38											
P-12c	Oil Cooler (Airesearch 2D-5979)	(4)	201.0	311.9	31											
				341.7	34											
P-12d	Oil Cooler (Airesearch 19022)	(4)	235.2	311.9	37	x										
				341.7	40	x										
P-12e	Oil Cooler (Airesearch 19236)	(4)	112.0	311.9	18											
				341.7	19											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST – TABLE I

MODEL C-54A-DO SERIAL NO 10518 NC 1695M

DATE

ITEM NO	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHECKING CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY	CHECK 5 IN AIRPLANE	CHECK 5 TABLE 2 ENTRY
F-1E	Oil Dilution System (8136777)	12.9	313.4	4											
F-1Ea	Engine Fuel Pump (Pesco 860072) (4)	14.8	317.4	5											
F-1Eb	Engine Fuel Pump (Chandler-Hill CH4108-23) (4)	14.8	317.4	5											
F-1Ec	System Fuel and Oil (4 Wing Tanks and Nacelle Oil) C-54,-A CAA Item 102d	221.0	344.9	76											
F-1Eb	System Fuel and Oil (4 Wing Tanks and 4 Fuselage Tanks) C-54,-A CAA Item 102e	323.0	344.2	111											
F-1Ec	System Fuel and Oil (4 Wing Tanks and 3 Fuselage Tanks) C-54,-A CAA Item 102f (EST)	307.0	344.6	106											
F-1Ed	System Fuel and Oil (4 Wing Tanks) C-54B,-D CAA 102b	296.0	354.7	105	x										
F-1Ee	System Fuel and Oil (4 Wing Tanks and 2 Fuselage Tanks) C-54 [illegible],-D CAA Item 102c (EST)	328.0	349.4	115											
F-1Ef	System Fuel and Oil (6 Wing Tanks) C-54E CAA 102g	324.0	358.7	116											
F-1Eg	System Fuel and Oil (6 Wing Tanks) C-54E,-A CAA 102A	340.0	360.8	123											
F-1Eh	System Fuel and Oil (6 Wing Tanks and No Fuselage Oil) C-54E,-A and DC-4	286.0	362.1	104											
F-1Ei	System Oil (Nacelle and Fuselage Tank)	189.2	324.5	61											
F-1Ej	System Oil (Nacelle Tanks)	151.1	323.0	49											
F-1Ek	System Oil Fuselage Tank	38.1	330.4	13											
F-1El	System Fuel Wing Tanks (6)	106.9	408.0	44											
F-1Em	System Fuel Fwd. Fuselage Tanks (2)	32.0	301.0	10											
F-1En	System Fuel Wing Tanks (4)	69.9	392.2	27											
F-1Eo	System Fuel Fwd. and Aft Fuselage Tanks (4)	63.6	349.5	22											
F-1Ep	System Fuel Fwd. Fuselage Tank (EST) (1)	16.0	301.0	5											
F-1Eq	Fuel Booster Pump (Pesco 642-F) (4)	28.8	377.5	11											
F-1Er	Centrifugal Fuel Booster Pump (Thompson TFD13400) (4)	24.0	387.9 404.0	5 5	x										
	Submerged Pumps (Thompson TFD12900-7) (2)	12.8	405.4	5	x										

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST -- TABLE I

MODEL C-54B DC SERIAL NO. 10518 NC 1695M

ITEM NO.	ITEMS GROUPED BY COMPARTMENTS	WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	DATE / RECORD OF CHECKING: CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY	CHECK 5 IN AIRPLANE	CHECK 5 TABLE 2 ENTRY
P-16c	Centrifugal Booster Pump (Thompson TFD13400) (4)	24.0	397.9	5											
			404.0	5											
	Submerged Pumps (Thompson TFD12900-7) (2)	12.5	406.4	5											
	Centrifugal Pumps (Thompson TFD13400) (2)	12.0	410.5	5											
P-17	Fuel Dump Valve Installation (Douglas Drawings 5226098, 5327000, 5327001, 5327006, 5327009, 5327014, 5327025, 5327027, 5327101) (C.A.A. Item 101(a))	171.0	406.1	69	X										
P-18	Fuel Dump Valve Installation (Douglas Drawings 5326874 (C.A.A. Item 101 (b))	87.5	394.8	35											
P-19a	Standpipe Installation (Douglas Drawings 5327006E, 5327101F) (C.A.A. Item 101 (c))	1.8	411.0	1	X										
P-19b	Standpipe Installation (Douglas Drawings 5327006E, 5327101F) (C.A.A. Item 101 (d))	0.7	411.0	-											

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT CHECK LIST — TABLE I

C-54B DC SERIAL NO 10518 [illegible] 1695M

	ITEMS GROUPED BY COMPARTMENTS			WEIGHT	ARM	INDEX UNIT	DELIVERY EQUIPMENT	RECORD OF CHECKING DATE: CHECK 1 IN AIRPLANE	CHECK 1 TABLE 2 ENTRY	CHECK 2 IN AIRPLANE	CHECK 2 TABLE 2 ENTRY	CHECK 3 IN AIRPLANE	CHECK 3 TABLE 2 ENTRY	CHECK 4 IN AIRPLANE	CHECK 4 TABLE 2 ENTRY	CHECK 5 IN AIRPLANE	CHECK 5 TABLE 2 ENTRY
Q	[illegible]	L.H.	Row 1	72	290	20.9											
	Warren McArthur Seats, 395-3, 1 ea	"	2	72	322	23.2											
	" " " " 1 ea	"	3	72	354	25.5											
	" " " " 1 ea	"	4	72	386	27.8											
	" " " " 1 ea	"	5	72	433	31.2											
	" " " " 1 ea	"	6	72	470	33.8											
	" " " " 1 ea	"	7	72	504	36.3											
	" " " " 1 ea	"	8	72	554	39.9											
	" " " " 1 ea	"	9	72	590	42.5											
	" " " " 1 ea	"	10	72	626	45.1											
	" " " " 1 ea	"	11	72	662	47.7											
	Warren McArthur Seats, 395-2 1 ea	"B" Compt		48.5	215	10.4											
	" " " " 1 ea	"B" Compt		48.5	246	11.9											
	" " " " 1 ea	R.H.	Row 1	48.5	290	14.0											
	" " " " 1 ea	"	" 2	48.5	322	15.6											
	" " " " 1 ea	"	" 3	48.5	354	17.2											
	" " " " 1 ea	"	" 4	48.5	386	18.7											
	" " " " 1 ea	"	" 5	48.5	433	21.0											
	" " " " 1 ea	"	" 6	48.5	470	22.8											
	" " " " 1 ea	"	" 7	48.5	504	24.4											
	" " " " 1 ea	"	" 8	48.5	554	26.9											
	" " " " 1 ea	"	" 9	48.5	590	28.6											
	" " " " 1 ea	"	" 10	48.5	626	30.4											
	" " " " 1 ea	"	" 11	48.5	662	32.1											
	" " " " 1 ea	"	" 12	48.5	693	33.6											
	" " " " 1 ea	"	" 13	48.5	724	35.1											
	" " " " 1 ea	"	" 14	48.5	756	36.7											
	" " " " 1 ea	"	" 15	48.5	787	38.2											
	" " " " 1 ea	L.H.	" 14	27 48.5	740	35.9											
	" " " " 1 ea	"	" 15	48.5	773	37.5											

BASIC WEIGHT AND BALANCE RECORD

This chart is a continuous history of changes made in the airplane's structure or equipment which affect its basic weight, moment and index. At all times the last entry under these three items is considered the current status of the airplane with respect to weight and balance. If changes are made in provisions for equipment, list them separately from the equipment to be installed.

MATSON NAVIGATION COMPANY

AIR TRANSPORT DIVISION

BASIC WEIGHT & BALANCE RECORD – TABLE 2

MODEL C-54B DC SERIAL NO. 10518 NC 16958

DATE	ITEM NO. IN	ITEM NO. OUT	DESCRIPTION	ARM	WEIGHT CHANGE ADDED WEIGHT	WEIGHT CHANGE ADDED INDEX UNIT	WEIGHT CHANGE REMOVED WEIGHT	WEIGHT CHANGE REMOVED INDEX UNIT	RUNNING TOTAL BASIC AIRPLANE WEIGHT	RUNNING TOTAL BASIC AIRPLANE INDEX UNIT	RUNNING TOTAL BASIC AIRPLANE * INDEX
4/19/50			Empty Weight as weighed	389.3					41,008	15,964	

* TO BE USED ONLY WITH LOAD ADJUSTER

SECTION II

LOADING INFORMATION

MAXIMUM WEIGHT AND LOADING LIMITATIONS

The maximum gross weight at which the C-54-DC series airplanes meet C.A.A. minimum performance or strength requirements are summarized in the table below for model C-54B-DC, C-54E-DC, C-54D-DC, C-54G-DC and DC-4.

Type of Engine	Gross Landing Weight	Gross Take-off Weight		C.G. Limits (MAC) **			
				Gear Down		Gear Up	
		No Dump Valve	Dump Valve	Fwd	Aft	Fwd	Aft
PaW 28D-6 or R-2000-7	61,100 63,500 *	64,150 66,670*	70,700	16	32	14	32
PaW 28D16 or R-2000-9	63,500	66,670	71,800	16	32	14	32
PaW R-2000-11	61,100 63,500 *	64,150 66,670*	70,700	16	32	14	32
PaW 28D13G	63,500	66,670	73,000	16	32	14	32

* These weights are permitted when a 38° landing flap setting is used and the aircraft is operated in accordance with Appendix I of the approved Operations Manual which covers the performance relative to this flap setting.

** Not to be exceeded by reasons of crew or passenger movement.

	Weight	Arm	Index Unit	Load adjuster Inlet 77.2
Weight Empty	41,008	389.3	15,964.3	
Mobile Oil 80 gal	608		205.2	
Crew				
Pilot	170			
Co-Pilot	170	105	17.9	
Flt Engineer	170	105	17.9	
Steward	165	127	21.6	
	675	628	114.0	
	41,283	386.5	15,340.9	

Use these figures with loading tables to determine individual flight load distribution center of gravity.

All fluid except water fuel and oil are included in empty weight

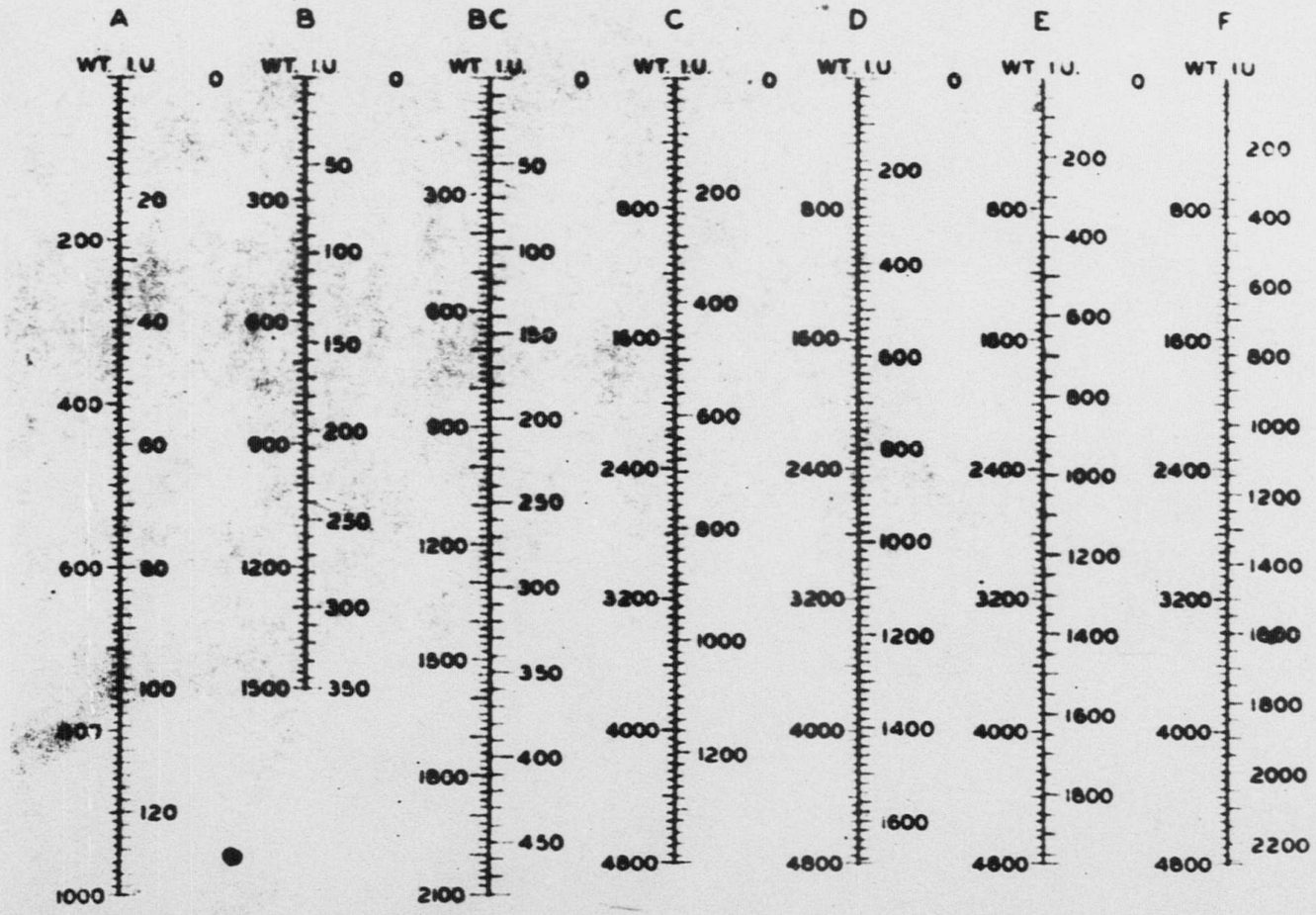
PLANNING LOADING

Row		1 Pass Wt	1 Pass Moment /1000	2 Pass Wt	2 Pass Moment /1000	3 Pass Wt	3 Pass Moment /1000	4 Pass Wt	4 Pass Moment /1000	5 Pass Wt	5 Pass Moment /1000
1	C	165	47.8	330	95.7	495	143.5	660	191.4	825	239.2
2		165	53.1	330	106.2	495	159.3	660	212.4	825	265.5
3	D	165	58.4	330	116.8	495	175.2	660	233.6	825	292.1
4		165	63.7	330	127.4	495	191.2	660	254.8	825	318.5
5	E	165	71.4	330	142.9	495	214.3	660	285.8	825	357.2
6	F	165	77.6	330	155.3		232.7		310.2		387.8
7		165	83.2	330	166.3		249.5		332.6		415.8
8	G	165	91.4	330	182.8		274.2		365.6		457.1
9	H	165	97.4	330	194.7		292.1		389.4		486.8
10		165	103.3	330	206.6	495	309.9	660	413.2	825	516.5
11	I	165	109.2	330	218.5	495	327.7	660	436.9	825	546.2
12	RH	165	114.3	330	228.7						
13	RH J	165	119.5	330	238.9						
14	RH	165	124.7	330	249.5						
15	RH K	165	129.9	330	259.7						
14	LH	165	122.1	330	244.2						
15	LH	165	127.5	330	255.1						
"A" Compt Row A		165	35.5	330	70.9						
"B" Compt Row B		165	40.9	330	81.2						

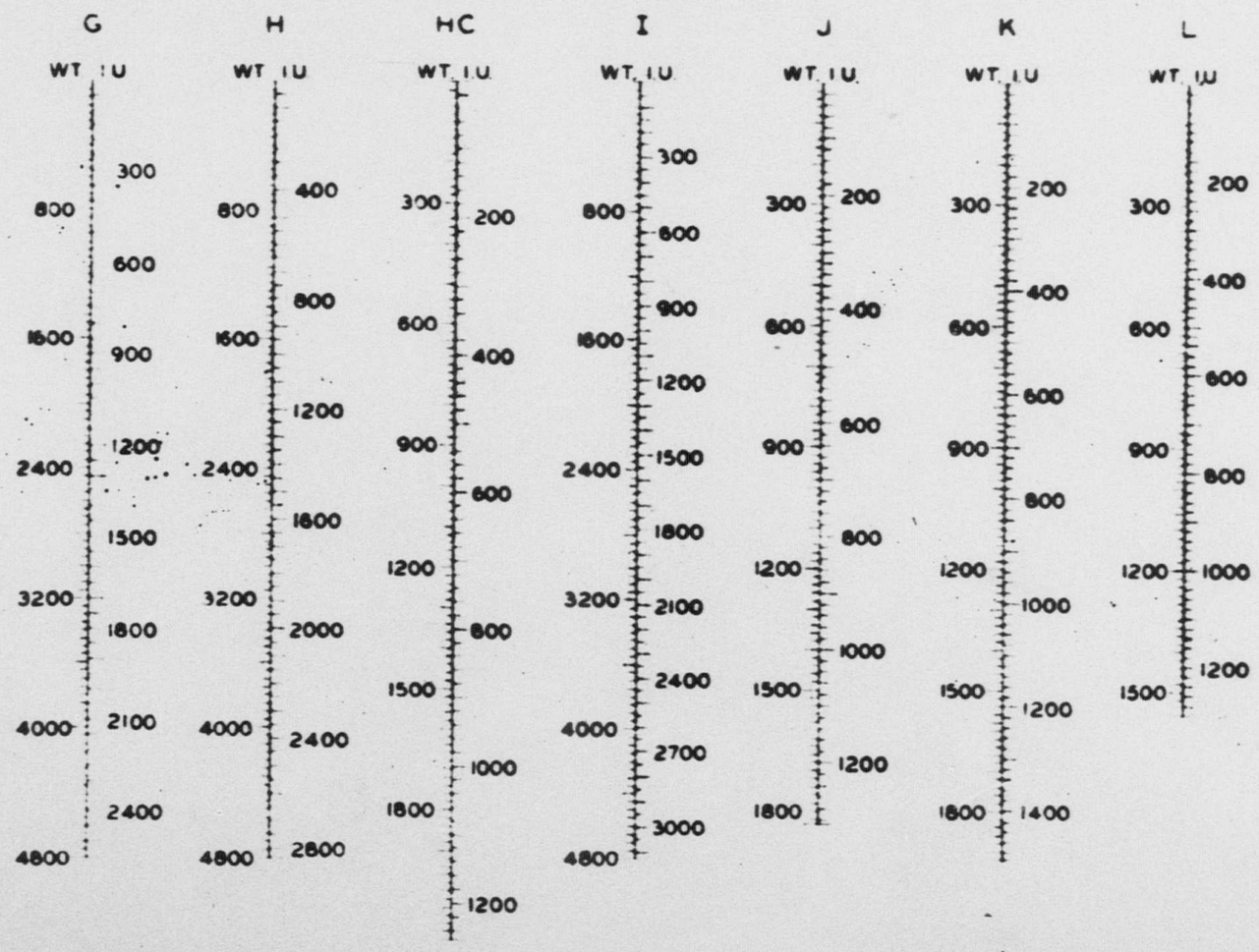
PASSENGER AND CREW MOVEMENT

The movement of crew and passengers is to be checked for each loading condition to determine that the center of gravity limits are not exceeded during all flight condition.

COMPARTMENT GRAPH



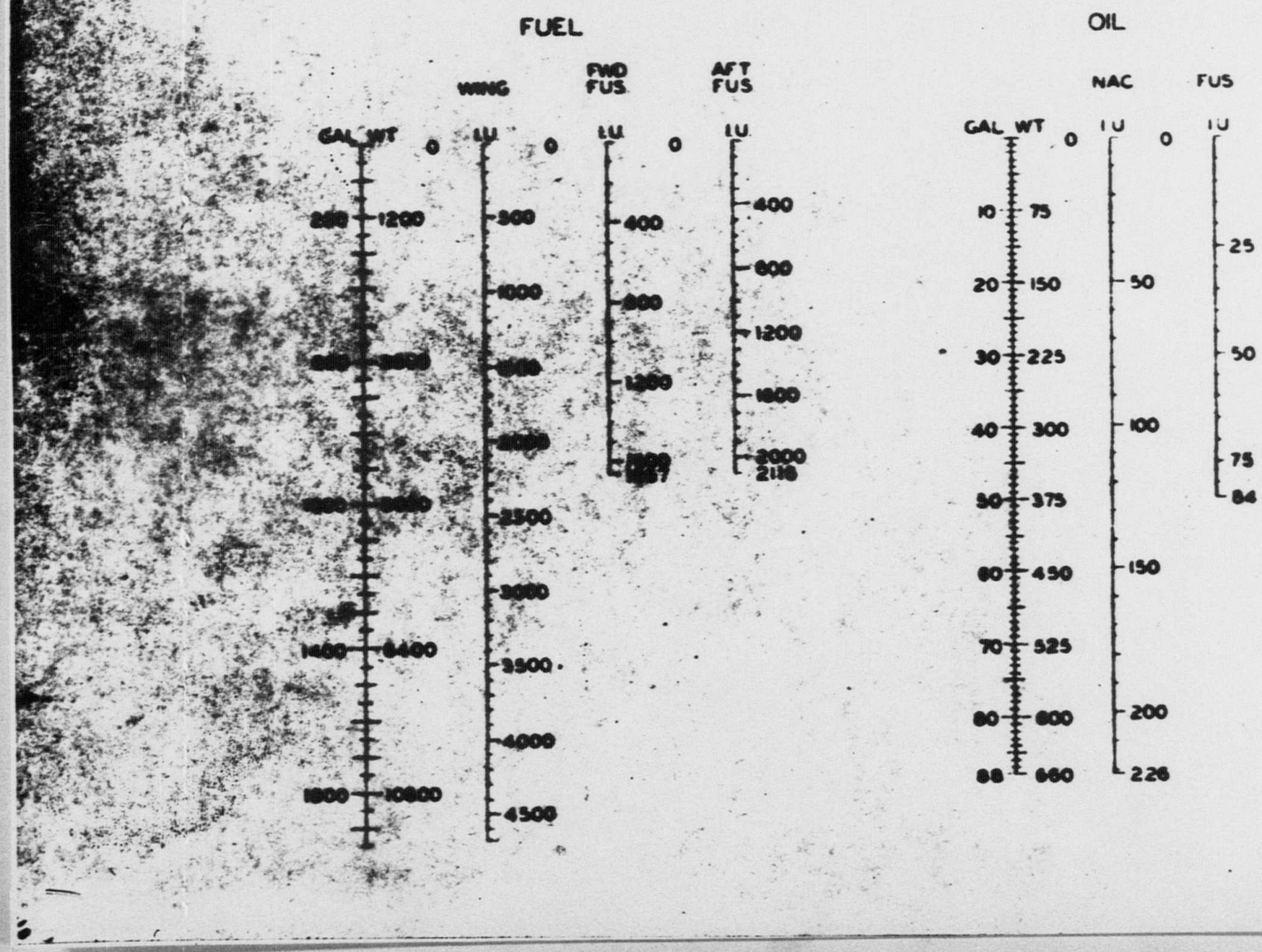
COMPARTMENT GRAPH

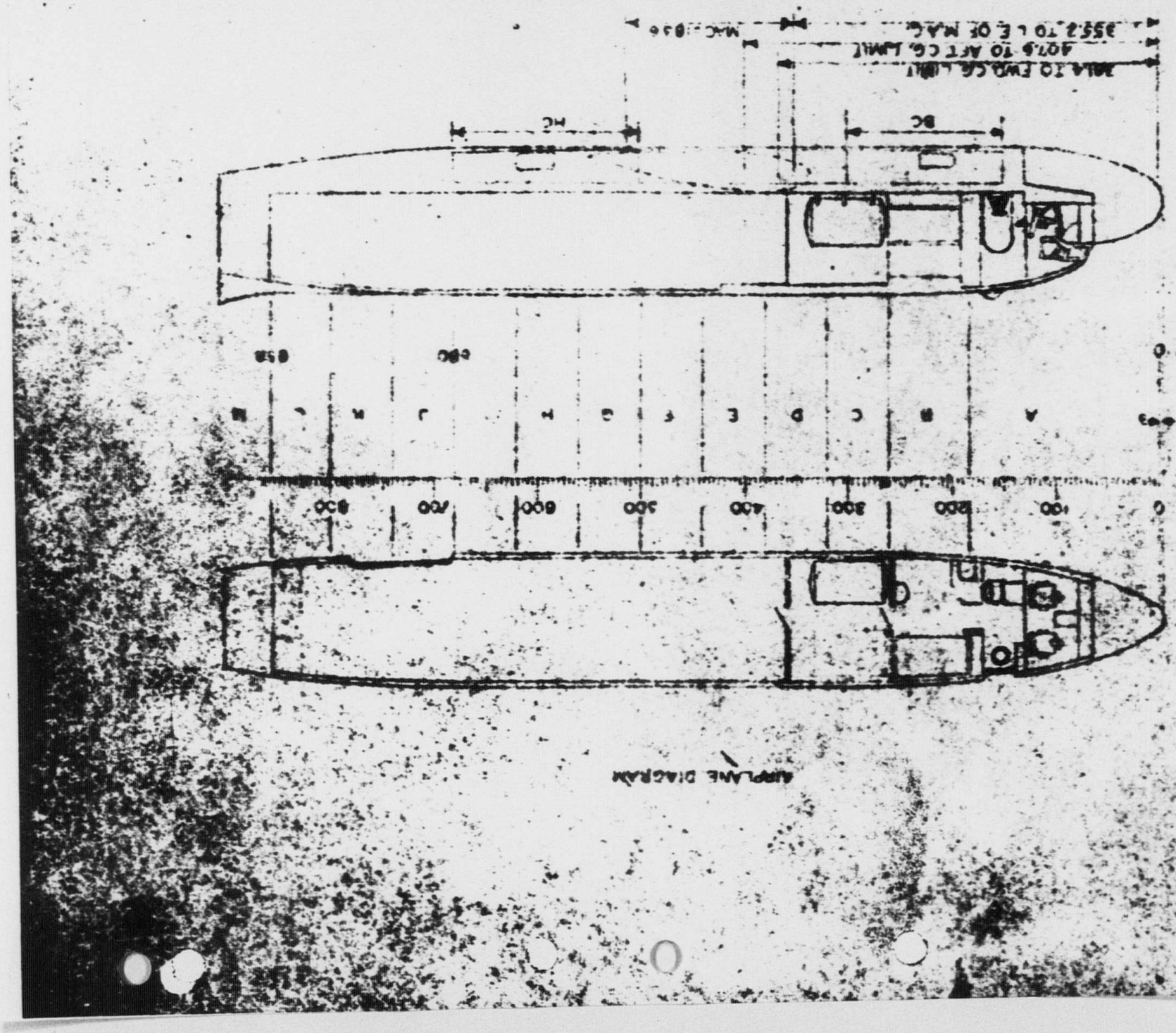


Compartment Name and Letter Designation	Compartment Structural Capacity in Pounds	Max. Concentrated Floor Loading Lbs/Sq Ft
A Pilots (Sta. 84 to 129 (Sta. 129 to 171	1000	Not Available 100
B Crew Room		100
Fwd. Belly Cargo	2100	14 lbs. cu. ft.
C Main Cabin	4800	200
D Main Cabin	4800	200
E Main Cabin	4800	200
F Main Cabin	4800	200
G Main Cabin	4800	200
H Main Cabin	4800	200
Rear Belly Cargo	2120	14 lbs. cu. ft.
I Main Cabin	4800	200
J Main Cabin	1680	100
K Main Cabin	1920	100
L Main Cabin	1560	100

STRUCTURAL CAPACITY

FUEL AND OIL GRAPH




AIRPLANE DIAGRAM

BALANCE LIMITS GRAPH

For purposes of balance with respect to loading, the Index Unit method has been employed. This system is the method of obtaining the sum of the individual weights of the items and comparing that total with the sum of the individual index units. An index unit of an item is obtained by dividing the moment (in inch pounds) by 1,000; moment is defined as the arm (distance in inches from Station 0 of an item) multiplied by the weight of the item. When the total weight and the total of the index units are plotted on the Balance Limits Graph and the point falls within the indicated limits thereon, the weight and balance limitations of the airplane are considered satisfactory for safe flight operation.

It is necessary to determine at just what extremes the loaded airplane will balance without exceeding the limits mentioned on page 31. These limits may be varied due to crew and passenger movement. Therefore, new calculations must be made to determine whether new restricting limits are necessary. This is obtained in the manner as set forth on page 50. These are known as Loading Limits.

The Balance Limits Graph is constructed by graphically plotting the forward and aft loading limits for the minimum flying weight and for the maximum allowable gross weight on a graph of weight versus index unit. The two forward loading limit points are connected by a straight line on the graph as are the two aft points. If the loaded airplane's weight and moment falls within the allowable regions for take-off and landing, the load is properly placed.

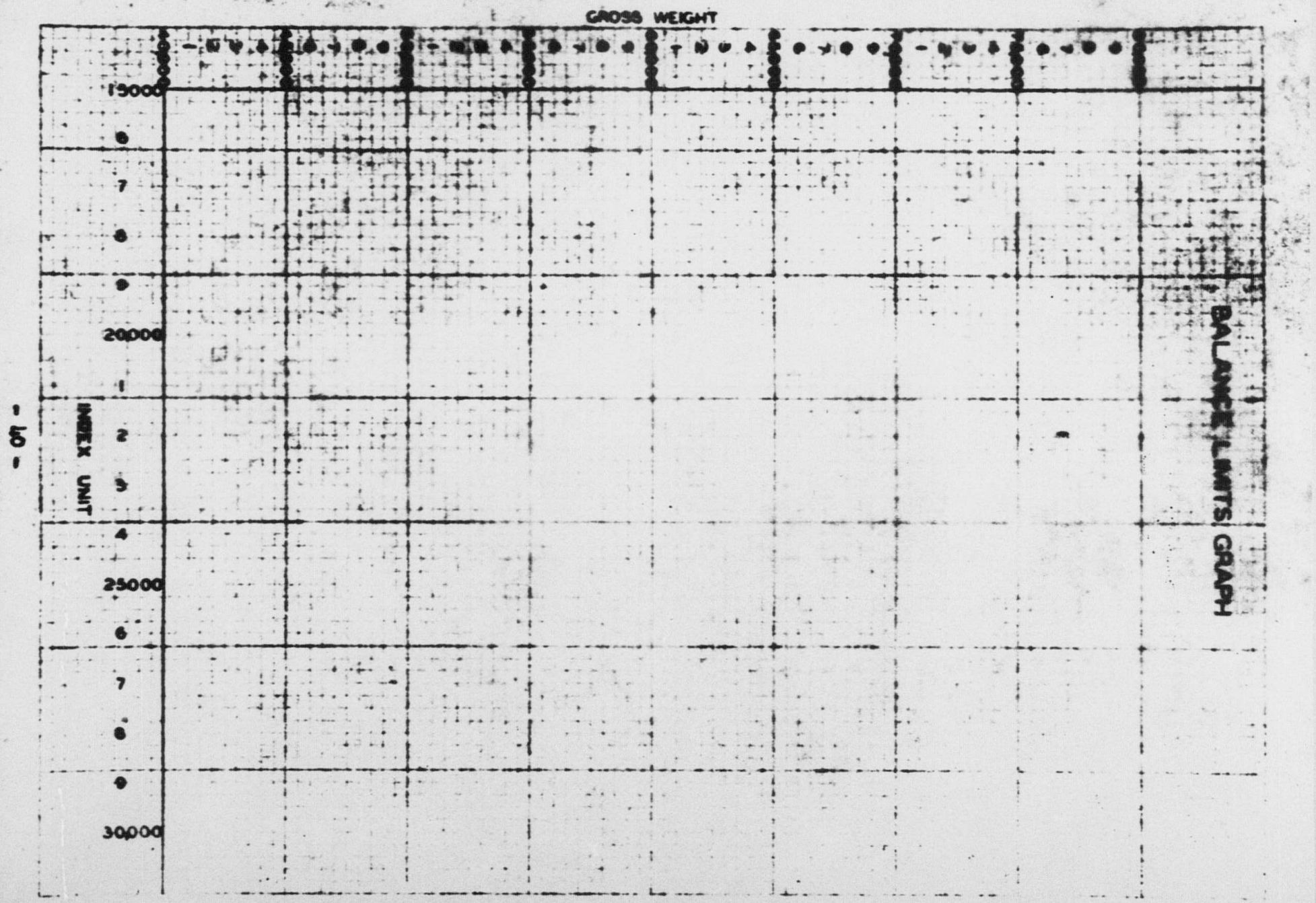
A step by step method for use of the graph is as follows:

(1) Total the separate weights and index units ([illegible]) for all items of load including cargo, fuel, oil, crew, passengers and any other items aboard but not in the basic weight sub-total as shown.

(2) Add the total obtained in (1) to the basic weight.

(3) Plot the result obtained in (2) on the Balance Limits Graph. The point must fall within the indicated allowable area.

(4) Subtract the fuel weight and index unit total from (2) total and replot this result on the graph. Again the point must fall within the indicated allowable load area.


GROSS WEIGHT
19000
20000
25000
30000
INDEX UNIT
1
2
3
4
5
6
7
8
9
BALANCE LIMITS GRAPH

RESTRICTIONS

(1) The airplane shall be loaded so that the summation of the basic weight sub-total plus passengers, cargo, fuel and oil index units versus weight shall fall between the forward and aft balance limit lines for both take-off and landing. Retraction of the landing gear has been taken into account on the graph.

(2) Minimum gallons of fuel to be carried must be equal to 1/12 maximum Horse-Power (not take-off Horse-Power).

(3) Minimum gallons of oil to be carried must be equal to 1/75 maximum Horse-Power (not take-off Horse-Power).

(4) When cargo or baggage is not available, ballast must be carried so that the airplane will balance within the allowable limits.

(5) Lavatories must not be occupied by more than one person per lavatory plus (any other case as may apply).

(6) Crew and passengers are not to move about or congregate in a manner detrimental to the weight and balance of the airplane.

SECTION III

LOAD ADJUSTER

INSTRUCTIONS FOR THE OPERATION OF THE C-54A LOAD ADJUSTER

In order to simplify the job of the pilot and the Weight and Balance Officers, the Load Adjuster is used as a part of the C-54 Weight and Balance system. It will be found in a leather carrying case in the Pilot's compartment of the airplane. These instructions illustrate the use of the Load Adjuster designed for this airplane only.

The Load Adjuster is the calculator used in conjunction with the Weight and Balance Handbook. Proficiency in its operation will save the time and effort of tracking down the elusive cg by means of mathematical calculations. Its use in conjunction with the charts and forms contained in the Handbook insures a safe loading and provides a means of checkin: exactly how the balance position will be affected by each item of load which is added or expended.

THE COLORED TOP STRIP is the guide to safe loading. The actual loading range is the area between the sloping red sections. The warning "Check expenditure of fuel for Landing" is a restriction on the right portion of the loading range to be observed when fuel is loaded in the Fuselage Tanks. This caution is noted so that the allowable rear limit will not be exceeded due to the cg change that occurs when fuel is used from the fuselage tanks.

The sloping lines indicate the limits of the Loading Range for the gross weights to which the airplane may be loaded. Examination of the top strip will show the loading range on the Load Adjuster to increase as the gross weight increases. Comparison of this strip with the Center of Gravity Grid will explain the reason for the sloping limits.

The movement of the Indicator translates the change in balance position as load is added or expended in terms of units on the INDEX SCALE which appears at the bottom of the Load Adjuster.

THE CENTER OF GRAVITY GRID on the inside of the rule is the basis of the Load Adjuster's design. The forward and aft red sections show the cg limits in terms of percent of the Mean Aerodynamic Chord and it is from these limits that the top strip of the Load Adjuster is derived.

The cg position in terms of percent MAC and inches from the Reference Datum may be read directly from this grid. The crosswise lines represent the weight and the sloping lines represent the % MAC. To convert an index reading to % MAC note the point at which the indicator hairline and the gross weight line intersect and the percent MAC is estimated at the intersection. The marks across the top of the grid represent cg location measured in inches from the reference datum. The position of the cg in inches from the reference datum is read in the same manner as the percent MAC in that if lines had been extended downward from the inch marks they would follow the trend of the percent lines.

THE FUSELAGE DIAGRAM on the back of the Load Adjuster will be of great assistance in deciding placement of items of load. It also provides information concerning leveling lugs, jig points etc. to assist you in the actual weighing of the airplane. The loading scales on the front of the Load Adjuster correspond with the compartment letters on the diagram.

THE BASIC WEIGHT AND MOMENT SCALES on the inner side of the Load Adjuster slide determine for you in a few simple operations the basic index which is the starting point of all loading calculations. All

that you need to do to arrive at a basic index is set the indicator hairline at "0" on the index scale. Then, move the slide until the basic weight is under the hairline. Next, move the indicator to the Basic Moment/1000 and the basic index will be found directly under the hairline. If the Basic Moment/1000 should happen to be on a scale other than that containing the Basic Weight, don't be alarmed. Just set the basic weight as above; move the indicator to the final Moment/1000 mark at the end of the scale containing the basic weight; then move the slide again until the same Moment/1000 mark at the beginning of the next scale is under the hairline. Move the indicator to the Moment/1000 figure you were looking for in the first place and the problem is solved.

OPERATION OF THE LOAD ADJUSTER

A loading calculation starts with the hairline of the indicator over the basic index.

From then on it requires only two operations to load each total.

1. The slide is moved until the "0" vertical starting line of the compartment loading scales is under the hairline.
2. Then the indicator hairline is moved to the number of pounds loaded in that compartment.

To show how the Load Adjuster is used we will make a SAMPLE loading of a C-54A airplane. Do not use these figures as a basis for loading your airplane as this example is to be used only for showing how the Load Adjuster is operated.

[illegible]	ITEM		WEIGHT	INDEX
	Basic Airplane		37,600	68.2
A	Crew	800	800	61.2
B	Cargo	1,100	1,100	54.9
D	6 Passengers	1,200	1,200	53.0
E	6 Passengers	1,200	1,200	53.2
F	6 Passengers	1,200	1,200	55.9
G	6 Passengers	1,200	1,200	61.0
H	6 Passengers	1,200		
	Cargo	1,500	2,700	78.0
I	4 Passengers	800	800	84.8
MINIMUM LANDING GROSS WEIGHT			47,800	84.8
Oil - Nacelle Tanks - 88 gal.			660	83.3
Fuselage Tanks- 30 gal.			225	82.0
Fuel - Center Wing Tanks - 1879 gal.			11,274	82.0
Outer Wing Tanks - 1025 gal.			6,150	82.0
TAKE OFF WEIGHT AND INDEX			66,109	82.0

The Basic Weight of the airplane is 37,600 lbs. and the index 68.2. The non-expendable items are first loaded by compartment totals

1. Set the indicator hairline to the basic index of 68.2.
2. Then move the slide until the vertical starting line of Compartment A is under the hairline.
3. Four crew members totaling 800 lbs. are loaded in this compartment so move the indicator hairline to the 800 lb. mark on the A scale. The index obtained after loading this compartment is 61.2.

The loading on the Load Adjuster is progressive, each new compartment loaded beginning with the index obtained when the previous compartment was loaded.

You may continue to load the items listed, checking to see if your results are close to those of the example.

After all the non-expendable items have been loaded the airplane is then in its MINIMUM GROSS LANDING WEIGHT CONDITION. The index at this weight must be within the safe loading limits. When this condition is satisfactory the loading of the gasoline and oil may be made. There are separate scales provided on the Load Adjuster for the gasoline and oil. The wing tanks do not require a scale as the cg change due to gasoline loaded into or used from these tanks is negligible. However, it is necessary to record the weight of fuel in the MAIN WING TANKS. The fuselage tanks cause a rearward shift of the cg when fuel is used from them. When these tanks are loaded you must check carefully to see that the index of the loading is within safe limits under MINIMUM GROSS LANDING WEIGHT CONDITIONS and at TAKE OFF.

In the example loading the index of 84.8 for the MINIMUM GROSS LANDING WEIGHT and 82.0 for TAKE OFF are well within the safe balance limits.

LANDING CHECK

The balance of the C-54A airplane at landing can quickly be checked with the Load Adjuster by one of two methods. The easiest way to do this and not involve too much mental arithmetic is to set the hairline at the index of the Minimum Gross Landing Weight, then add the fuel and oil still aboard at the time the airplane is preparing to land.

The other way to do this is to set the hairline to the take-off index, then move the slide until the original amount of gasoline loaded is under the hairline. Then move the hairline to the number of gallons remaining in the tanks.

When you find it necessary to relocate part of the load this "taking out" process can be used to good advantage. By removal of items from one compartment loading cards and adding them on another you can tell exactly how much to move and where to place it before doing the actual adjustment of load in the airplane. This often saves re-working an entire calculation since the index readings on Form F can be corrected accordingly if there is not too much readjustment of the loading involved.

READING CG POSITION FROM THE GRID

To give you the opportunity to check on finding the cg position in percent of the MAC or inches from the reference datum we will convert the loaded index to these units.

Set the hairline to the take off index of 82.0. The intersection on the grid of the hairline and the approximate gross weight line of 66,109 is at 25.2 %MAC. Following the trend of the 25% line upward this intersection projected to the inch scale at the top of the grid gives us a location for the cg at 396.4 inches from the reference datum.

NOTE: The index units used with the Load Adjuster are calculated in a different manner than those used in this report.

SECTION IV

PERSONNEL MOVEMENT

TRANSPORT - RECORDS
DEC 18 A.M. 1951
File 5008-E4-14

49156

Weight and Balance Data

for

CF-EDN

Rec'd

60

Please place on file

DEC 18 1951

CF- EDN

HSP.

R

FILE No. 5008 - E 4 - 22 VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JULY, 1946
TO

vol. 1
5008 - E 4 - 22

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF - EDV - CESSNA T-50

CROSS REFERENCES

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(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 1954	Reg Miss Jones	Car		JH	JUN 11 1954
	Reg Mrs Bernhall	CA1			AUG 23 1954 MAR 28 1955

1
5-62

IMPORTANT — Do not fail to NOTIFY OFFICE SERVICES whenever a File is passed direct to another section.

FILE No. 5008 - E 4 - 22 VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JULY 1946
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF - EDV - CESSNA T-50

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5008 - E 4 - 22 VOL. 1

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
MAR 9 - 195	41232	CAR			MAR 21
MAR 12 1951	—	CAI			MAR 13 1951
MAR 13 1951	—	ATC			MAR 14 1951
MAR 20 1951	42587	ATC			MAR 21 1950
MAR 21 1950	—	CAR			APR 2 1951
APR 2 1951	—	CAR			APR 3 1951
JUL 13 1951	Reg M Wallingford	CAE			JUL 13 1951
JUL 13 1951	Reg M McCurdy	RFL			MAY 14 1952
MAY 14 1952	25499	CAE			AUG 8 - 1952
AUG 8 - 1952	37663	CAR			OCT 27 1952
OCT 27 1952	39403	CAR			NOV 15 1952
NOV 6 1952	—	CAE			NOV 17 1952
NOV 15 1952		RFL			NOV 18 1952
NOV 17 1952		CAI			NOV 26 1952
NOV 18 1952	APR - 2 1953 70	CAR			APR 7 1953
APR 7 1953	—	CAE			APR - 7 1953
AUG - 6 1953	29957	CAE			AUG - 6 1953
SEP 10 1953	Reg Mr Gordon 36726	CAR			SEP 14 1953
SEP 14 1953	—	CAE			SEP 14 1953
SEP 14 1953		AME			SEP 15 1953
OCT 21 1953	44734	CAR	18.11.53		NOV 6 1953
	Reg Thomas Jones	CRP			DEC - 8 1953
16/12/53	CF 18/11/53	CAR			DEC 17 1953
DEC 17 1953		RFL			DEC 18 1953
DEC 18 1953		CAI			DEC 22 1953
FEB 11 1954	Reg Mr de Blois	AME			FEB 12 1954

FILE No. 5008 - E4 - 22 VOLUME No. 1

VOL.1 5008 - E4 - 22

DEPARTMENT OF TRANSPORT

FROM JULY 1946

TO

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - BDV CESSNA

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
DEC -1 47	27885	CAR			DEC -1 47
DEC -2 47	28201	CAR			DEC -5 47
DEC 12 47	29494	CAR			23 47
		CADO			DEC 16 47
DEC 16 947		CRO			DEC 24 47
		AFAO			DEC 16 47
DEC 16 947	Reference Treasury				23 47
JAN 20 1948	Requested C.R.I.				JAN 29 1948
MAR 20 48	141735	CAR			MAR 22 48
APR 30 48	42498	CAR			APR 7 48
APR 7 48		CAEO			APR 8 48
APR 8 48		CRO			APR 8 - 948
APR 8 - 948		Two Accounts			APR 13 48
MAR 8 - 1950	49432	CAR			MAR 13 1950
		CAE			MAR 13 1950
APR 13 1950	1443	CAR			APR 13 1950
APR 26 1950	3493	CAR			MAY 4 - 1950
		CAE			
MAY 4 1950		CADO			MAY 4 - 1950
MAY 4 - 1950		CRO			MAY 5 - 1950
MAY 5 - 1950					MAY 9 - 1950
MAY 9 - 1950		RFL			MAY 16 1950
MAY 18 1950	6930.	CAR			MAY 19 1950
MAY 19 1950	Ref. by Mc Canley	RFL			MAY 31 1950
JUN 21 1950	12364.	CAR			JUN 21 1950
JUL 20 1950	14422	CAR			JUL 25 1950
		CAE			JUL 25 1950
FEB 1 1950	40986	CAR			FEB 3 - 1951
FEB 3 - 1951		CAE			FEB 5 1951

FILE NO. 5008 - E4 - 22 VOLUME NO. 1

DEPARTMENT OF TRANSPORT

FROM JULY 1946

TO

VOL. 5008 - E4 - 22

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - EDV CESSNA

CROSS REFERENCES

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(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
AUG 8 1946	16738	S.A.L.			OCT 21 1946
OCT 21 1946		Tmas			OCT 2[illegible]
APR 16 1947	4664	CAR			
NOV 10 47	25513	CAR		NOV 1[illegible] 47	

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6108 E

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	2
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			CHGE TRANSPORT (AIR) 2221

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

Pu
1st

DWS/YD File No. 5008-24-22 OTTAWA, JULY 6TH, 1946

DISTRICT INSPECTOR, AIR REGULATIONS,
910 CONFEDERATION BLDG.,
1253 MCGILL COLLEGE AVENUE,
MONTREAL 2, P.Q.

AR 78 YOUR AR 214 REGISTRATION CF EASY DOG VICTOR

ALLOTTED CESSNA SERIAL ONE FIVE ZERO FIVE AIRCRAFT

INDUSTRIES OF CANADA LTD

File

CIVIL AVIATION

DND

CF-EDV

M

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6122

(54)

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

1946 JUL 6 AM 10 16

A12830

MOA120 27/24=UV MONTREAL QUE 6 927A

CONTROLLER OF CIVIL AVIATION=

0156 :DEPT OF TRANSPORT HUNTER BLDG OTTAWA=

AR214 REGISTRATION MARKINGS ARE REQUESTED FOR CESSNA SERIAL ONE FIVE ZERO FIVE TO BE REGISTERED IN THE NAME OF AIRCRAFT INDUSTRIES OF CANADA LTD=

J L BLONDEAU DISTRICT INSPECTOR AIR REGULATIONS.

bak
6/7/46

CF-EDV

ENTERED ON CARDS

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG, GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	3
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT OR ADDRESS

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je cens[illegible] les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed [illegible]

5008 C4-22

910 CONFEDERATION KLDG
MONTREAL QUEBEC VLD 1946

Controller OF CIVIL AVIATION
DEPARTMENT OF TRANSPORT
HUNTER BUILDING
OTTAWA ONTARIO

1505

AR214 REGISTRATION MARKINGS ARE REQUESTED FOR CESSNA S[illegible] ONE FIVE ZERO FIVE
TO BE REGISTERED IN THE NAME OF AIRCRAFT INDUSTR[illegible] CANADA LIMITED

H.C. Pl[illegible]

J L BLONDEAU
DISTRICT INSPECTOR AIR REGULATIONS

F-EDV

00 hrs

COX & STEVENS AIRCRAFT CORPORATION
AIRCRAFT WEIGHING AND BALANCE
REPORT

CESSNA AIRCRAFT
REGISTRATION CF-EDV

REPORT NO. 16C

DATED 11th July, 1946

COX & STEVENS AIRCRAFT CORPORATION

Montreal Airport, ~~MONTREAL~~ Dorval, Quebec.

TITLE

AIRCRAFT WEIGHING
AND
BALANCE REPORT

CESSNA CF-EDV

SUBMITTED UNDER

Request of

Aircraft Industries of Canada Ltd.,
1411 Crescent Street,
Montreal, Quebec.

MODEL T-50 REFERENCE _____

PREPARED BY C.D. Gutelius GROUP _____

CHECKED BY _____ APPROVED BY _____

NO. PAGES 5 NO. PICTURES _____

NO. DRAWINGS _____

REVISIONS

DATE	REV. BY	PAGES AFFECTED	REMARKS

*

PREPARED	NAME	DATE	COX AND STEVENS AIRCRAFT CORP.	PAGE 1 of 5
	C.D.Gutelius	11/7/46		
CHECKED			TITLE AIRCRAFT WEIGHING AND BALANCE REPORT - CF-EDV	MODEL T-50
APPROVED				REPORT NO. 16C

This aircraft was weighed at St. Johns, P.Q., on 11th July, 1946, in a closed hangar at the plant of Aircraft Industries of Canada Limited.

2. At time of weighing the aircraft was in "flying position". A level placed on the lugs located on the right-hand side of the interior of the fuselage registered zero degrees.

3. The fuel and oil tanks were completely drained while the aircraft contained those items of loose and fixed equipment shown in the attached list.

4. The centre of gravity limits for this type of aircraft are -4.8 inches (15.8% MAC) to plus 3.1 inches (24.75% MAC) from the datum at the centre line of the front wing spar.

5. The equipment used in the weighing was the Aircraft Electric Weighing Kit, manufactured by Cox & Stevens Aircraft Corporation.

PRINTED IN U.S.A.

PREPARED	NAME	DATE	COX AND STEVENS AIRCRAFT CORP.	PAGE 2 of 5
	C.D.Gutelius	11/7/46		
CHECKED			TITLE AIRCRAFT WEIGHING AND BALANCE REPORT - CF-EDV	MODEL T-50
APPROVED				REPORT NO. 16C

ITEM	Wt. Lbs.	Arm Ins.	Positive Moment	Negative Moment
Left Main Wheel	1,720			
Right Main Wheel	1,779			
Sub-Total (both Main Wheels)	3,499	- 19		66,481
Tail	300	224.48	67,344	
TOTAL (Aircraft as Weighed)	3,799	0.22	863	
Less Weight and Moment of Items in Aircraft at Time of Weighing which are not part of Empty Weight.				
NIL				
EMPTY WEIGHT AND MOMENT ---	3,799	0.22	863	

*

PREPARED	NAME	DATE	COX AND STEVENS AIRCRAFT CORP.	PAGE 3 of 5
	C.D.Gutelius	11/7/46		
CHECKED			TITLE AIRCRAFT WEIGHING AND BALANCE REPORT - CF-EDV	MODEL T-50
APPROVED				REPORT NO. 160

ITEM	Wt. Lbs.	Arm Ins.	Positive Moment	Negative Moment
1.) Most Forward C.G. Position				
Empty Weight and Moment	3,799	0.22	863	
Pilot	170	-14		2,380
Co/pilot	170	-14		2,380
Fuel - 37 U.S.(30.8 Imp)@6 lbs.	222	21.5	4,773	
Oil - 10 U.S.(8.33 Imp.)@ 7.5 lbs.	75	-27		2,025
TOTAL WEIGHT AND MOMENT -	4,436	- 0.26	-1,149	
2.) Most Aft C.G. Position				
Empty Weight and Moment	3,799	0.22	863	
Pilot	170	-14		2,380
Co-Pilot (or passenger)	170	-14		2,380
Fuel - 68U.S.(56,6 Imp) @ 6 lbs.	408	21.5	8,772	
Oil - 10 U.S.(8.33 Imp) @7.5 lbs.	75	-27		2,025
Passengers - 2 @ 170	340	36	12,240	
TOTAL WEIGHT AND MOMENT -	4,962	3.04	15,090	
3.) Alternate Loading Condition				
Empty Weight and Moment	3,799	0.22	863	
Pilot	170	-14		2,380
Co-Pilot - (or passenger)	170	-14		2,380
Fuel - 50 US(41.66 Imp) @ 6 lbs.	300	21.5	6,450	
Oil - 10 US (8.33 Imp) @ 7.5 lbs.	75	-27		2,025
Passengers - 2 @ 170 lbs.	340	36	12,240	
Baggage -	50	15	750	
Baggage -	30	65	1,950	
TOTAL WEIGHT AND MOMENT -	4,934	3.13	15,468	

*

PREPARED	NAME	DATE	COX AND STEVENS AIRCRAFT CORP.	PAGE 4 of 5
CHECKED			TITLE AIRCRAFT WEIGHING AND BALANCE REPORT - CF-EDV	MODEL T-50
APPROVED				REPORT NO. 16C

C.D.Gutelius 11/7/46

EQUIPMENT LIST

ENGINES AND ENGINE ACCESSORIES - Fuel and Oil System

101.Two engine cowls(NACA type with baffles and inner cowl		72 lbs.(-55)
102.Two exhaust collector rings		22 lbs.(-51)
105.Two starters (Eclipse E-80 or J-1)		39 lbs.(-42)
115.Fuel Pumps - Engine-Driven		
(a) Two Pesco M400 and		ea.1.5 lbs. (-38)
Two Pesco R-400BLH		ea.2.5 lbs. (-45)
116.Engine Shielding (both engines)		20 lbs.(-59)
117.Oil Strainer (Jacobs)		2 lbs.(-41)
118.Carburetor Air Scoop Assembly		4 lbs.(-51)
119.Carburetor Air Heater		6 lbs.(-51)
205.Vacuum Pumps and optional oil separator		
(a) Pesco 194/B or Romec RD4500		4 lbs.(-45)
(b) Pesco B-2A		4 lbs.(-38)
206.Cabin Heater with		
(a) Muff on both engines		10 lbs.(-32)
209.Revised engine mounts, nacelles and landing gears (Dwgs.51215,51067,51102 and 51174 respectively		-5 lbs.(-20)
212.Two oil dilution installations		2 lbs.(-34)
213.Two oil heater muff system installations		5 lbs.(-36)
214.Lux Twin-Engine fire extinguisher system		24 lbs.(-65)
219.Two oil hopper tank installations		4 lbs.(-27)
220.Two oil radiator installations forward of firewall		19 lbs.(-35)
221.Two Air Mazes (Carburetor Intake)		5 lbs.(-69)
225.Mixture Analyser -		
(a) Indicator	ea.	2 lbs.(-37)
(b) Cells and tubing(cambridge)- two required	ea.	5 lbs.(-30)

LANDING GEAR

109.7-50-10 wheels(Goodyear 10HBM)with 8.50-10, 6-ply tires and tubes(wheels must be placarded for these tires)		80 lbs.(-19)
110.12.5 in smooth contour tail wheel with 4-ply tire and tube		10 lbs.(279)
111.Two landing gear struts(Bendix R-107-2423-E;- 65000 or 67650		44 lbs.(16)
112.Manual landing gear retracting mechanism		3 lbs.(-10)
204.8.50-10 Puncture-proof tubes	plus	11 lbs.(-19)
210.Co-Pilots brakes		3 lbs.(-48)

ELECTRICAL AND RADIO EQUIPMENT

106.One Generator - engine driven		
(a) Eclipse LV-180 (15 Amp.-12 volt)		16 lbs.(-45)
107.Battery - 75 lbs. maximum		
(a) 12-volt system - min.33 amp.hr.(5 hr.rate)		45 lbs.(6)

*

PREPARED	NAME	DATE	COX AND STEVENS AIRCRAFT CORP.	PAGE 5 of 5
	C.D.Gutelius	11/7/46		
CHECKED			TITLE AIRCRAFT WEIGHING AND BALANCE REPORT - CF-EDV	MODEL T-50
APPROVED				REPORT NO. 16C

EQUIPMENT LIST

ELECTRICAL AND RADIO EQUIPMENT(cont'd)

108. Battery Box		7 lbs.(6)
203. Radio		
(a) Under instrument panel (Dwg.T-50909)		50 lbs.(-53)
(b) In Nose on platform (Dwg. T-50965)	Max.	185 lbs.(-65)
(c) Antenna		2 lbs.(95)

INTERIOR EQUIPMENT

215.Bucket seat with upholstering (replacing standard seat 15 lbs. at -9)	8 lbs.(-10)

MISCELLANEOUS (Not listed above)

114. Flap Motor (Dumore Type KL)	6 lbs.(46)
200. Miscellaneous items as noted in approved Weight and Balance report.	
601. Unbalanced elevator (no balance area at tip of elevator ahead of hinge line) with balance weight on elevator walking beam.	
603. 5100 lb. wing.	

*

November 10, 1946. 8

CESSNA AIRCRAFT 8012

FUSELAGE - Fuselage frame inspected for damage and corrosion and found serviceable. Renewed plexiglas in windscreen. Re-routed fire extinguisher lines into nose of fuselage, as per instructions from Mr. R. Rouse. Plywood patch installed on Port side of fuselage near pilot. Repaired stringer at tail end on Port side. Replaced woodwork on bottom tail end of fuselage. Removed flare stowages and switches. Renewed cabin door step. Replaced inspection covers for bottom of fuselage. Cabin completely re-upholstered.

MAINPLANE -Light wing (5100 lbs.) removed and modified wing from Aircraft 8690 installed. Repaired wooden member at Stbd. centre nose ribs. Internal drag wires checked for tension and found serviceable. Main attachment bolts and fittings inspected and found serviceable. Inspection patches on wing opened up and drag wires checked for tension. Enlarged holes for cables back of front spar.

EMPENNAGE - Attachment bolts inspected and found serviceable. All bearings cleaned. All Cessna modifications to Tailplane carried out to elevator controls as per Cessna dwg.1002-14. Tailplane fillets changed and repaired to suit tail modifications. Straightened out trimmer rod in rudder.

UNDERCARRIAGE & TAIL WHEEL - Electrical and emergency operations checked and found serviceable. Wheel bearings cleaned, checked and greased. Checked modification in brakes. Welded bracket for holding brake oil tank. Tail wheel greased. Cleaned, checked for wear and greased undercarriage chains and mechanism. Tail wheel inspected and bearings greased.

FLYING CONTROLS - Inspected for wear and travel. Flap chains and mechanism cleaned, checked and greased. Landing flaps modified to 40° down travel as per Cessna dwg. 1002-28.

NACELLES & ENGINE MOUNTS - Location of attachment brackets on Port and Stbd. firewall moved to suit engine cowling rings. Welded up cowling fr ames on Port and Stbd. nacelles. Repaired wooden member at nacelles, Port and Stbd.

ENGINE CONTROLS & ACCESSORIES - Checked and made serviceable. Repaired flap in oil cooler valve on Stbd. engine.

INSTRUMENTS - All flight instruments tested. Turn & Bank indicator replaced. Airspeed and Altimeter repaired; all other flight instruments found serviceable. Engine instruments checked for operation.

7

ELECTRICAL SERVICES - Switch for landing lights repaired.

COMPASS READING -

N	NE	E	SE	S	SW	W	NW
0°	48° ✓3	93° ✓3	138° ✓3	180°	225°	271° ✓1	318° -3

FUEL & OIL SYSTEMS - Systems inspected. Filters cleaned.

PROPELLERS - Removed, cleaned and re-installed.

MISCELLANEOUS - All cowlings and fairings modified to suit wing. All Airforce markings removed. Complete aircraft covering repaired by fabric patches, doped, sanded down to clean surface and finished in Vermillion with Black trim. Pressure fire extinguisher re-charged.

I hereby certify that all Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated, and that the aircraft is airworthy.

MACDONALD BROS. AIRCRAFT LIMITED

Date Nov. 14/45 Signed P. Lotocki, A1612
Air Engineer

CERTIFIED TRUE COPY

.....

E ADDRESS:
AEROPLANE"
ALL CODES

TELEPHONE
PLATEAU 3652

6

AIRCRAFT INDUSTRIES OF CANADA
LIMITED

1411 CRESCENT STREET

MONTREAL, 25.

July 16, 1946.

Mr. J. L. Blondeau,
District Inspector, Air Regulations,
Department of Transport,
910 Confederation Bldg.,
MONTREAL, Quebec.

Dear Sir: **Inspection Report**

Cessna Crane aircraft R.C.A.F. No.	8012
Civilian registration allotted	CF-EDV
Manufacturer's serial No.	1505

This aircraft was inspected and a certain amount of overhaul work carried out by MacDonald Bros. Aircraft, Winnipeg, Manitoba, on November 10th, 1945. (See certified true copy attached).

The following work was carried out by Aircraft Industries of Canada Limited:

(1) On inspection, wing was found to have heavy rear spar, but had a ribbed spacing of eight inches on leading edge. It was, therefore, modified in accordance with Cessna Service Bulletins Nos. 40 and 48.

(2) The aircraft was completely inspected and found to be airworthy, and it now complies with requirements of the Civilian Aeronautic Administration, aircraft specification A-722-3 dated November 6th, 1945.

(3) Both engines removed for overhaul by Canadian Wright Limited. (See attached extract from engine log books).

(4) Engines installed - ground and air tested.

(5) Aircraft weighed by Cox & Stevens Aircraft Corp., and found to have tare weight of 3,799 lbs. It is understood that weight and balance report on this aircraft already forwarded to your

5—

office.

Aircraft and engines are certified airworthy.

Yours very truly,

AIRCRAFT INDUSTRIES OF CANADA LTD.,

J. H. Lucas,
A.B.C.D. No. A-1298

JHL/BW

5008-E4-22

910 Confederation Building,
Montreal 2, Que., July 31, 1946.

Aircraft Industries of Canada Ltd.,
1411 Crescent Street,
Montreal, Que.

Gentlemen:

Re: Cessna CF-EDV

This letter will constitute your authority not valid after August 30, 1946, for the commercial operation of the subject aircraft, day flying only.

The maximum all-up weight for this machine of 5700 pounds must hot be exceeded at any time. The empty weight has been established at 3799 pounds.

Yours truly,

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:AR

Distr.176.

10

WAR ASSETS CORPORATION
MONTREAL

January 12, 1946.

To: Department of Transport
Civil Aviation Branch
Montreal.

Please be advised that the sale of the following equipment has been negotiated by the Aircraft Division of this Corporation:

AIRCRAFT

TYPE	DESCRIPTION	MFG. SERIAL NO.	R.C.A.F. NO.	TIME SINCE NEW	TIME SINCE OVERHAUL
I	Cessna Crane	1505	8012	3272.30	1527.10

AIRCRAFT ENGINES

TYPE	DESCRIPTION	MFG. SERIAL NO.	R.C.A.F. NO.	TIME SINCE NEW	TIME SINCE OVERHAUL
L4MB	Jacobs	4829/21850		2024.25	31.25
		4801/21820		2064.35	31.25

CUSTODIAN: No. 304 R.E.M.S.,
Dauphin, Manitoba.

PURCHASER: Aircraft Industries of Canada Ltd.,
1411 Crescent St.,
Montreal, Quebec.

ULTIMATE CONSIGNEE: Unknown

ULTIMATE DESTINATION: Unknown

END USE: Resale

METHOD OF DELIVERY: Ex. Storage Location

CONDITION OF EQUIPMENT: Fair

REMARKS: Purchaser will apply for permission to ferry and registration.

/cb

WAR ASSETS CORPORATION
H.F. Chase
AIRCRAFT DIVISION

2413

12

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) triplicate

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... C. R. Troup

Date of Application..... 29/7/46

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
AIRCRAFT INDUSTRIESOF	1411 Crescent St., Montreal	British
CANADA LTD.		

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
L. BROWN	President	Montreal	Canadian
C. R. TROUP	Vice President	Montreal	Canadian
L. COUGHTRY	Sec.-Treasurer	Montreal	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

Commercial

Usual Station St. Johns, Quebec

Date of ~~manufacture or~~ reconstruction Nov/45

Crew required One

Accommodation for what number of passengers Four

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cessna Aircraft Corp.

Type Cessna T-50 Maker's No. 1505

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	41' 11"
Length o/a in feet	32' 9"	32' 9"
Height o/a in feet	9' 11"	9' 11"

Cubic Capacity (of Airship or Balloon) Not Applicable

Weight equipped, but without load, fuel, or oil 3799

Total weight authorized (fully loaded) in lbs. 5700 Air speed 157 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments) See attached list
2. Gauges)
3. Lights 2 wing 1 tail navigation lights 2 landing lights
4. Signals None
5. Fire Extinguishers Engines: Lux type Cabin: Pyrene
6. Parachutes None
7. Tools None
8. Other Equipment None

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	7	7		
H.P.	225 h.p.	225 h.p.		
Bore	5.25"	5.25"		
Stroke	5.00	5.00		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on July 16/46 by Eng. J. H. Lucas

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet No unapproved mods.

Registration recommended with the following special conditions

Registration Recommended

Date 31/7/46 Signature J. L. Blondeau FDV

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

Quantity	Description	Manufacturer
1	Cylinder head temperature	Lewis
2	Oil pressure gauges	
2	Oil Temperature guages	
2	Fuel pressure gauges	
2	R.P.M. indicators	Coulson
2	Airspeed indicators	"
1	Carburetor temperature	Weston
1	Fuel Air ratio	Cambridge
1	Outside Air temperature	Ashcroft
1	Vacuum gauge	"
1	Volt ammeter	Weston
2	Airspeed - US Gauge	
1	Bank and Turn	Pioneer
1	Climb indicator	"
1	Altimeter	Coulson
1	Directional gyro	Sperry
1	Artificial Horizon	"
2	Fuel gauges	
1	Compass	Coulson

DEPARTMENT OF TRANS.

INTRA-DEPARTMENTAL CORRESPONDENCE

910 Confederation
Montreal 2, Que., Aug.
PLACE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-22	Cessna CF-EDV	5008-E4-22

A16738

TRANSPORT-RECORDS
AUG 7 A.M.
5008-E4-22
File

13

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. The following documents regarding the subject aircraft are enclosed herewith:

(a) Application for Certificates of Registration and Airworthiness as a commercial aircraft in the name of Aircraft Industries of Canada Limited

(b) Fees $10.00 (Department Receipt No. 66960) will be forwarded under Cash Book Folio No. 3313

(c) Proof of Ownership - Copy of Advice of Sale from War Assets Corporation

(d) Copy of Weight Report

(e) Copy of our letter of authority

(f) Copy of list of work carried out on this machine and certified by MacDonald Bros. Aircraft Ltd.

(g) Copy of Inspection Report by Aircraft Industries of Canada Limited, signed by A, B, C, D, Engineer J.H. Lucas.

2. This application appears in order and issue of Certificates is recommended.

P. L. Rinté

3825(R)
1345(A)

for J. L. Blondeau,
District Inspector, Air Regulations.

JLB:AR
Enc.

AIR SERVICES

CIVIL AVIATION DIVISION

DEPARTMENT OF TRANSPORT

Refer to File No.
5008-E4-22

1 Montgomery Avenue, Toronto,
April 15th, 1947.

4664

TRANSPORT - RECORDS
APR 16 P.M.
5008-E4-22
File

Mr. S.R. Bernardo,
Manager,
County Motors,
274-84 Colborne Street,
BRANTFORD, Ontario.

Dear Sir:

This letter will be your authority to have Fairchild-Cornell aircraft, registration CF-EDV, flown by qualified pilot on a ferry flight from London to Brantford before May 15th, 1947.

day visual flying; crew only to be carried.

This letter is to be carried on the aircraft at the time of flight.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

cc. Headquarters

5008-E4-22

OTTAWA, Ontario.
November 21st , 1946.

REGISTERED

Aircraft Industries of Canada Ltd.,
1411 Crescent Street,
MONTREAL, P.Q.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- EDV

The Certificates of Registration and Airworthiness must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

/LM
Encl.

cc - D.I.A.R. Montreal.

5008-E4-22

REGISTERED

Ottawa, Oct. 17th, 1946.

Aircraft Industries of Can. Ltd.,
1411 Crescent St.,
Montreal, P.Q.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3825 and Certificate of Airworthiness No. 1545 for Cessna T-50 aircraft CF-KBV, Serial No. your 1505.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

~~5A.~~

5008-E4-22 14

GEW /YD

Ottawa, October 7th, 1946.

Aircraft Industries of Canada Ltd.,
1411 Crescent Street,
Montreal, P.Q.

Subject: Radio Installation Cessna T 50-CF-EDV

Dear Sirs:-

The proposed radio installation for the subject aircraft as shown on your drawing No. 100, dated October 1st, 1946, is considered satisfactory and is approved subject to inspection and test.

Yours truly,

(J.L. Smith)
Acting Chief Aeronautical Engineer

c.c. DIAR MONTREAL

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3825

NATIONALITY AND REGISTRATION MARKS CF-EDV

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1505
4. Name of owner	Aircraft Industries of Can. Ltd.,
5. Address of owner	1411 Crescent St., Montreal, P.Q.
6. Nationality of owner	British
7. Usual station of aircraft	St. John's, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 31st day of July, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDV and is of Canadian nationality.

Given at Ottawa this 19th day of Aug., 1946.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

RL

COPY A-5513

ORIGINAL ON FILE 5008-D3-2

COPY FOR FILE 5008-D3-3

TRANSPORT-RECORD
NOV 10

File 5008-E4-22

DEPARTMENT OF TRANSPORT

910 Confederation Building,
Montreal 2, Que.,
November 7, 1947.

Cessna CF-DCB
Cessna CF-DCC
Cessna CF-EDV

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. May we be advised please of the names and Addresses of the owners of the subject noted aircraft.

J. P. Fournier,
for District Inspector, Air Regulations.

AR

8
9-47

TCS/CB

Ottawa, November 12, 1947.

21

Cessna CF-DCB
Cessna CF-DCC
Cessna CF-EDV

~~5008-D3-2~~
~~5008-D3-5~~
~~5008-E4-22~~

District Inspector, Air Regulations,
910 Confederation Bldg.,
1253 McGill College Ave.,
Montreal 2, P.Q.

1. Reference is made to your letter of November 7, 1947.

2. The names and addresses of the registered owners of the subject aircraft are shown on our records as follows:

CF-DCB Cessna T50 Serial No. 1257 - Century Motor Sales Ltd.,
637 Yonge Street,
Toronto, Ontario.

CF-DCC Cessna T50 Serial No. 1600 - William L. Sheridan,
231 Strathallan Blvd.,
Toronto, Ontario.

CF-EDV Cessna T50 Serial No. 1505 - Aircraft Industries of Canada Ltd.,
1411 Crescent St.,
Montreal, P.Q.

(S. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

23

2

8-45

910 Confederation Building,
Montreal 2, Que., November 28, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 CF-EDV	5008-E4-22

TRANSPORT-RECORDS
NOV 29 A.M.
File 5008-E

4-22.

A27885

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Reference is made to your letter of November 12, 1947, advising this office that the subject aircraft is registered in the name of Aircraft Industries of Canada Limited.

2. On September 26, 1947, Aircraft Industries of Canada Limited had advised this office that this machine was sold to Mr. E.A. Bond, 121 Cheltenham, Toronto, Ont. The transaction took place in January 1947. On November 28, 1947, Aircraft Industries of Canada Limited advised that this machine was presently stored in a hangar at St. Thomas, Ont., and to the best of their knowledge, has not been flown since delivered to Mr. Bond last January.

3. We understand Mr. Bond has not yet made formal application for the registration of this aircraft, and copy of the bill of sale submitted by Aircraft Industries of Canada Limited is therefore forwarded to Headquarters, should Mr. Bond intend to apply for Certificates of Registration and Airworthiness in the near future.

4. It is desired to point out that Aircraft Industries of Canada Limited is guilty of an infraction to Air Regulations 1938, Part II, Section I, Paragraph VI, Bracket II, Bracket A, and it is recommended that a warning be issued accordingly.

Do not consider it necessary now. The sale took place almost a year ago. J.F. 12/1.47

J.P. Fournier,
for District Inspector, Air Regulations

JPF:DG

22

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the full legal and beneficial title to the following aircraft:

Manufacturer of Aircraft: Cessna Aircraft
Model: T-50
Manufacturer's Serial No.: 1505
C.A.A. Identification Mark: CF-EDV

Manufacturer of Engine: Jacobs Engine Co.
Model: Jacobs L4MB
Serial No.: 4829 and 4801

That such title to said aircraft is not subject to any mortgage, or other encumbrance, except as follows:

.....NIL.....in the sum of $....., in favor of

.....

whose address is.....

For and in consideration of the sum of.....$3,666.66.....dollars,

Aircraft Industries of Canada Limited.....the undersigned, whose

address is.....1411 Crescent Street, Montreal, Quebec.....

does this 30th day of January 1947 sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto.....

.....E. A. Bond.....whose address is

121 Cheltenham, Toronto, Ontario.....

to...his...executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF, we have set our hand and seal this 30th day of January, 1947.

.....SEAL.
Secretary

Certified True Copy:

.....

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3825

NATIONALITY AND REGISTRATION MARKS CF-EDV

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1505
4. Name of owner	Aircraft Industries of Can. Ltd.,
5. Address of owner	1411 Crescent St., Montreal, P.Q.
6. Nationality of owner	British
7. Usual station of aircraft	St. John's, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 31st day of July, 1946 in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDV and is of Canadian nationality.

Given at Ottawa this 19th day of Aug., 1946.

G. Graham

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

A SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

26

REFER TO FILE NUMBER
5008-E4-22

M. R. Lucas

REGISTERED

Ottawa, Oct. 17th, 1946.

Aircraft Industries of Can. Ltd.,
1411 Crescent St.,
Montreal, P.Q.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3825 and Certificate of Airworthiness No. 1345 for Cessna T-50 aircraft CF-EDV, Serial No. 1505.

your

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

S. Graham

(S. Graham),
Superintendent, Air Regulations.

Encls.

RECEIVED
OCT 22 1946

27

2413
6-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

✓ Registration Change of Ownership. $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant J. Penner

Date of Application Nov. 24/47

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CENTURY MOTOR SALES.	637 YONGE ST. TORONTO	CANADIAN

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
BOND E.A.	PRESIDENT.	121 CHELTENHAM.	CANADIAN
DAY S.B.	SEC.-TRES.	24 ROEHAMPTON.	CANADIAN

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) COMMERCIAL

Usual Station GODERICH.

Date of manufacture or reconstruction NOV 15/45.

Crew required ONE.

Accommodation for what number of passengers FOUR.

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by CESSNA AIRCRAFT Co. LTD.

Type CESSNA CRANE Maker's No. 1505

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 1"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 3799 LBS.

Total weight authorized (fully loaded) in lbs 5700 Air speed 132 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments MAGNETIC COMPASS, ALTIMETER, AIRSPEED INDICATOR
2. Gauges 2 OIL PRESSORE GUAGES, 2 OIL TEMP GUAGES, 2 REV. COUNTERS
3. Lights NAVIGATION LIGHTS, LANDING LIGHTS
4. Signals
5. Fire Extinguishers 1
6. Parachutes
7. Tools
8. Other Equipment SAFETY BELTS

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	JACOBS L4MB.	JACOBS L4MB.		
Pusher or Tractor	TRACTOR	TRACTOR		
Right or Left Hand	RIGHT	RIGHT.		
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5-1/4"	5-1/4"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

28

241.3
6-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

✓ Registration Change of Ownership $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... J. Bond

Date of Application ..... Nov. 24/47

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CENTURY MOTOR SALES	634 YONGE ST. TORONTO	CANADIAN

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
BOND E.A.	PRESIDENT.	121 CHELTENHAM	CANADIAN
DAY S.B.	SEC. - TRES.	24 RUSHAMPTON	CANADIAN

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... COMMERCIAL.

Usual Station ..... GODERICH.

Date of manufacture or reconstruction ..... NOV. 15/45

Crew required ..... ONE.

Accommodation for what number of passengers ..... FOUR

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

[redacted]

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by CESSNA AIRCRAFT CO. LTD

Type CESSNA CRANE. Maker's No. 1505

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 3799 LBS.

Total weight authorized (fully loaded) in lbs 5700 Air speed 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments MAGNETIC COMPASS, ALTIMETER, AIRSPEED INDICATOR.
2. Gauges 2 OIL PRESSURE GUAGES, 2 OIL TEMP GUAGES, 2 REV. COUNTERS
3. Lights NAVIGATION LIGHTS, LANDING LIGHTS.
4. Signals
5. Fire Extinguishers 1
6. Parachutes
7. Tools
8. Other Equipment SAFETY BELTS.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	JACOBS L4MB	JACOBS L4MB		
Pusher or Tractor	TRACTOR	TRACTOR		
Right or Left Hand	RIGHT	RIGHT.		
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5 1/4"	5 1/4"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

29

2
8-45

1 Montgomery Avenue, Toronto, December 1st, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-22	Aircraft CF-EDV	5008-E4-22

A28201

TRANSPORT-RECORDS
DEC 2 A.M.
File 5008-E4-22

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Attached hereto are the following papers relating to re-registration of Cessna T-50 aircraft, C F / E D V, Serial No. 1505, purchased by Century Motor Sales from Aircraft Industries of Canada Limited:-

(a) Application form in duplicate.
(b) $5.00 fee (See page 3094 in Cash Book, Receipt No. 16972).
(c) Old Certificate of Registration No. 3825.
(d) Old Certificate of Airworthiness No. 1345.

2. It is to be noted that copy of the Bill of Sale submitted by Aircraft Industries of Canada Limited, was forwarded to your Headquarters.

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

CAB/alb
Encl.

Certs. to D/I, Toronto.

30

TGS/RS

Ottawa, Ontario, December 5, 1947.

5008-E4-22

Cessna 190 CF-EDV

5008-E4-22

District Inspector, Air Regulations,
1 Montgomery Avenue,
Postal Station K,
Toronto, Ontario.

1. Reference is made to your letter of December 1, 1947, and application for the registration of Cessna, CF-EDV, submitted by Century Motor Sales.

2. The application does not appear to be quite in order, and the Bill of Sale, a copy of which is enclosed herewith, does not support ownership as indicated in the application. The Bill of Sale transfers ownership from Aircraft Industries of Canada, Limited, Montreal, Quebec, to E.A. Bond. Mr. Bond's name only appears in the application as President of the Company.

3. The name of the signing officer does not appear elsewhere in the application and we do not know the authority under which he has signed.

4. The last Inspection Report covering this aircraft is dated July 16, 1946.

(S. Graham),
Superintendent, Air Regulations.

31

December 9th., 1947.

Controller of Civil Aviation,
Department of Transport,
TORONTO, Ontario.

Gentlemen:

For the consideration of one dollar, and other valuable consideration, I hereby transfer and assign to Century Motor Sales Limited, Cessna Aircraft CF-EDV, May 29th., 1947.

(E.A.BOND)

32

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) triplicate

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant E.A. Bond

Date of Application December 9 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CENTURY MOTOR Sales Ltd.	637 Yonge St. Toronto	British

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
E.A. Bond	President	121 Cheltenham	British
S.B. Day	Sec.-Treas.	24 Roehampton Ave.	British

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial

Usual Station Malton, Ontario

Date of manufacture or reconstruction 1945

Crew required 1

Accommodation for what number of passengers 4

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, ~~or Lighter than Air~~ made by CESSNA AIRCRAFT CO.

Type Low-Wing Maker's No. 1505

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41'11"	
Length o/a in feet	32'9"	
Height o/a in feet	9'11"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	3799 lbs	
Total weight authorized (fully loaded) in lbs	5700	Air speed 130 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments MAGNETIC COMPASS ,ALTIMETER, AIRSPEED INDICATOR
2. Gauges 2 Oil Pressure Guages, 2 Oil Temp.Guages, 2 Rev.Counters
3. Lights Navigation Lights, Landing Lights
4. Signals
5. Fire Extinguishers 1
6. Parachutes
7. Tools
8. Other Equipment Safety Belts

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5¼"	5¼"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

33

2
8-45

1 Montgomery Avenue, Toronto, December 11th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-22	Aircraft CF-EDV Change of Ownership	5008-E4-22

A29494

TRANSPORT-RECORDS
DEC 12 A.M.
File 5008-E4 22

COntroller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Reference is made to your letter of December 5th, 1947.

2. Attached herewith new application form in duplicate, submitted by Mr. E.A. Bond of Century Motor Sales Limited and Bill of Sale from Mr. E.A. Bond to Century Motor Sales Limited.

3. Mr. Bond does not want the Certificate of Airworthiness renewed until a latter date.

Mrs Jones
for R. Reg
13-12-47
Inc Cy?

R C Smith

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

RCS:alb
Encl.

To DAR-Toronto

Answered Log Books
6598(R)
1345(A)
Logbooks sent

/RLM

35

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6598

NATIONALITY AND REGISTRATION MARKS CF-EDV

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1505
4. Name of owner	Century Motor Sales Ltd.,
5. Address of owner	637 Yonge St., Toronto, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Malton, Ontario.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 9th day of December 1947, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDV and is of Canadian nationality.

Given at Ottawa this 15th day of December 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/RLM

36

Ottawa, Ontario. December 15th, 1947.

Cessna T-50 CF-EDV 5008-E4-22

REGISTERED

District Inspector, Air Regulations,
1 Montgomery Ave.,
Postal Station "K",
Toronto 12, Ontario.

1. Enclosed please find Certificate of Registration No. 6598 and Certificate of Airworthiness No. 1345, together with Airscrew Log Books (2), for the above-mentioned aircraft owned by Century Motor Sales Ltd.

2. The Certificates together with the Airscrew Log Books should be forwarded to the owner, after a satisfactory inspection of the aircraft has been carried out and you have endorsed the Certificate of Airworthiness.

(S. Graham),
Superintendent, Air Regulations.

Encls.

NOTED
TREAS.-REV.

On
CAO

SKY HARBOUR AIR SERVICES GODERICH ONTARIO

38

Aircraft CF-EDV received from E.Bond Century Motor Sales Ltd. Toronto for inspection and necessary work for renewal of C.of A.
The following inspection and work has been carried out as follows:-

Aircraft time since new. 1543hrs. 35 min. Since overhaul 5hrs.20min.
Engine time since new Engine #4829-2001hrs.25min. Since overhaul 8hrs.35min.
" #4801-2084hrs.10min. " " 8hrs.35min.
Propeller time since new Prop.#61582-1189hrs.20min.
" #62680-1170hrs.30min.

FUSELAGE

Frame checked for condition as to rust,corrosion,cracks,flaws and any other damage.All wing attachment fittings checked.Tail wheel attachment fittings checked and found servicable.Sturn post checked for condition and found satisfactory.Fuselage covering found to be in good condition.

WING STRUCTURE

All inspection holes opened up and wing inspected through-out.Internal drag wires checked for tension and proper installation.Wing attachment fittings and bolts inspected.Front and rear spars inspected.Main ribs and nose ribs inspected.All control fairleads and pullies inspected. Flap and Aileron attachment fittings checked.Flap actuating gear and chains inspected for condition and proper operation. Fabric covering inspected and found to be in good condition.

EMPENAGE

INSPECTION HOLES IN STABILIZER OPENED UP AND REAR SPAR inspected.Elevator attachment fittings and bolts inspected.Attachment fitting to fuselage inspected.Fin and rudder inspected for condition and proper attachment.Tabs and tab controls checked.Fabric covering inspected and found to be in good condition.

UNDERCARRAGE

Retraction test carried out all bolts removed and inspected.Both Port and Starboard super structure inspected for cracks,rust and corrosion and proper attachment to main structure.Wheels removed and bearings cleaned and re-greased.Brake shoes inspected and found servicable. Tail wheel removed bearings inspected and re-greased.All attachment ~~fittings~~ fittings inspected.

FLIGHT CONTROLS

All flying controls in wing and fuselage checked for condition.operation.attachment and the presence of all saftey devices.

PROPELLERS

Inspected,greased and checked for tightness on shaft.

INSTRUMENTS

All flight and engine instruments checked for condition and proper operation.manifold pressure gauge installed. Compass rechecked.

GENERAL

Saftey belts checked for condition and proper installation.
Fire extinguishers checked for condition and proper installation.
All imergency exits checked.
Indentification tag installed as per requiremants of Section-5.Para.5.1. information Circular #0/36/47

Cont.

37

ENGINES

Engine mounts Port and Starboard checked for cracks and flaws and proper attachment. Engine mount bolts checked for condition and proper tightness. Valve clearances checked according to Manufacturers specifications. Magnetoes checked for condition and point setting. Distributors checked for condition and point setting. Oil screens cleaned. Oil tank Port side replaced. Carburetors drained and flushed. All gas and oil lines inspected for condition and proper installation. Gasoline tanks drained, fuel strainers cleaned. Cylinders checked for condition and attachment to crankcases. Spark plugs removed cleaned and reset. Compression checked all cylinders and found satisfactory.

Engine performance on ground

Right Oil Press 60 #800il Oil Temp. 140 R.P.M.Max. 2060 Mag. drop left 25 Right 25 Prop.check O.K.

Left Oil Press 56 #800il Oil Temp 140 R.P.M.Max. 2025 Mag. drop left 25 Right 25 Prop.check O.K.

I hereby certify that all manufacturers service bulletins affecting saftey have been complied with to date, that no unapproved modifications or parts have been incorporated and that the Aircraft is Airworthy.

Signed E V Sampson Date March 12-48
"B & D" Air Engineer #853

Certified that all Aircraft controls have been examined in detail for soundness, correct action and presence of all locking and saftey devices.

Signed E V Sampson Date March 12-48
"B & D" Air Engineer #853

Signed J P Schmidt Date March 12/48
"A & C" Air Engineer #1207

This is to certify that I have flown Aircraft CF-EDV and found it to be satisfactory.

Signed W Schroder Date March 12-48
Pilot License # C-3008

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

39 2 6-47

1 Montgomery Avenue, Toronto, March 18th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-22	Renewal of Certificates of Registration and Airworthiness - aircraft CF-EDV	5008-E4-22

TRANSPORT-RECORDS
MAR 19 A M 1948
File 5008-E4-22

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Cessna T-50 aircraft, C F - E D V, Serial no. 1505, owned by Century Motor Sales Limited, has recently been reconditioned by Sky Harbour Air Services, at Goderich, Ontario.

A41735

2. Proper entries have been made in the Log Books of this aircraft that it was airworthy on March 12th, 1948.

3. These entries havebeen signed by Messrs. E.C.G. Thompson and J.P. Sherratt as Air Engineers and J.J. Schroder as Test Pilot.

4. Certificate of Registration no. 6598 and Certificate of Airworthiness no. 1345 have been renewed valid until March 12th, 1949.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:alb
encl.

COPY

TOR:5008-E4-22

ORIGINAL ON FILE.....

COPY FOR FILE.....

1 Montgomery Avenue, Toronto,
March 22nd, 1948.

Aircraft Edv Limited,
P.O. Box 1421,
SAINT JOHN, N.B.

Dear Sirs:

Receipt is acknowledged of your application for re-registration of Cessna T-50 aircraft, C F - E D V, Serial no. 1505, which you recently purchased from Century Motors Sales Limited, together with the following papers:-

(a) Application form in duplicate.
(b) $5.00 fee - receipt no. 9974 attached herewith.
(c) Bill of Sale.
(d) Old Certificate of Registration no. 6598.
(e) Old Certificate of Airworthiness no. 1345.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate C F - E D V as a commercial aircraft under the conditions given in the Certificate of Airworthiness no. 1345 on day visual flying only and valid until May 22nd, 1948.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:alb
CC: DIAR - Moncton
CC: H.Q.

8
2-47

/RLM

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6598

NATIONALITY AND REGISTRATION MARKS CF-EDV

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1505
4. Name of owner	Century Motor Sales Ltd.,
5. Address of owner	637 Yonge St., Toronto, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Malton, Ontario.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 9th day of December 19 47, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDV and is of Canadian nationality.

Given at Ottawa this 15th day of December 19 47.

H. L. Cattanach

for Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

" 6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

" 7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

16.3.48 - airworthy - renewed valid until 12.3. 49

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E4-22

1 Montgomery Ave., Toronto,
December 16th, 1947.

Century Motor Sales Limited,
637 Yonge Street,
Toronto, Ontario.

Dear Sir:

Re Cessna T-50 - CF-EDV

Attached hereto is Certificate of Registration No. 6958 and Certificate of Airworthiness No. 1345 for aircraft which you have recently purchased from Mr. E. A. Bond. It is to be noted that these Certificates are valid only until July 16th, 1947.

Yours truly,

D. G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:ES
Encs.

Registered

8

COPY

ORIGINAL ON FILE.....

COPY FOR FILE.....

SKI INSTALLATION

Skis #E14/53/11/47 and E14/52/11/47 main ski and E14/19/11/47 tail ski complete with harness, received from MacDonald Bros. Aircraft Ltd., Winnipeg, original owner Johannesson Air Service.

Wheels removed and skis installed according to drawing # 2 M.B.A. Issue "D" 26644 and # 3 M.B.A. 2643 Issue "C". These skis were specifically designed for Cessna Aircraft. Manufacturers - Elliot Bros., Sioux Lookout, Ontario. Skis harness installation carried out in accordance with above drawings.

Ski rigging checked, this removed and wheels reinstalled.

Total weight of this 440 lbs. Four Hundred and Forty lbs. as weighed on Government scales at Goderich.

Weighing clerk - J.C. Stewart.

(sgd) E.C.G. Thompson

SKY HARBOUR AIR SERVICES.

8
2-47

637 YONGE STREET

TELEPHONE MIDWAY 8418

CENTURY MOTOR SALES LIMITED

HUDSON MOTOR CARS

TORONTO

Distributors of GENUINE HUDSON PARTS
"Hudson-made for the Hudson Trade"

Sold to **Aircraft E D V Kimited**
St. John, N. B.

Date **March 22nd, 1948**

Your Order

Our Invoice **836**

Duplicate.

Cessna Crane C F-E D V **Stock # A 5**	**$4000**	**00**

PAID

MAR 22 1948

CENTURY MOTOR SALES LIMITED

241.3
6.39

P8816
No 9971
50 CF-EDV

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

~~Certificate of Airworthiness~~.....~~$5.00~~
(See note below)

The particulars given below are true in every respect.

AIRCRAFT EDV LIMITED

Signature of Applicant..... President

Date of Application..... March 22nd, 1948

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
AIRCRAFT EDV LIMITED (~~Incorporation being applied for~~) JW	P.O. Box 1421, Saint John, N.B.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
L. McC. Ritchie	President & Dir.	94 Pr. William St. Saint John, N.B.	
Elan C. Patterson	Secretary & Dir.	"	
Frances Flood	Director	"	

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)
Commercial

Usual Station..... Saint John, N.B.

Date of ~~manufacture~~ or reconstruction..... March 12, 1946

Crew required..... One

Accommodation for what number of passengers..... Four

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cessna Aircraft

Type Cessna T-50 Maker's No. 1505

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 3799

Total weight authorized (fully loaded) in lbs 5700 Air speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments 2 Bank Turn, 2 Airspeed, 1 Rate Climb, Gyro Horizon, Dir. Gyro, Compass.
2. Gauges Fuel Gauges, Oil Temp, Carb. Temp, Outside Air, Man. Press, Fuel Analyzer, Oil Pressure Gauges.
3. Lights Full Navigation, 2 Landing Lights, Instrument Lights.
4. Signals
5. Fire Extinguishers 1 Engine Fire Extinguisher, 1 Cabin Type
6. Parachutes
7. Tools
8. Other Equipment Winter Front, 5 Seat Belts.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Counter Clockwise	Counter Clockwise		
No. of Cylinders	7	7		
H.P.	225-245	225-245		
Bore	5.25"	5.25"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. EDV allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

1 Montgomery Avenue, Toronto, March 25th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E4-22	Re-Registration of Aircraft CF-EDV	5008-E4-22

A42498

TRANSPORT-RECORDS
MAR 27 A.M.
File 5008. E-4- 22

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Attached herewith are the following papers relating to re-registration of Cessna T-50 aircraft, C F - E D V, Serial no. 1505, recently purchased by Aircraft Edv Limited from Century Motor Sales Limited:-

(a) Application form in duplicate.
(b) $5.00 re-registration fee (see page 8816 in cash book, receipt no. 9974).
(c) Bill of Sale.
(d) Copy of entry from Log Book re ski installation.
(e) Old Certificate of Registration no. 6598.
(f) Old Certificate of Airworthiness no. 1345.
(g) Copy of letter of temporary authority.

Mrs Jones
for Re-Reg
Inc. Co. P.
Mar 30-48

6853 (R)
1345 (A)

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:alb
Encl.

Not an incorporated company Kitpatrick

/RM

35

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6853

NATIONALITY AND REGISTRATION MARKS..... CF-EDV

1. Type and description.....	Cessna T-50
2. Name and address of constructor.....	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number.....	1505
4. Name of owner.....	L. McC.Ritchie; Elan C. Patterson and Frances Flood; (Operating under the firm name of Aircraft EDV Limited)
5. Address of owner.....	P.O. Box 1421, Saint John, N.B.
6. Nationality of owner.....	Canadian
7. Usual station of aircraft.....	Saint John, N.B.
8. Purpose.....	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 22nd day of March 1948, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDV and is of Canadian nationality.

Given at Ottawa this 6th day of April 1948.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after March 12th, 1949, unless endorsed.

/RM

AC-5-60

36

5008-E4-22

REGISTERED

OTTAWA, April 6th, 1948.

Messrs. L. McC. Ritchie; Alan C. Patterson
and Miss Frances Flood,
c/o Aircraft EDV Limited,
P.O. Box 1421,
Saint John, N.B.

Dear Sirs:

Enclosed please find Certificate of Registration No. 6853 and Certificate of Airworthiness No. 1345 for Cessna T-50 aircraft CF-EDV, Serial No. 1505. your

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until March 12th, 1949.

Yours truly,

NOTED
APR 13 1948
Revenue Audit
Dept. of Transport.

(W. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Moncton, N.B.

C

TRANSPORT - RECORDS
MAR 8 A.M.
File 5008-E4-22

41

DEPARTMENT OF TRANSPORT
Intra-Departmental Correspondence

File: 5008-E4-22

49432

P.O. Box 42,
Moncton, N.B.
March 2, 1950.

To: Director of Air Services, OTTAWA.
Attention: Superintendent, Air Regulations.

From: District Inspector, Air Regulations, Moncton, N.B.

Subject: Renewal Certificates of Registration & Airworthiness.

Aircraft: Cessna T-50 . CF-EDV

C. of R. Number 6853 C. of A. Number 1345

Owner: Aircraft EDV Limited

Address: P.O. Box 1421, St. John, N. B.

Date of Test Flight: Jan. 26, 1950. ✓

Satisfactory Inspection Report signed by: James Wade,
A.E. Certificate No. A-760.

Test Flight Report Signed by: James Wade,
P.T.P.C. No. 149.

Certificates Renewed Valid until: Jan. 26, 1951. ✓

Remarks: Weight and Balance Report (copy enclosed) has been attached to C. of A. No. 1345 and the certificate endorsed as follows: "Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight" - 2-3-50. ✓

Items 25 to 32, inclusive, "Deleted" - 2-3-50. ✓

(J.C. Folkins),
for District Controller, Air Services,
Moncton, N. B.

NOTED

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WEIGHT AND BALANCE REPORT

CESSNA AIRCRAFT CF-MUW - Model T50 - Ser. No. 1505

owned by Canada Veneers Ltd., St. John, N. B.

1. This aircraft was weighed in a closed hangar at Millidgeville Airport, N. B. on August 22, 1949 by G. B. Rayner A756, using Black and Decker Load-O-Meter weighing equipment.

2. At time of weighing the following conditions applied:
   (a) The aircraft was in "flying Position", a level placed on the levelling lugs, located on the left hand side of the fuselage behind the passenger seat, read zero.
   (b) The aircraft contained 130 gal. of fuel, 100 gals. in the main tanks and 30 gals. in an auxiliary tank under the rear seat. The oil tanks contained a total of 8 gals. of oil.
   (c) Items of removable equipment aboard the aircraft when it was weighed are contained in a list, later in this report.

3. As weighed:

	Wt. lbs.	Arm ins.	Moment - lbs.
Right wheel scale	2437		
Left wheel scale	2432		
Sub total	4869	- 19	- 92711
Tail scale reading	365	279	101835
	5234	1.55	9124

Actual weight empty:

As weighed	5234	∮ 1.55	∮ 9,124
Less 100 Imp. gal. fuel	- 720	∮ 21.5	- 15,480
Less 30 Imp. gal. fuel	- 216	∮ 36	- 7,776
Less 8 Imp. gal. oil	- 72	- 27	∮ 1,944
	4226	- 2.88	- 12,188

4. Empty Center of Gravity - 2.88" or 17.96% MAC

5. C. of G. range (-4.6)(15%MAC) to (∮3.5)(25.2% MAC)

6. Most forward loading condition:

	Wt. Lbs.	Arm ins.	Moment - lbs.
Empty weight and moment	4226	- 2.88	- 12,188
Fuel 22 Imp. gal. (main tanks) at 7.2	158	21.5	3,397
Oil 8 imp. gal. @ 9	72	- 27	- 1,944
Pilot @ 170	170	- 14	- 2,380
Co-pilot or pass. @ 170	170	- 14	- 2,380
	4796	- 3.23	- 15,495

39

Cessna CF-EDV

7. Most aft loading condition:

	Wt.-lbs.	Arm-ins.	Moment-lbs.ins.
Empty weight and moment	4226	- 2.88	- 12,188
Fuel 100 gal. @ 7.2 lbs.	720	21.5	+ 15,480
Fuel 30 gal. aux. tank	216	+36	+ 7,776
Oil 8 gal. @ 9 lbs.	72	-27	- 1,944
Pilot @ 170 lbs.	170	-14	- 2,380
Passenger @ 170 lbs.	170	-14	- 2,380
Baggage, aft of rear seat	126	+65	+ 8,190
	5700	+ 2.85	+ 21,054

OR

Empty weight and moment	4226	- 2.88	- 12,188
Fuel 100 gal. @ 7.2 lbs.	720	21.5	+ 15,480
Oil 8 gal. @ 9 lbs.	72	-27	- 1,944
Pilot @ 170 lbs.	170	-14	- 2,380
Co-pilot or pass. @ 170 lbs.	170	-14	- 2,380
2 pass., @ 170	340	+36	+ 12,240
Baggage	2	+65	+ 130
	5700	+ 1.57	+ 8,958

8. List of removable equipment:

			pounds	
Propeller				
103	propellers, two, controllable metal hub 2B20-30, blades 6135A-15		208	(- 75)
104	Two constant speed propeller controls 1-A-2		10	(- 44)
Engines and engine accessories				
101	two engine cowls (complete)		72	(- 55)
102	two exhaust collector rings		22	(- 51)
105	two starters, Eclipse		39	(- 42)
115	fuel pumps (four)	each	2.5	(- 45)
116	engine shielding (both engines)		20	(- 59)
117	oil strainers (two)	each	2	(- 41)
118	carburetor air scoop assembly (two)	each	4	(- 51)
119	carburetor air heaters (two)	each	6	(- 51)
120	wobble pump		3	(- 14)
205	vacuum pump		4	(- 45)
206	cabin heater (muff on both engines)		10	(- 32)
212	oil dilution installations		2	(- 34)
213	two oil heater muff system installations		5	(- 36)
214	Lux twin engine fire extinguisher system		24	(- 70)
219	Two oil hopper tank installations		4	(- 27)
220	Two oil radiator installations		19	(- 35)
221	Two air mazes (carb. intake)		5	(- 69)
225	Mixture analyzer (a) indicator		2	(- 37)
	(b) cells, tubing, etc. Cambridge-2 required-ea -----		5	(- 30)

COPY

B4

Cessna CF-EDV

		Pounds	
Landing Gear			
109	7.50-10 wheels, tires and tubes	80	(- 19)
110	12.5 in tail wheel, tire and tube	10	(+279)
111	two landing gear struts	44	(+ 16)
112	Manual landing gear retracting mechanism	3	(- 10)
113	Landing gear operating motor	19	(- 10)
210	Co-pilot's brakes	3	(- 48)
Electrical and radio equipment			
106	one generator (12V)	16	(- 45)
107	battery - 12 volt	63	(+ 6)
108	battery box	7	(+ 6)
202	landing lights, two, Grimes ST-1220	14	(+ 9)
Radio			
	Transmitter & power supply AVT-7BIM	31.4	(- 60)
	Receiver AVR-7H	22.2	(- 7.4)
Miscellaneous			
224	two flap motors - Dumore E1-YD	6	(46)
602	balance elevator with bungee spring		
604	5700 wing		
605	new flap limit switch bracket		
	fire extinguisher, 1 qt. pyrene	6	(+ 32)

Report prepared by (Sgd) G.B. Rayner — Date Sept. 2/49
G.B. Rayner A756 - B & D

Report checked by (Sgd) A.M. MacRae — Date Sept. 2/49
A.M. MacRae

COPY

37

GA T50 — WEIGHT AND BALANCE REPORT — CF-EDV

Conversion to ski-plane

1. See original Weight and Balance Report for determination of empty weight and Center of Gravity empty.

	Weight	Arm	Moment
Aircraft empty (wheels)	4226	- 2.88	- 12,188

2. Ski installation:

	Weight	Arm	Moment
Main skiis (Elliott Model E14)	420	-19	- 7,980
Pedestal M & C Pneumatic P4D			
Tail ski (Elliott Model E14)	20	+279	5,580

3. Wheel Removal:

Main wheels	80	-19	1,520
Brake assemblies	10	-19	- 190
Tail wheel	10	+279	+ 2,790

4. Ski conversion Factors:

Mains -	+330	-19	- 6,270
Tail -	+ 10	+279	+ 2,790

5. Empty Weight and Center of Gravity, Skis:

	Weight	Arm	Moment
Aircraft wheels	4226	- 2.88	-12,188
Skis (main)	330	- 19.00	- 6,270
Skis (tail)	10	+279.00	+ 2,790
Empty weight and C. G., Skis	4566	- 3.42	-15,668

6. Most Forward Loading conditions, skis:

	Weight	Arm	Moment
Aircraft empty	4566	- 3.42	-15,668
Fuel 22 Imp. @ 7.2	158	+ 21.50	+ 3,397
Oil 8 Imp. @ 9.0	72	- 27.00	- 1,944
Pilot @ 170	170	- 14.00	- 2,380
Co-pilot or passenger	170	- 14.00	- 2,380
	5136	- 3.69	-18,975

7. Most aft loading condition, skis:

	Weight	Arm	Moment
Aircraft empty	4566	- 3.42	-15,668
Fuel 100 Imp.	720	+ 21.5	+15,480
Oil 8 Imp.	72	- 27.00	- 1,944
Pilot @ 170	170	- 14.00	- 2,380
Passenger @ 170	170	+ 36.00	+ 6,120
	5698	+ 0.28	+ 1,608

Report prepared by (Sgd) E.P. Watson — Date February 21, 1950

Report checked by (Sgd) G.B. Rayner — Date Feb 21, 1950.

Checked OK March 2 1950

COPY

Hayes City

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

FORM 2192.6

6 PART SET

HQ

CANADIAN NATIONAL TEL.NORTHS
LETTER COLLECT

TRANSPORT - RECORDS
APR 13 A.M.
File 5008-E4-22

DSAR RM 44
MONTREAL AIRPORT DORVAL
APRIL 12, 1950

A CHENAIL
BAKER HOTEL
GASPE QUEBEC

1443

AFQ 251 THIS YOUR AUTHORITY ONE FLIGHT GASPE - QUEBEC CESSNA EASY DOG VICTOR WITH PASSENGERS SUBJECT AIRCRAFT AIRWORTHY AND CERTIFICATE OF AIRWORTHINESS IN ORDER

D O A S MONTREAL

JPF/mp

FILE NO 5008-E4-22

PHONED IN BY TO CNT OPR NO

PATENTED - MOORE BUSINESS FORMS LTD.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED

FULL RATE
DAY LETTER
NIGHT MESSAGE
NIGHT LETTER

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on back hereof, which are hereby agreed to

MONCTON NB APRIL 21, 1950

COPY

J A CHENAIL
C/O DEPARTMENT GAMES & FISHERIES
ANCIENNE LORETTE AIRPORT
QUEBEC CITY

ARM97 THIS MESSAGE YOUR TEMPORARY AUTHORITY OPERATE CESSNA T-50 CF-EDV

ON WHEELS ONLY AS STATE AIRCRAFT IN ACCORDANCE WITH CONDITIONS CERTIFICATE

AIRWORTHINESS ONE THREE FOUR FIVE PENDING ISSUE FORMAL CERTIFICATE REGISTRATION

STOP THIS AUTHORITY DOES NOT INCLUDE OPERATION RADIO APPARATUS AND IS SUBJECT

TO AIRCRAFT BEING AIRWORTHY AND IS NOT VALID AFTER MAY 21, 1950

FOR DISTRICT CONTROLLER AIR SERVICES

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

CANADA

2413
1-48

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

To be sent in ~~duplicate~~ triplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration Enregistrement $5.00

Certificate of Airworthiness N.A. $5.00
(See note below)

The particulars given below are true in every respect.

Ministère de Chasse et Pêch
Hôtel du Gouvernement, Québe

Signature of Applicant X ..... Ministère de Chasse et Pêche

Date of Application April 19th, 1950.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Ministère de Chasse et Pêche	Hôtel du Gouvernement, Québec.	Canadien

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
~~Aircraft EDV Limited~~	~~L. McC. Ritchie~~ ~~Elan C. Patterson~~ ~~Frances Flood~~	~~P.O. Box 1421~~ ~~Saint John, N.B.~~	

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)
~~Commercial~~ (State)

Usual Station Ancienne Lorette AirPort, Québec

Date and place of manufacture or reconstruction Wichita, Kansas, U.S.A.

Crew required (1) un

Accommodation for what number of passengers (4) quatre

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier than air made by Cesana Aircraft Company

Type Land Maker's No. 1505

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	N.A.
Length o/a in feet	32' 9"	N.A.
Height o/a in feet	9' 11"	N.A.

Cubic Capacity (of Airship or Balloon) N.A.

Weight equipped, but without load, fuel, or oil 4226

Total weight authorized (fully loaded) in lbs 5700 Air Speed 135 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Elementary flying, Directional and Artificial Horison Gyros
2. Gauges 2 engins Revolution Counters, 2 Oil Pressure Gauges, 2 Oil Temperature
3. Lights Landings and Navigation lights
4. Signals None
5. Fire Extinguishers Engines and one portable
6. Parachutes None
7. Tools None
8. Other Equipment Radio, Transmetteur and Receiver

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	2 Jacobs, LAMB			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	7			
H.P.	225			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on January 26, 1950 by James Wade, Air Engineer Cert. No. A-760

Particulars accurate as corrected Accurate

Modifications from type are indicated on annexed sheet None

Registration recommended with the following special conditions Recommended

Date April 24, 1950

Signature J Wardman

Registration approved and Registration Mark C.F. -EDV allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

16

KNOW ALL MEN BY THESE PRESENTS that in consideration of the sum of one dollar, the receipt whereof is hereby acknowledged, AIRCRAFT EDV, LIMITED, a company duly incorporated by virtue of letters patent issued under the authority of The New Brunswick Companies Act and having its head office in the City of Saint John in the Province of New Brunswick, hereinafter called "the vendor", does hereby sell and convey to HIS MAJESTY THE KING IN THE RIGHT OF THE PROVINCE OF QUEBEC, represented by the Minister of Game and Fisheries, the CESSNA T-50 aircraft CF-EDV together with all equipment installed thereon and one complete set of M & S skis.

The said aircraft and equipment is warranted free of encumbrances and any adverse claims.

IN WITNESS WHEREOF the vendor has caused its corporate seal to be hereunto affixed duly attested by the signatures of its properly authorized officers as of the 28th day of March, A.D. 1950.

SIGNED, SEALED AND DELIVERED)
in the presence of)
)
)
)
)

AIRCRAFT EDV., LIMITED

..... President

..... Secretary

45

PROVINCE OF NEW BRUNSWICK

COUNTY OF THE CITY AND COUNTY OF SAINT JOHN TO WIT:

I, Winnifred J. Johnston, Accountant, make oath and say:-

1. That I was personally present and did see Louis McC. Ritchie and Elna C. Paterson, the president and secretary respectively of AIRCRAFT EDV, LIMITED, affix the corporate seal of the company and append their signatures to the within bill of sale.

2. That I am the subscribing witness to the said bill of sale.

3. That the name "Winnifred J. Johnston" set and subscribed as a witness to the execution of the said bill of sale is in my handwriting and is my signature.

SWORN TO at the City of Saint John in the Province of New Brunswick this thirteenth day of April, 1950)
BEFORE ME)
)
A Notary Public in and for the Province of New Brunswick.)
)

IN FAITH AND TESTIMONY WHEREOF I the said Notary Public have hereunto set my hand and affixed my official and notarial seal at the City of Saint John aforesaid the day and year last above written.

Notary Public
New Brunswick.

47

AIRCRAFT EDV. LIMITED

- to -

HIS MAJESTY THE KING IN
THE RIGHT OF THE PROVINCE OF QUEBEC,
REPRESENTED BY THE MINISTER OF GAME
AND FISHERIES

B I L L OF S A L E

GILBERT, RITCHIE & McGLOAN
JOHNSON BUILDING
94 PRINCE WILLIAM STREET
SAINT JOHN, N. B.

R.P. - 892

KNOW ALL MEN BY THESE PRESENTS that in consideration of the sum of one dollar, the receipt whereof is hereby acknowledged, AIRCRAFT EDV, LIMITED, a company duly incorporated by virtue of letters patent issued under the authority of The New Brunswick Companies Act and having its head office in the City of Saint John in the Province of New Brunswick, hereinafter called "the vendor", does hereby sell and convey to HIS MAJESTY THE KING IN THE RIGHT OF THE PROVINCE OF QUEBEC, represented by the Minister of Game and Fisheries, the CESSNA T-50 aircraft CF-EDV together with all equipment installed thereon and one complete set of M & S skis.

The said aircraft and equipment is warranted free of encumbrances and any adverse claims.

IN WITNESS WHEREOF the vendor has caused its corporate seal to be hereunto affixed duly attested by the signatures of its properly authorized officers as of the 28th day of March, A. D. 1950.

SIGNED, SEALED AND DELIVERED)
in the presence of)

Jennifer J. Johnston

AIRCRAFT EDV, LIMITED

.....
President

Edna C. Patterson
Secretary

PROVINCE OF NEW BRUNSWICK

COUNTY OF THE CITY AND COUNTY OF SAINT JOHN TO WIT:

I, Winnifred J. Johnston, Accountant, make oath and say:-

1. That I was personally present and did see Louis McC. Ritchie and Elna C. Paterson, the president and secretary respectively of AIRCRAFT EDV, LIMITED, affix the corporate seal of the company and append their signatures to the within bill of sale.

2. That I am the subscribing witness to the said bill of sale.

3. That the name "Winnifred J. Johnston" set and subscribed as a witness to the execution of the said bill of sale is in my handwriting and is my signature.

SWORN TO at the City of Saint John)
in the Province of New Brunswick)
this thirteenth day of April, 1950)
) Winnifred J. Johnston
BEFORE ME)

L. Hart McKelvey

A Notary Public in and for the
Province of New Brunswick.

IN FAITH AND TESTIMONY WHEREOF I the said Notary Public have hereunto set my hand and affixed my official and notarial seal at the City of Saint John aforesaid the day and year last above written.

L. Hart McKelvey

Notary Public
New Brunswick.

/PM

48

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6853

NATIONALITY AND REGISTRATION MARKS..... CF-EDV

1. Type and description.....	Cessna T-50
2. Name and address of constructor.....	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number.....	1505
4. Name of owner.....	L. McC.Ritchie; Elan C. Patterson and Frances Flood; (Operating under the firm name of Aircraft EDV Limited)
5. Address of owner.....	P.O. Box 1421, Saint John, N.B.
6. Nationality of owner.....	Canadian
7. Usual station of aircraft.....	Saint John, N.B.
8. Purpose.....	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 22nd day of March 1948, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EDV and is of Canadian nationality.

Given at Ottawa this 6th day of April 1948.

H. Patterson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after March 12th, 1949, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

" 6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

" 7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Jan. 26, 1950 Renewed not valid after Jan. 26, 1951. J.B.C. 2-3-50

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11-48

P.O. Box 42,
Moncton, N.B., April 24, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T-50 aircraft, CF-EDV Application for Re-Registration	5008-E 4-22

3493

TRANSPORT - RECORDS
APR 26 A.M.
File 5008-E 4-22

Refer to File Number Please

REGISTERD

Director of Air Services,
No. 3 Temporary Building,
OTTAWA, Ontario.

Attention: Controller of Civil Aviation

1. Enclosed herewith find (1) Certificate of Registration No. 6853 for Cessna T-50 aircraft, CF-EDV; (2) currently valid Certificate of Airworthiness No. 1345 with attached Weight and Balance Report; (3) original and one copy of Bill of Sale transferring ownership from Aircraft EDV Limited to the Minister of Games and Fisheries of the Province of Quebec; and (4) two copies of application for registration as a state aircraft. Copy of temporary authority to operate is also enclosed.

2. Official Receipt No. 121033 covering re-registration fee of $5.00 has been issued, and will be forwarded to your Headquarters under Blotter Cash Book No. 8737.

3. It has been requested that the original copy of the Bill of Sale be returned to the Department of Games and Fisheries.

4. As this aircraft is based at Ancienne Lorette Airport, Quebec, it is suggested that the new certificate and other documents be forwarded to J.A. Chenail, Pilot for the Department of Games and Fisheries at Ancienne Lorette. It is also suggested that copies of correspondence be forwarded to the District Superintendent, Air Regulations, at Montreal, P.Q.

(J. C. Folkins)
for District Controller, Air Services.

c.c. Montreal.

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

HTP/HMC

5D 2
9-49

OTTAWA ONTARIO APRIL 27th, 1950
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
		5008-E4-22;

MEMORANDUM TO: C.A.R.

1. Reference is made to Application for Registration of an Aircraft in the name of the Minister of Games and Fisheries in the province of Quebec. This application is made in French.

2. This is the first application received at this office completed in French. May the Aircraft Licensing Sub-Section be advised if it is the policy of this Department to issue formal certificates in the same manner as noted on the formal application.

H.T. Patterson

(H.T. Patterson),
Inspector, Air Regulations.

Mr. Patterson
The would be no objection. All the details on the application are not in French.

To J.A Chenail
Pilot Game + Fish
Dept Fisheries
Anne Lorette
P.Q

APR 28 1950

8673 (R)
1345 (A)

2 Issued Logbooks

7RM

52

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8673

NATIONALITY AND REGISTRATION MARKS CF-KDV

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1505
4. Name of owner	Ministère De Chasse Et Pêche,
5. Address of owner	Hotel du Gouvernement, Quebec, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Ancienne Lorette Airport, P.Q.
8. Purpose	State

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 21st day of April 19 50, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-KDV and is of Canadian nationality.

Given at Ottawa this 2nd day of May 19 50.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after January 26th, 1951, unless endorsed.

/RM

53

5008-24-22

OTTAWA, Ontario.
May 3rd, 1950.

Mr. J.A. Chenail,
Pilot,
Department Game and Fisheries,
Ancienne Lorette, P.Q.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 8673 and Certificate of Airworthiness No. 1545 for your Cessna T-50 aircraft, CF- KDV , Serial No. 1505.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until January 26th, 1951.

Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured.

NOTED
MAY 8 1950
Dept. of Transport.

Yours truly,

(C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☒ No ☐

REGISTERED

AC-5-60

cc. D.S.A.R. Montreal, P.Q.
cc. Dept. Game and Fisheries, Provincial Government, Quebec, P.Q.

DEPARTMENT OF GAME AND FISHERIES
PROVINCE OF QUEBEC
MINISTER'S OFFICE

52

QUEBEC, May the 16th. 1950.

TRANSPORT - RECORDS
MAY 18 P.M.
File 5008-64-22

6930

Mr. C.T. Travers, Superintendant,
Air Services,
Department of Transport,
Ottawa, Ontario.

Dear Sir:

I acknowledge receipt of your letter of the 3rd. instant in which you enclose a Certificate of Registration No. 8673 and a Certificate of Airworthniss No 1345 for our Cessna T-50, aircraft CF-EDV, Serial No. 1505.

Yours truly,

J.A. Chenail, pilot,
Department of Game and Fisheries.

/AL

ENTERED
ON CARDS
No. 8 Bldg.

COPY

DEPARTMENT OF TRANSPORT - RADIO COMMUNICATIONS

ORIGINAL ON FILE.....5008-F24-25.....

COPY FOR FILE.....5008-B14-26
-D9-3
-F7-6
-H4-22
-G19-3

DSAR NW 44
MONTREAL AIRPORT
JUNE 17, 1950

12304

CANADIAN NATIONAL TELEGRAPHS

PREPAID

TRANSPORT - RECORDS
JUN 21 A.M.
5008-E4-22
File

ADDRESSES ON ATTACHED FORM

ARQ 344 YOUR CESSNA T FIFTY AIRCRAFT MUST NOT BE FLOWN UNTIL IT HAS BEEN INSPECTED FOR FAILURE OF TAILPLANE SPAR DUE TO GLUE DETERIORATION STOP AT THE SAME TIME INSPECT MAINPLANES IN ACCORDANCE T SPECIAL INSTRUCTIONS A 722/CAN 2 DECEMBER 8/1948 STOP ADVISE THIS OFFICE OF YOUR FINDINGS IMMEDIATELY ON COMPLETION OF INSPECTION

DCAS MONTREAL

GSL:AR
FILE NOS. 5008-F24-25, 5008-B14-26
5008-D9-3; 5008-F7-6
5008-H4-22; 5008-G19-3

PHONED IN BY CNT OPERATORS NO

8
9-49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

56-2
11-48

Rm. 44, Trans-Atlantic Administration Bldg., Montreal Airport, Dorval, Que., July 17/50.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T-50 CF-EDV	5008-E4-22

TRANSPORT - RECORDS
20 1950
File 5008-E4-22

14422

Director of Air Services,
Department of Transport,
Ottawa, Ont.

Attention: Superintendent, Air Regulations.

1. The restriction on Certificate of Airworthiness No. 1345 limiting the use of the above mentioned aircraft to day flying was deleted on June 29th, 1950 and page 3, paragraph 3, of the same Certificate has been amended as follows:-

noted
15 7E
noted

"Landing Lights - Navigation Lights"

J.P. FOURNIER,
for District Controller, Air Services.

JPF:tb

CANADA 4986

DEPARTMENT OF TRANSPORT

N.D. copy

TRANSPORT - AIR 2444 4-50
FEB 1 P.M. 1951
File 5008-E4-22

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EDV SERIAL No. 1505

1. C. of A. No. 1345 Expires 1-26-51 C. of R. No. 8673 Expires 1-26-51

AIRCRAFT DATA—Manufacturer CESSNA AIRCRAFT COMPANY Model T 50 (land)

Hours flown—Since New 1787:35 Since Overhaul 1787:35

ENGINE DATA—Manufacturer Jacobs Model LAMB

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	4829 (port)	2249:20	264:45
(2)	4801 (stbd)	2348:40	264:45
(3)			
(4)			

Ministère Chasse et Pêche,
Hotel du Gouvernement, Québec.

Signature of Applicant par P. Chenard, pilote

Date 7 janvier 1951

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed .....
"B" ENGINEER

Date Jan. 7th 1951

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed P. Chenard
TEST PILOT

Date Jan. 6th 1951

4. The following documents are attached:

Certificate of Airworthiness ☒ Certificate of Registration ☒ Weight and Balance Report (when applicable) ☒

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 8673 and C. of A. No. 1345, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.

Signed .....D.A.I.
DISTRICT AIRCRAFT INSPECTOR

Date Jan 24, 1951

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING CANADA

7. C. of A. and C. of R. renewed, not valid after (Date) Jan 24/1952

Permissible Gross Weights— Wheels
Skis
~~Floats~~

Signed .....
DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date 30-1-51

Other Action:—

8. H.Q. Action— C.A.R.

C.A.E.

R. JERVIS, PRES. OTTAWA A. C. SALTER, VICE-PRES.

AIRCRAFT OVERHAUL & REPAIRS LTD

LAC-A-LA-TORTUE AIRPORT
TEL. GRAND'MERE 2259 - NIGHT 2109

P. O. BOX 429
GRAND'MERE, P.Q.

37

WEIGHT AND BALANCE REPORT

CESSNA AIRCRAFT CF-EDV - Model T50 - Ser. No. 1505

This supplement report to cover change in weight by removing the old type radio equipment and installing new type Bendix TA-12G and RA-10DB radio equipment.

Description	Wt lbs	Arm ins.	Moment lbs
Aircraft empty weight & moment	4226.0	- 2.88	-12,188.0
Less: Transmitter & Power SupplyAVT-7BIM	31.4	- 60.0	+ 1,884.0
Receiver AVR-7H	22.2	- 57.4	+ 1,274.28
Plus: Receiver Bendix RA-10DB	32.5	- 60.0	- 1,950.0
Transmitter Bendix TA-12G	39.2	+ 65.0	+ 2,548.0
Power Supply MP28BA	24.1	- 21.0	- 506.1
Present A/C Empty Weight & Moment	4268.2	- 2.09	- 8,937.82

It will be noted that the empty C. of G. was not affected in any great extend by the removal of the old type radio equipment and the installation of this new Bendix equipment and therefore it should not affect the Most forward and most aft loading conditions.

The list of removable equipment has been changed on page 3 under Radio as follows:

Delete:

Transmitter & Power Supply AVT-7BIM
Receiver AVR-7H

Replace by:

Receiver Bendix RA-10DB	32.5lbs	(-60.0)
Transmitter Bendix TA-12G	39.2lbs	(+65.0)
Power Supply MP28BA Bendix	24.1lbs	(-21.0)

Prepared by: .....

Checked and approved by .....

October 9th, 1950.

CIV. AV.

AC-7-12

59

Department of Transport
AIR SERVICES BRANCH
Civil Aviation Division

AIRPORT TRAFFIC CONTROL ACCIDENT REPORT
AIRPORT TRAFFIC CONTROL

Tower QUEBEC CONTROL TOWER

Date of accident: March 5th, 1951

Did you witness the accident? No

Time of accident: (Approx.)1608 EST

Number of fatalities and injured: None

Number of aircraft involved one (1)

Place of accident: Quebec Airport (On apron between #1 and #2 Hangars)

Name(s) of pilot(s) involved and type(s) of certificates (if available):

Mr. J.A. CHENAIL Transport No 1441

Registration number, make and model of aircraft involved:

C F - E D V Cessna Crane Provincial government

Location and path of aircraft at time of accident: Aircraft was being taxied in an Easterly direction between hangars #1 & #2, out of sight from the Controller's operating position, in trying to angle to the right, the left stabilizer rammed the back of DOT station wagon #1063, which was unoccupied and parked on the apron at the time.

Damage to aircraft and property other than aircraft:

Elevator assembly damaged on aircraft. Two rear doors on station wagon damaged.

Weather report current at the time of accident: N/A

Additional weather information as observed by the airport traffic controller:

QB 052030Z → ↗ 20 . QB 052130Z → ↗ 24. Surface very slippery for ski-equipped aircraft. Surface wind Westerly, gusty from 18 to 26 m.p.h.

Indicate radio instructions or visual signals given to aircraft prior to accident: Mr. L. MAHEU, Airport Attendant, witnessed the accident.

Aircraft had landed on infield parallel to 06-24, and had been cleared to do a "180" and taxi back to the hangars.

Give a brief account of the accident including the emergency action taken by the airport traffic controller at the time of the accident: As reported to the Air Traffic Controller, these are the circumstances: Aircraft was being taxied on the apron between hangars #1 & #2. On the North side of the apron, immediately against hangar #2, four cars were parked side by side, obstructing approximatly 30 feet of apron. On the South side, slightly West of the cars, Bellanca Cruiser CF-FCM was parked. At the time, in the tower, the surface wind was from 250 to 270 degrees Magnetic, gusty, from 18 to 26 miles per hour. The wind was being funneled between the hangars, and, due to the lack of braking action, and a sudden strong gust of wind, as CF-EDV was trying to angle between the

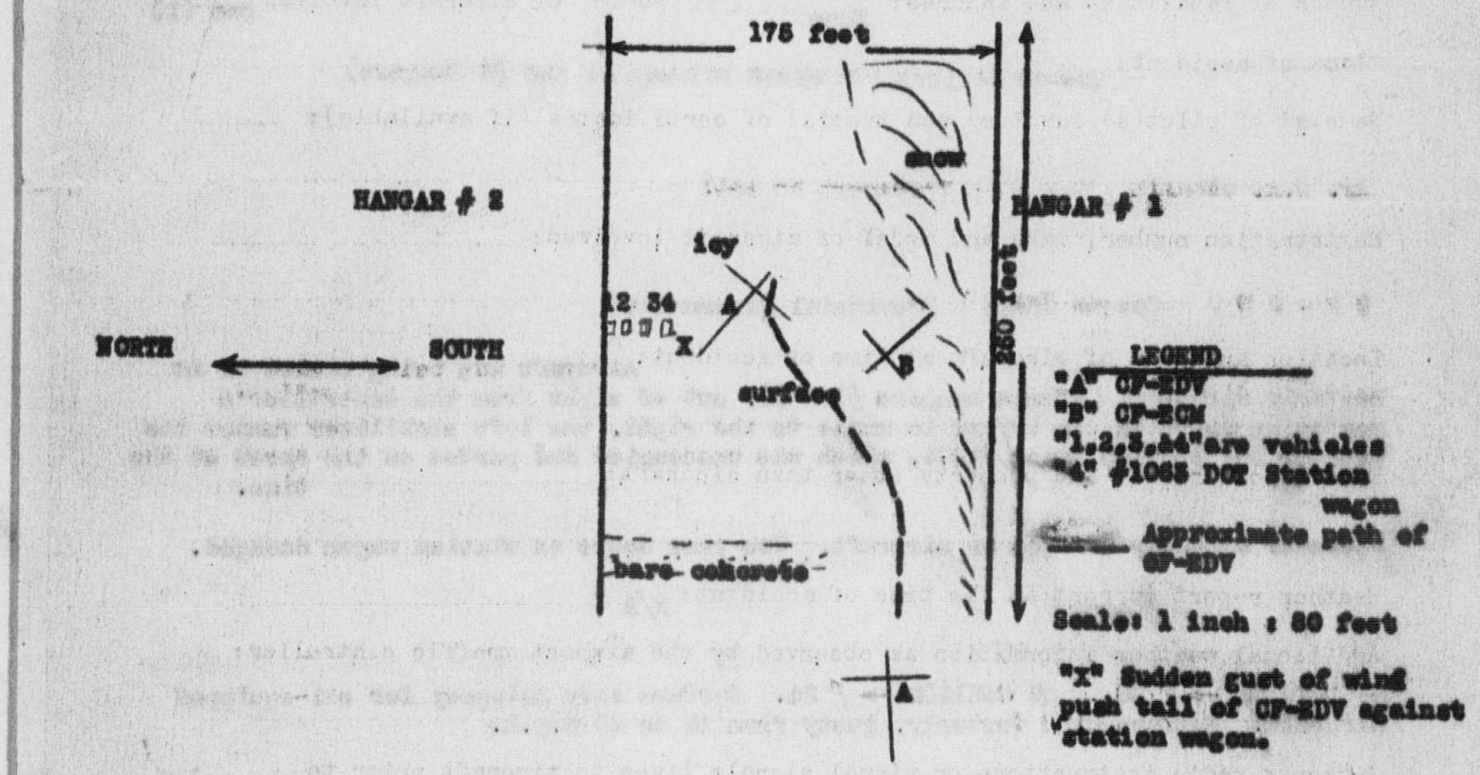
The reverse side of this form may be used for additional information and sketch.

Airport traffic Controller

(one)

CF-ECM and the parked vehicles, it temporarily went out of control, and the tail assembly rammed the station wagon, causing damage to both. The aircraft was barely moving at the time. (See diagram below)

DIAGRAM



J.P.O. Major
Air Traffic Controller

COPY

TRANSPORT - RECORDS
MAR 9 P.M. 1951
File 5008-E4-22

ORIGINAL ON FILE..... 5184-514.....

COPY FOR FILE..... 5802-15017
5008-E4-22

Control Tower, Quebec Airport,
Ancienne Lorette, Que.,
March 7th, 1951.

SUBJECT: CF/EDV Accident Report, Quebec Airport. 41232

Controller of Civil Aviation,
Department of Transport,
#3 Temporary Building,
Ottawa, Ontario.

1. Herewith, in triplicate, form AC-7-12 describing the taxi-ing accident involving Cessna 'Crane' aircraft CF-EDV, owned by the Quebec Provincial Government.

2. For your information.

W.J. McKay,
Acting Senior Air
Traffic Controller.

c.c.
D.C.A.S.

ENTERED
ON CARDS
No. 3 Bldg.

8
9-49

COPY

61

ORIGINAL ON FILE.....

COPY FOR FILE.....

MACS

DEPARTEMENT DE LA CHASSE ET DE LA PECHE

Province de Quebec.

Ancienne Lorette, Que.,
March 8th, 1951.

Mr. Jean Paul Fournier,
Inspector,
Civil Aviation, Air Regulations,
Room 40, Trans-Atlantic Bldg.,
Montreal Airport,
Dorval, Que.

Dear Sir:-

On March 5th, 1951, I had a taxiing accident with Cessna T-50 CF-EDV equipped with skiis. The incident took place between Hangars No. 1 and No. 2. After having cleared a parked plane on my right hand side, the aircraft started to skid towards parked vehicles on my left hand side and to avoid them, I used the power of the port engine, but the tail assembly hit the rear end of the DOT station Wagon damaging the port tip of elevator and bending two tubes of fuselage holding the tail assembly.

I attribute the skidding of aircraft to icy surface and gusty wind coming from 250° to 270° at 15 to 25 miles per hour. The direction of plane was [redacted] 090° approximately.

The aircraft will be repaired at Quebec Airport, by Mr. A. Jervis, B. & D engineer.

Yours truly,

(Signed) J.A. Chenail.

JAC

TRUE COPY/tb

3/4/51

8
4-49

62

AC-7-12

DEPARTMENT OF TRANSPORT

AIR SERVICES BRANCH

CIVIL AVIATION DIVISION

AIRPORT TRAFFIC CONTROL ACCIDENT REPORT

Quebec control Tower Tower Date of accident: March 5th, 1951

Did you witness the accident? No. Time of accident: (Approx.) 1608 EST

Number of fatalities NONE No. of injured NONE Number of aircraft involved (1)

Place of accident: Quebec Airport (On apron between No. 1 and No. 2 Hangars)

Full name of pilot Mr. J.A. CHENAIL Certificate No. Transport No. 1441

Registration and type of aircraft: CF-EDV Cessna Crane Provincial Government

Location and flight path of aircraft at time of accident: Aircraft was being taxied in an Easterly direction between hangars No. 1 & No. 2, out of sight from the Controller's operating position, in trying to angle to the right, the left stabilizer rammed the back of DOT station wagon No. 1063, which was unoccupied & parked on the apron at the time.

Apparent damage to aircraft

Elevator assembly damaged on aircraft. Two rear doors on station wagon damaged.

Indicate radio instructions or visual signals given to aircraft prior to accident: Mr. L. MAHEU, Airport Attendant, witnessed the accident.

Aircraft had landed on infield parallel to 06-24, and had been cleared to do a "180" and taxi back to the hangars.

Give a brief account of the accident including the emergency action taken by the airport traffic controller As reported to the Air Traffic Controller, these are the circumstances: Aircraft was being taxied on the apron between Hangar No. 2 & No. 1. On the North side of the apron, immediately against Hangar No. 2, four cars were parked side by side, obstructing approximately 30 feet of apron. On the South Side Side, Slightly West of the cars,

...2

The reverse side of this form may be used for additional information and sketch.

Airport Traffic Controller.

Bellanca Cruiser CF-ECM was parked. At the time, in the tower, the surface wind was from 250 to 270 degrees Magnetic, gusty, from 18 to 26 miles per hour. The wind was being funneled between the hangars and, due to the lack of braking action, and a sudden strong gust of wind, as CF-EDV was trying to angle between the CF-ECM and the parked vehicles, it temporarily went out of control, and the tail assembly ramm d the station wagon, causing damage to both. The aircraft was barely moving at the time. (See diagram below)

TRUE COPY /tb

COPY

TRANSPORT - RECORDS
MAR 20 A.M. 1951
File 5008-E4-22

MACS

ORIGINAL ON FILE..... 5184-514

COPY FOR FILE..... 5008-E4-22
5802-15017

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., March 16, 1951.

SUBJECT: Cessna T. 50 - CF - EDV

OUR FILE: 5802-908
5008-E4-22

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

42587

Attention: Superintendent, Air Regulations.

1. Please find attached the following documents regarding damages sustained by the above mentioned aircraft:-

(a) Quebec Airport Traffic Control Accident Report dated March 5th, 1951;

(b) Copy of letter from Pilot Chenail, dated March 8th, 1951.

2. Submitted for your information and records, please.

J.P. FOURNIER,
for District Controller, Air Services.

JPF:tb
Encls.

8
4-49

JCC/AGH

64

5802-908
5008-E4-22

Cessna T 50 - CF-EDV

5184-514
5802-E4-22
5802-15017(CAW)
5156-514-1
5151-514

March 31st, 1951.

District Controller,
Air Services,
Montreal Airport,
Dorval, P.Q.

Attention: District Superintendent, Airways

1. Reference yours dated March 16th relative to the above subject.

2. It is noted the sketch on the reverse side of the AC-7-12 form indicates 4 vehicles in line the tail of the aircraft coming in contact with the vehicle nearest Hangar No. 1.

3. You are requested to bring to the attention of the Airport Manager at Quebec that in future cars should not be parked on the apron in such a manner as to endanger aircraft.

JRR

(J. R. Robertson),
Superintendent, Airways.

3 copies
mailed
5/4/51

65

3
5-51

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Montreal Airport, Dorval, P.Q. August 7th, 1952
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CESSNA T.50 CRANE AIRCRAFT MODIFICATIONS TO CF-EDV	5010-1-58 5008-E4-22 5008-7

Director of Air Services,
Department of Transport,
No. 3, Temporary Building,
OTTAWA, Ontario.

25499

TRANSPORT - RECORDS
AUG 8 A.M. 1952
File 5008-E4-22

Attention: Chief Aeronautical Engineer

1. Rimouski Airlines Ltd. drawings Nos. R16, Wiring Diagram; R17, General Assembly; and R18, Details of Mounting Bracket, cover the installation of a T.30 AD transmitter RCBB Receiver, GT30AB Power Supply, PE109D Inverter, and associated equipment in an aircraft of the above type.

2. Drawing E-1 covers the electrical system aircraft lighting.

3. These drawings have all been approved and the approval confirmed by inspection by the District Aircraft Inspector.

C.H. Skelton

(C.H. Skelton)
For District Controller,
Air Services.

6

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

FORM 2192-6

6 PART SET

C4

CANADIAN NATIONAL TELEGRAPHS
DAYLETTER COLLECT

DHAR MM 44
MTL AIRPORT
OCTOBER 23 1952

TRANSPORT - RECORDS
OCT 25 A.M. 1952
File 5008-E4-22

37663

RIMOUSKI AIRLINES LIMITED
MONT JOLI QUE

ARQ 576 THIS WIRE WILL CONSTITUTE YOUR TEMPORARY CERTIFICATES OF REGISTRATION AND AIRWORTHINESS FOR CESSNA T FIFTY ECHO DELTA VICTOR NOT VALID AFTER DECEMBER TWENTY SECOND FIFTY TWO stop OPERATION THIS AIRCRAFT SUBJECT TO CONDITIONS CURRENT WEIGHT AND BALANCE REPORT stop THIS AUTHORITY DOES NOT GIVE PERMISSION FOR OPERATION OF RADIO EQUIPMENT

DCAS MONTREAL

JLB:tb

FILE 5008-E4-22

PHONED IN BY CNT OPERATORS NO

c.c. HQ ✓
RADIO

Noted
ESJ

PATENTED - MOORE BUSINESS FORMS LTD.

47

FORM No. 2444

DOT

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- EDV Serial No. 1505

1. C. of A. No. 1345 Expires (in DOT Files) of R. No. 8673 Expires New C.ofR. Appl.
Aircraft Data - Manufacturer Cessna Aircraft Company Model T-50
Hours flown - Since New 1944:30 hrs. Since Overhaul Zero
Engine Data - Manufacturer Jacob Engines Model LW-B

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	4993	1662:10 hrs.	380:00 hrs.
(2)	4230	2051:30 hrs.	6:20 hrs.
(3)			
(4)			

Signature of Applicant RIMOUSKI AIRLINES LIMITED, Gen. Mgr.
Date September 4, 1952.

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed ULM-11
"B" Engineer
Date Sept 4. 1952

3. I hereby certify that I have flown this aircraft and that its performance flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed
Test Pilot
Date 25/9/52

4. The following documents are attached:
Certificate of Airworthiness ☑
Certificate of Registration ☑
Weight and Balance Report (when applicable) ☑

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No 8673 and C. of A. No. 1345, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificat is recommended.

Signed
District Aircraft Inspector
Date Oct 23-1952

7. C. of A. and C. of R. renewed, not valid after.
(Date)- 25 Sept 1953
Permissible Gross Weights - Wheels 5700
- Skis N/A
- Floats N/A

Signed
District Superintendent, Air Regulations
Date 30-10-52

Other Action:-

8. H.Q. Action C.A.R.
C.A.E.

Ottawa Copy

REPORT No AI-T50-001

DATE Oct. 5/52

74

AIRCRAFT INDUSTRIES OF CANADA LIMITED

AIRCRAFT WEIGHT & BALANCE REPORT

AIRCRAFT TYPE & MODEL : Cessna T-50

SERIAL NO. : 1505

REGISTRATION : CF-EDV

PRESENT OWNER : Air Rimouski Limited

This report to become part of Airworthiness Certificate No.:

GENERAL DATA:

Reference data taken from: Aircraft spec. #A-722 Rev. #6.

MAXIMUM WEIGHT: Land plane 5700 lbs.

C.G. LIMITS: Land plane - 4.6 ins. to + 3.5 ins. % M.A.C.

DATUM POINT: Centre Line of Top Front Spar.

LEVELING POINTS: Lugs on Left Side of Baggage Compartment

FUEL CAPACITY: 125 Imp. gals. 2 tanks of 50 gals.
1 aux. tank of 25 gals.

OIL CAPACITY: 8 Imp. gallons.

FRONT JACKING POINT (0.0) Jacking pads at ℄ Main spar

TAIL JACKING POINT +245 (34 in. forward of Tail Wheel)

Checked OK. (with ICA report)
CHS Oct 21/52.

CONDITIONS DURING WEIGHING

Weighed at Mont Joli, Que.

A/C weighed in a closed hangar Yes

Position of A/C Flying

Scale used Type & Serial No. ES-4 Serial # 134

Manufacture Cox & Stevens

Amount of Fuel in the A/C None

Amount of Oil in the A/C 8 Imp. gallons.

WEIGHED BY Jean Champagne
J. Champagne

PREPARED BY E. L. Davidson B. Sc.
E. Davidson

CHECKED BY F. Martinek
F. Martinek
Chief Engineer

DATE October 5th, 1952

REPORT NO. AI-T50-001 This Report consists of 7 pages

AMENDMENTS OR RECERTIFICATION

NO.	DATE	DESCRIPTION	CERTIFIED CORRECT

72

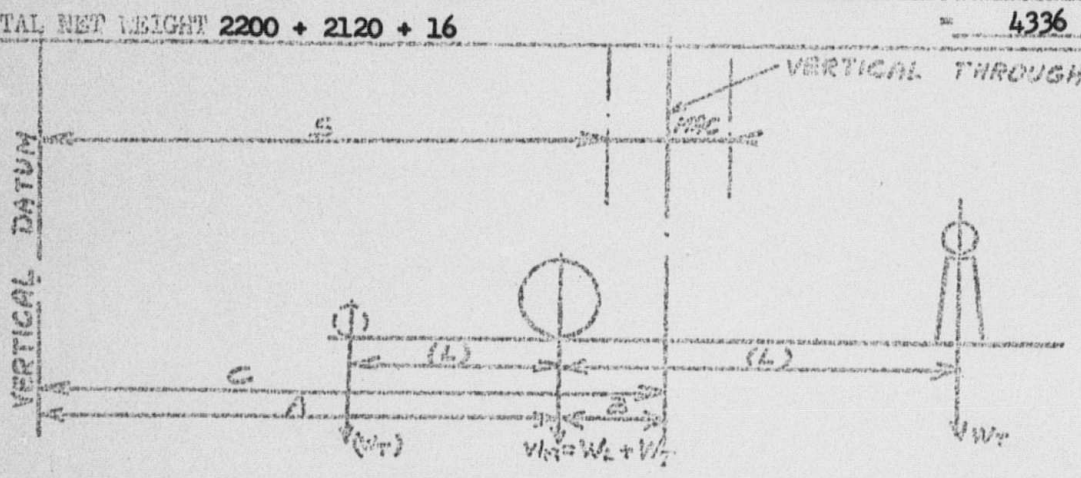
ACTUAL WEIGHT & HORIZONTAL BALANCE

(Aircraft as Received)

Report No. AI-T50-001

Date . Oct. 5th, 1952

Scale Position	LEFT JACKING POINT			RIGHT JACKING POINT			TAIL (nose) JACKING POINT		
	Actual Reading	Scale Error	Net Weight	Actual Reading	Scale Error	Net Weight	Actual Reading	Scale Error	Net Weight
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs	lbs	lbs	lbs
1st	2180	+ 20	2200	2060	+ 60	2120	26	- 10	16
2nd	2180	+ 20	2200	2060	+ 60	2120	26	- 10	16
3rd	2180	+ 20	2200	2060	+ 60	2120	26	- 10	16
Σ Net Weight			6600			6360			48
Average Net (1st + 2nd + 3rd) / 3			2200			2120			16
TOTAL NET WEIGHT 2200 + 2120 + 16							= 4336		lbs.



Center of gravity to vertical datum (Horizontal distance - as weighed)

A/C TYPE	A ins.	L ins.	WT lbs.	WT + WM lbs.	B = (WT x L) / (WM + WT)	C = ± a ± b
Tail Jacking Point	0	245	16	4336	0.90	0.90
Nose Jacking Point						

Corrected Weight & Horizontal Balance

Items added or Subetracted	Weight lbs.	Distance to Datum ins.	Moment lb. x ins.
A/C as weighed	4336	0.90	3902.40
Net change - see page 3	- 72	- 27.0	1944.00
TOTAL WEIGHT	4264	1.37	5846.40

Balance (corrected) $\frac{C - S}{M.A.C}$ = _____ % M.A.C.

or C = 1.37 ins. from datum

Limits

Empty Weight	% M.A.C. to	% M.A.C. or	ins. from datum to	ins from datum
Gross Weight	% M.A.C. to	% M.A.C. or	ins. from datum to	ins from datum

Report No. AI-T50-001

Date . Oct. 5/52

(A) REQUIRED AND ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT
(ITEMS NOT INCLUDED AT TIME OF WEIGHING - TO BE ADDED)

ITEM NO.	DESCRIPTION	Weight lbs.	Arm ins.	Moment lbs x ins.
TOTAL				

(B) EQUIPMENT TO BE SUBTRACTED FROM THE ACTUAL WEIGHT - NOT INCLUDED IN EMPTY WEIGHT

ITEM NO.	DESCRIPTION	Weight lbs.	Arm ins	Moment lbs
1	8 Imp. gals. Oil at 9 lbs/gal.	- 72	- 27.0	1,944.00
TOTAL		- 72	- 27.0	1,944.00

+ TOTAL (A) =			
- TOTAL (B) =	- 72	- 27.0	1,944.00
NET CHANGE =	- 72	- 27.0	1,944.00

70

CALCULATED GROSS WEIGHT AND C.G. POSITION

Report No AI-T50-001

Date Oct. 5/52

CASE I - TYPICAL AFT C.G. POSITION

ITEMS	Weight lbs	Arm ins	Moment lb x ins
Corrected Empty Weight (page 2)	4264	1.37	5,846.40
Fuel (36 imp. gals @ 7.2 lbs/gal) (WING TANKS)	259.2	21.5	5,572.80
Oil (8 imp. gals @ 9 lbs/gal)	72.0	- 27.0	- 1,944.00
1st pilot @ 170 lbs.	170	- 14.0	- 2,380.00
2nd pilot @ 170 lbs.	170	- 14.0	- 2,380.00
2 passengers at 170 lbs. each.	340	36.0	12,240.00
Baggage			
Ballast			
GROSS WEIGHT (gear down)	5,275.2	3.22	16,955.20
GROSS WEIGHT (gear up)			

CASE II - TYPICAL FORWARD C.G. POSITION

ITEMS	Weight lbs	Arm ins	Moment lb x ins
Corrected Empty Weight (page 2)	4,264	1.37	5,846.40
Fuel (10 imp. gals @ 7.2 lbs/gal)	72	21.5	1,548.00
Oil (8 imp. gals @ 9 lbs/gal)	72	- 27.0	- 1,944.00
1st pilot @ 170 lbs.	170	- 14.0	- 2,380.00
2nd pilot @ 170 lbs.	170	- 14.0	- 2,380.00
Navigator @ 170 lbs.			
Baggage			
Ballast			
GROSS WEIGHT (gear down)	4,748	0.15	690.40
GROSS WEIGHT (gear up)			

ADDITIONAL DATA

	WEIGHT lbs	ARM ins	MOMENT lbs x ins
Engines - Jacob L4MB - Port Serial 4993			
Stbd Serial 4230			
Propellors - Hamilton Standard 2B 20-311 Port Serial 65804			
Stbd Serial 56800			
Starters - J-H-3R			
Generators - Eclipse 314-15			
Batteries - 6F HM-13		+ 10	
Fire Extinguisher		+ 1	
First Aid Kit		+ 36	
Radio			
B.C 433G Radio Compass	46.1	+ 66	
B.C. 434 Remote Control	3.76	- 15	
L.P. 21A Loop	10.37	+ 5 1/2	
T 30 AB	3.5	- 11	
GT 30 AB Transmitter	18.3	- 55 1/2	
RC BB Receiver	3.2	- 18	
1-18-A	.75	- 36	
Jack Box	3.2	- 29 1/2	
P.E. - 10pD Inverter	13.5	- 60 1/2	
Junction Box	4.5	+ 71 1/2	

C.A.A. MANDATORY EQUIPMENT - Numerical List

101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111,

112, 113, 114, 115a, 117, 118, 119, 209, 401, 602, 604, 605.

68

CONCLUSION

1. The empty weight is 4264 lbs., and the empty weight C.G. is 1.37 ins. aft of the datum;it will be noted that when the aircraft is empty the C.G. position is within the permissible C.G. range.

2. The above loading conditions may be changed by the operator, by alteration of the amount of fuel, oil, luggage, ballast and passenger loads providing that the maximum gross weight and C.G. range remain within the limits stated on page 1.

/RM

75

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8673

NATIONALITY AND REGISTRATION MARKS CF-EDV

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1505
4. Name of owner	Ministère De Chasse Et Pêche,
5. Address of owner	Hotel du Gouvernement, Quebec, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Ancienne Lorette Airport, P.Q.
8. Purpose	State

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 21st day of April 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EDV and is of Canadian nationality.

Given at Ottawa this 2nd day of May 1950.

H. Statham

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after January 26th, 1951, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

30-1-51 Renewed valid until Jan 26/1952 [illegible]

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

R. Marcoux

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BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the full legal and beneficial title of the aircraft:-

Manufacturer of Aircraft: Cessna Aircraft Co.

Model of Aircraft: T-50

Serial Number of Aircraft: 1505

D.O.T. Identification: CF-EDV

Manufacturer of Engines: Jacobs Aircraft Engine Co.

Engine Model: L4MB

Engines Serial Nos: 4829, 4801

That such title to said aircraft is not subject to any mortgage, or other encumbrance, except as follows:-

No mortgage, encumbrance, or lien .....in the sum of $.....in favour
(Mortgage, Mechanic's lien, etc.)
of.....

whose address is .....

For and in consideration of the sum of....One dollar.....
.....and other considerations.....
the undersigned, whose address is .....Mont Joli, Que.....
.....does this...1st.....day
of.....April.....1952, sell, grant, transfer, and deliver all of his above described right, title and interest in and to the above described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto.....Rimouski Airlines Ltd.....whose address is.....
Mont Joli, Que.....and to its executors, administrators, and assigns to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF, we have set our hand this .....19th.....day
of.....May.....1952.

R. Marcoux
Seller's Signature.

J. Parodis
Witness

B I L L O F S A L E

Hon. C. Gendron

77

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the full legal and beneficial title of the aircraft:-

Manufacturer of Aircraft: Cessna Aircraft Co.

Model of Aircraft: T-50

Serial Number of Aircraft: 1505

D.O.T. Identification: CF-EDV

Manufacturer of Engines: Jacobs Aircraft Engine Co.

Engine Model: L4MB

Engines Serial Nos: 4829,4801

That such title to said aircraft is not subject to any mortgage, or other encumbrance, except as follows:-

No mortgage, encumbrance, or lien
..... in the sum of $.....in favour
(Mortgage, Mechanic's lien, etc.)

of.....

whose address is.....

For and in consideration of the sum of .....one.Dollar.and.....
.....other considerations.....
the undersigned, whose address is.....Hôtel du Gouvernement,.....
.....Quebec, P.Q.....does this.....1st.....day
of.....February..... 1952, sell, grant, transfer, and deliver all of his above described right, title and interest in and to the above described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto.....Roger Macoux..... whose address is.....Mont Joli
.....P.Q....., and to its executors, administrators, and assigns to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF, we have set our hand this .....1st.....day
of .....February..... 1952.

Department of Fish & Game

By:- J. A. Bouchard Minister
Seller's Signature.

J. A. Beauchemin
Witness

79

2413
7-51

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

To be sent in duplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. Rimouski Airlines Ltd.

Signature of Applicant..... Secretary-Treasurer

Date of Application..... 28 OCT 1952

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
RIMOUSKI AIRLINES LIMITED,	Rimouski, P. Q.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
A. DIONNE	PRESIDENT	RIMOUSKI, P. Q.	CANADIAN
W. OUELLET	VICE PRESIDENT	RIMOUSKI, P. Q.	CANADIAN
MAURICE TESSIER	SECRETARY	RIMOUSKI, P. Q.	CANADIAN
HENRI A. MARTIN	DIRECTOR	RIMOUSKI, P. Q.	CANADIAN
LEO DOYON	DIRECTOR	RIMOUSKI, P. Q.	CANADIAN
GEO. DUBE	DIRECTOR	RIMOUSKI, P. Q.	CANADIAN

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

Commercial, Passenger, Freight & Mail

Usual Station Mont Joli, P. Q.

Date and place of manufacture or reconstruction November 1945, Winnipeg by McDonald Bros. Aircraft

Crew required 1

Accommodation for what number of passengers 4

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier than Air made by Cessna Aircraft Corp.

Type Low Wing Monoplane Maker's No. 1505

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	1458 lbs.	
Total weight authorized (fully loaded) in lbs. 5700	Air Speed 150 S.L. miles per hour	

EQUIPMENT—(Give number and type).

1. Instruments
2. Gauges
3. Lights LIST ATTACHED
4. Signals
5. Fire Extinguishers
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	7	7		
H.P.	245	245		
Bore	5.25	5.25		
Stroke	5	5		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on See attached Form 2444

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet See attached Form 2444

Registration recommended with the following special conditions

Registration recommended.

Date Nov. 4, 1952. Signature

Registration approved and Registration Mark C.F. KDV allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

78

-- FLYING INSTRUMENTS AND GAUGES --

Radio Compass		1-81-L	
Air Speed	Serial	305730	(Can. Aircraft Instr.)
Turn & Bank	Serial	AF-45-89959	(Pioneer)
Altitude		127K-02-10900	(Kohlsman)
Air Speed	Serial	43-2841	(Collens Instrs)
Altitude	Serial	10122	(Pioneer)
Voltmeter	Model	506	(Weston electrical)
2 Clocks		Elgin	(Pioneer)
Electric compass	Serial	409652	(Pioneer)
Vertical speed		4715D-03-1628	(Koolsman)
Directional Gyro			(Sperry)
Gyro Horizon Serial		31023	(Sperry)
Cyl. temp. Cent.		8OHMS	
Boost	50	175-01-2772	(Koolsman)
Boost	50	175- 01-2310)	(Koolsman)
Carb. temp.	Model	635-T37	
R.P.M.		218-01-5142	(Koolsman)
R.P.M.		218-01-7032	(Koolsman)

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-o-o-o-o-o-o-o-o-

-o-o-

81

2413
7-51

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(See note below)

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Signature of Applicant..... Secretary-Treasurer

Date of Application 28 OCT 1952

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
RIMOUSKI AIRLINES LIMITED,	Rimouski, P. Q.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
A. DIONNE	PRESIDENT	RIMOUSKI, P. Q.	CANADIAN
W. OUELLET	VICE PRESIDENT	RIMOUSKI, P. Q.	CANADIAN
MAURICE TESSIER	SECRETARY	RIMOUSKI, P. Q.	CANADIAN
HENRI A. MARTIN	DIRECTOR	RIMOUSKI, P. Q.	CANADIAN
LEO DOYON	DIRECTOR	RIMOUSKI, P. Q.	CANADIAN
GEO. DUBE	DIRECTOR	RIMOUSKI, P. Q.	CANADIAN

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

Commercial, Passenger, Freight & Mail

Usual Station Mont Joli, P. Q.

Date and place of manufacture or reconstruction November 1945, Winnipeg by McDonald Bros. Aircraft

Crew required 1

Accommodation for what number of passengers 4

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

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Type Low Wing Monoplane Maker's No. 1505

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	4458 lbs.	
Total weight authorized (fully loaded) in lbs. 5700	Air Speed 150	S.L. miles per hour

EQUIPMENT—(Give number and type).

1. Instruments
2. Gauges
3. Lights LIST ATTACHED
4. Signals
5. Fire Extinguishers
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	7	7		
H.P.	245	245		
Bore	5.25	5.25		
Stroke	5	5		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on See attached Form 2444

Particulars accurate as corrected "

Modifications from type are indicated on annexed sheet See attached Form 2444

Registration recommended with the following special conditions

Registration recommended.

Date Nov. 4, 1952. Signature

Registration approved and Registration Mark C.F.EDV allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

810

-- FLYING INSTRUMENTS AND GAUGES --

Radio Compass		1-81-L	
Air Speed	Serial	305730	(Can. Aircraft Instr.)
Turn & Bank	Serial	AF-45-89959	(Pioneer)
Altitude		127K-02-10900	(Kollsman)
Air Speed	Serial	43-2841	(Collens Instrs.)
Altitude	Serial	10122	(Pioneer)
Voltmeter	Model	506	(Weston electrical)
2 Clocks		Elgin	(Pioneer)
Electric compass	Serial	409652	(Pioneer)
Vertical speed		471SD-03-1628	(Kollsman)
Directional Gyro			(Sperry)
Gyro Horizon Serial		31023	(Sperry)
Cyl. temp. Cent.		80HMS	
Boost	50	175-01-2772	(Koolsman)
Boost	50	175-01-2310)	(Koolsman)
Carb. temp.	Model	635-T37	
R.P.M.		218-01-5142	(Koolsman)
R.P.M.		218-01-7032	(Koolsman)

-o-o-o

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

82 2 9-50

Montreal Airport, Dorval, P.Q. November 4, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50, CF-EDV	5008-E4-22

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

39403

TRANSPORT - RECORDS
NOV 6 A.M. 1952
File 5008-E4-22

Attention: Superintendent, Air Regulations

1. Please find attached the following documents regarding the subject aircraft:

(a) Application for Certificates of Registration and Airworthiness as a commercial machine in the name of Rimouski Airlines Limited.

(b) Bill of Sale from Department of Games and Fisheries to Mr. Roger Marcoux.

(c) Bill of Sale from Mr. Roger Marcoux to Rimouski Airlines Limited.

(d) Certificate of Registration No. 8673.

(e) Certificate of Airworthiness No. 1345.

(f) Two copies of Weight and Balance Report.

(g) Completed Form 2444.

1142 2 (R)
1345 (A)

2. A registration fee of $5.00 has been paid and is covered by Official Receipt No. 186923.

3. Please note that the Certificate of Airworthiness has been renewed to read valid until September 25, 1953, and issuance of Certificates in the name of Rimouski Airlines Limited is recommended.

for District Controller, Air Services.

~~(deleted 28.6.50)~~
~~VALID FOR DAY FLYING ONLY~~

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1345

(Heavier than air)

~~(21.4.50) MINISTERE DE CHASSE ET PÊCHE,~~
~~(22.3.48) RITCHIE, PATTERSON, FLOOD,~~ FIRST PART (25.9.52) RIMOUSKI AIRLINES LIMITED
~~(9.12.47) CENTURY MOTOR SALES LTD.,~~

Full Name, Address and Nationality of Owner or of Owning Company

~~(Operating under the firm name of Aircraft EDV Limited)~~

1. Surname of owner (or name of Company) ~~Aircraft Industries of Canada Ltd.~~
~~I. McC; Ian G; Frances;~~
2. Christian name ~~697 Yonge St., Toronto, Ont.~~
3. Address ~~1411 Crescent St., Montreal, P.Q.~~ ~~P.O. Box 1421, Saint John, N.B.~~
4. Nationality British ~~Hotel du Gouvernement, Quebec, P.Q.~~ Rimouski, P.Q.

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Company

NATIONALITY AND REGISTRATION MARKS

6. CF-EDV

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1505
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Two
12. Maximum number of persons to be carried (including crew) Five

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

ENGINES

18. Number installed ..... Two
19. Makes ..... Jacobs
20. Types L4MB
21. International power of the engine or engines at .....

(Each) *(a)* Sea Level ..... 225 ..... H.P. at ..... 2000 ..... revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: *(a)* ..... *(b)* .....
23. Oil: *(a)* ..... *(b)* .....
24. Airscrews { Number fitted ..... Two ..... Types ..... Hamilton Standard ..... No. .....
Pitch ..... Diameter .....

25. ~~Weight of aircraft empty~~ (including water in the radiators):	*(a)* ~~Landplane~~	3799 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	4131 lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	720 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks ..... Two	
(b) Capacity of tanks ..... 100 ..... Imp. gals.	
27. Oil	75 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks ..... Two	
(b) Capacity of tanks ..... 8 ..... Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full Ski. P. 604 lbs. L.P.	936 lbs.
32. Maximum total weight authorized	lbs.
Landplane	5700 lbs.
Seaplane	lbs.
Skiplane	5700 lbs.

DELETED (2.3.50)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full) .....
Landplane Fifty-seven hundred pounds .....
Seaplane .....
Skiplane Fifty-seven hundred pounds. .....
34. Minimum crew necessary ..... One .....
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 4.8 ..... inches ahead of ..... 3.1 ..... inches behind the prescribed datum. (Center line of the top of the front spar
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed ..... 2000 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2200 ..... r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... July 31, 1946, ... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this ..... 19th ..... day of ..... August, ... 19 ..... 46.

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

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SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	2 Engine Revolution Counters
Altimeter	2 Oil Pressure Gauges
Airspeed Indicator	2 Oil Temperature Gauges

Landing Lights
Navigation Lights } (29.6.50)

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First Aid Kit

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT.

(2.3.50)

Note: This certificate is subject to Air Regulations, 1937, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		July 16, 1947 Mar. 12/49 January 26, 1951. Jan. 26, 1952 Sept. 25, 1953.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 11422

NATIONALITY AND REGISTRATION MARKS CF-EDV

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company Wichita, Kansas, U.S.A.
3. Constructor's serial number	1505
4. Name of owner	Rimouski Airlines Limited
5. Address of owner	Rimouski, Quebec
6. Nationality of owner	Canadian
7. Usual station of aircraft	Mont Joli, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of September 19 52, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with The Air Regulations, and has been allocated the nationality and registration marks CF-EDV and is of Canadian nationality.

Given at Ottawa this 12th day of November 19 52

Superintendent, Air Regulations.

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

BJC

87

5008-E4-22

OTTAWA, Ontario.
November 10th, 1952.

Rimouski Airlines Limited,
Rimouski, Quebec.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 1345 11422 and Certificate of Airworthiness No. 1509 for your aircraft, CF- , Serial No. Cessna T-50

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until September 25th, 1953.

Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured.

Yours truly,

c.c. Montreal

(C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☐

27

REGISTERED

AC-5-60

HQ.

00370

TRANSPORT - RECORDS
APR 2 A.M. 1953
File 5008-E4-22

89

5008-E4-22

Montreal Airport
Dorval, P.Q.
March 31st, 1953.

Mr. L. Lavigueur,
Supt. of Maintenance,
Quebecair Inc.,
MONT JOLI, P.Q.

Dear Sir:-

Attached hereto please find the Certificate of Airworthiness copy of Weight & Balance Report amendment dated March 16, 1953, for your Cessna CF-EDV.

Yours very truly,

J. L. Blondeau,
District Superintendent, Air Regulations

JPF/jg

c.c. DCAS
CR
HQ ✓ Note: Attached hereto please find copy of above mentioned Weight & Balance Report amendment.

H Q copy

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QUEBECAIR INC

MONT-JOLI, Qué.

March 16, 1953.

CESSNA CF- EDV Weight & Balance Alteration to Aircraft Industries' Weight & Balance report No. A1- T50-001 , dated Oct. 5, 1952.

	Weight lbs	Arm. in.	Moment in. lbs.
A/C Empty	4264	1.37	+ 5846.40
less Aux. Fuel tank	- 14.5	+ 36.	- 522.
less valves tubing & fittings	- 8.5	- 4.	+ 34.
Corrected empty weight	4241 lbs	+ 1.26 arm or c.g.	+ 5358.40

GENERAL DATA:

Reference taken from CAA Aircraft Spec. A-722 Maximum Weight: Landplane 5700 lbs.

C.G. Limits: Landplane - 4.6 ins. to + 3.5 ins.

Datum Point: Centre Line of Top front Spar.

Leveling Points: Lugs on left side of baggage compartment.

QUEBECAIR INC.

L. Lavigueur

L. LAVIGUEUR
Supt. of Maintenance

LL/g

Checked o/k
PS
March 24/53

DESSERVANT L'EST DU CANADA — SERVING EASTERN CANADA

Records 5008

6252-4 90 2181

DEPARTMENT OF TRANSPORT
TELECOMMUNICATIONS DIVISION

TRANSPORT - RECORDS
AUG 6 A.M. 1953
File 5008-E-4-22
No. 1505

INSPECTION REPORT ..... AIRCRAFT STATIONS

29957

1. Aircraft registration markings CF-EDV
2. Make CESSNA Type E-50
3. Registered Owner (Name and Address) Rimouski Airlines Ltd., Rimouski, Que.
4. If Aircraft operated by other than registered owner (Name and Address)
5. Licensee of aircraft radio station (Name and Address) Quebecair Inc., Mont Joli, Que.
6. Where is aircraft normally maintained? Mont Joli Based? Mont Joli
7. Class of service performed Scheduled and Non-Scheduled (Scheduled / Non-Scheduled / Private)
8. Certificate of Registration No. 11422 Date September 25, 1952
9. Certificate of airworthiness 1345 Date of expiration September 25, 1953
10. Operating Certificate No. 407, 770, 881, 883
11. Do radio communication facilities comply with Departmental requirements? Yes (Yes or No)
12. Radio Licence No. 1006 19 52 19 53 Is copy kept in aircraft? Yes
13. If no radio station licence, state: Licence No. 750 1953-54 issued since inspection
    (a) Has application been filed?
    (b) Date radio installed
    (c) Has radio been operated since April 1st?
14. Radio Installation drawings:
    (a) Indentification RAL R-16, R-17, R-18
    (b) Have they been submitted for approval? Yes
    (c) Have they been approved by (i) Radio Div.? Yes
    (ii) Civil Av. Eng.? Yes
15. Was aircraft imported with radio incorporated?
16. Was radio installed by aircraft manufacturer?
17. Was radio installation made by radio technicians? Rimouski Airlines Limited (Give name of firm or individual)
18. Are radio components positioned in accordance with drawings? Yes
19. Have modifications or repairs been made to the radio installation since the last radio inspection or as indicated in the aircraft journey log book? No (Full particulars to be attached)
20. Is any radio equipment or associated wiring considered to be a fire hazard? No (Yes or No)
21. Is aircraft radio station log being kept? (Yes or No)
22. Will documents carried meet requirements? (Yes or No)
23. Radio Operator(s) ..... Cert. No. ..... Grade .....
    See list attached to CF-TDK report Cert. No. ..... Grade .....
24. Is radio operator employed in a dual capacity? Pilot (If so, give details)
25. Is aircraft equipped for Instrument Flight? ..... Day ..... Night Yes
    Visual Flight? ..... Night .....

26. **FREQUENCIES**

Licensed	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each chan
3105	Yes	Yes	A3	20	Towers & Ranges
3320	"	"	"	"	Company
5750	"	No	"	"	"

27. TRANSMITTER(S) Make, type, Freq. range power output (1) Lear T-30AB 2.8-6.5 Mc/s. 20W (2) (3)

28. Radar, Radio Altimeter, DME or similar devices, describe

29. RECEIVER(S) Make, type, Frequency Range (1) Lear RCBB 200-400 & 500-1200 Kc/s. 2.8-6.7 Mc/s. (2) (3)

30. LORAN

31. Direction finders Make, type Manual or automatic. (1) Bendix SCR-269G (BC-433G) ADF (2) (3)

32. Emergency radio equipment, including that for survival craft.

33. Blind approach equipment

34. Aerial(s) (1) V wing tips to fin (2) ADF loop (3) Sense (describe) (4) (5) (describe)

35. Types of Compasses Magnetic

36. Compass error due (*a*) Earphones (*b*) Receiver (*c*) Transmitter

37. Compass heading at time of check 330

38. Weight of Radio equipment, Trans. 3.5 Recv'r 3.5 Misc'l 67 Total 84

39. Aircraft battery capacity (*a*) ampere-hours 34 (*b*) Voltage 12

40. Have radio direction finders been checked for (i) function? Yes

(ii) accuracy? Yes

41. Is interference to radio reception within tolerable limits? Yes

42. Are you satisfied the radio equipment complies with airworthiness standards? Yes

Date and place inspection made (if made in the presence of Civil Aviation Inspector state whom)

June 15, 1953, Mont Joli, Que.

REMARKS:

cc DCAS

W. B. Elliott
Signature of Radio Inspector.
W.B. Elliott

(IF MORE SPACE REQUIRED USE EXTRA SHEET)

OCT 21 P.M. 1953
File 5008-E4-22

44734

COPY FOR FILE 5008-05-8
-T4-11
-T4-12
-05-17
-E4-22
-F19-16

FILE 5008-017-6
M.G.

5203-03-17
5008-T4-12
5008-T4-11
5008-05-8
5008-017-6
5008-E4-22
5008-F19-16
5258-160

Montreal Airport,
Dorval, Que.,
August 14th, 1953.

REGISTERED

Quebecair Incorporated,
MONT-JOLI, P.Q.

Attention: Mr. M.G. Beaudoin,
Superintendent, of Operations.

Gentlemen:-

We are returning herewith the following Certificates of Registration and Airworthiness, which have been amended to read Quebecair Incorporated, 44 Avenue de la Cathedrale, Rimouski, P.Q.:-

C of R No. 8602 - C of A No. 3280 - Aircraft DHC-2 CF-CQF
C of R No. 10678 - C of A No. 3590 - Aircraft DC-3 CF-CEH
C of R No. 7710 - C of A No. 809 - Aircraft DC-3 CF-TDK
C of R No. 7814 - C of A No. 810 - Aircraft DC-3 CF-TDL
C of R No. 10738 - C of A No. 3609 - Aircraft DHC-2 CF-CCQ
C of R No. 11422 - C of A No. 1345 - Aircraft Cessna T-50 CF-EDV
C of R No. 11572 - C of A No. 3796 - Aircraft DC3 CF-FSF
(C of A No. 3796 renewed not valid after Aug. 13, 1954)

Yours very truly,

for J.L. BLONDEAU,
District Superintendent, Air Regulations.

JPF:tb
encls. c.c. DCAS
CR
HQ - Reference our letter of February 17th, 1953, forwarding Letters Patent covering change of name to Quebecair Incorporated.

(Sgd)----------?

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2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 11422

NATIONALITY AND REGISTRATION MARKS CF-EDV

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company Wichita, Kansas, U.S.A.
3. Constructor's serial number	1505
4. Name of owner	Quebecair Incorporated
5. Address of owner	44 Ave de la Cathedrale, Rimouski, Quebec
6. Nationality of owner	Canadian
7. Usual station of aircraft	Mont Joli, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of September 19 52, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with The Air Regulations, and has been allocated the nationality and registration marks CF-EDV and is of Canadian nationality.

Given at Ottawa this 12th day of November 19 52

for *Superintendent, Air Regulations.*

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

~~VALID FOR DAY FLYING ONLY~~ 29/6/50

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2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1345

(Heavier than air)

~~21/4/50) LE MOTEUR DE CHASSE ET PECHE~~

FIRST PART

Quebecair Incorporated

~~(9/12/47) CENTURY MOTOR SALES LTD.~~

Full Name, Address and Nationality of Owner or of Owning Company

~~(22/3/48) RITCHIE, PATTERSON, FLOOD~~

1. Surname of owner (or name of Company) ~~Aircraft Industries of Canada Ltd.~~
~~(Operating under the firm name of Aircraft EDV Limited)~~
2. Christian name ~~L. McC. Glen C. Frances~~
3. Address ~~Rimouski Que~~ 44 Ave de la Cathedrale, Rimouski, P.Q. ~~P.O. Box 1721 Saint John, N.B.~~ ~~837 Yonge Str., Toronto, Ont.~~ 1411 Crescent St., Montreal, P.Q.
4. Nationality ~~British~~ Canadian ~~Hotel du Gouvernement, Quebec, P.Q.~~

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Company

NATIONALITY AND REGISTRATION MARKS

6. CF-EDV

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1505
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. ~~Number of engines~~ Two
12. Maximum number of persons to be carried (including crew) Five

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

ENGINES

18. Number installed: Two
19. Makes: Jacobs
20. Types: L4MB
21. International power of the engine or engines at

(Each) *(a)* Sea Level 225 H.P. at 2000 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.
22. Fuel: *(a)* ..... *(b)* .....
23. Oil: *(a)* ..... *(b)* .....

24. Airscrews { Number fitted Two Types Hamilton Standard No. .....
Pitch ..... Diameter .....

25. ~~Weight of aircraft empty~~ (including water in the radiators):	*(a)* ~~Landplane~~	~~3799~~	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane	4131	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	720	lbs.
(a) Number of tanks: Two		
(b) Capacity of tanks: 100 Imp. gals.		
27. Oil (at 9·0 lbs. per gallon)	75	lbs.
(a) Number of tanks: Two		
(b) Capacity of tanks: 8 Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (skip. 604 lbs)	L.P.936	lbs.
32. Maximum total weight authorized		lbs.
Landplane	5700	lbs.
Seaplane		lbs.
~~Skiplane~~	~~5700~~	lbs.

"DELETED" 2-3-50

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Fifty-seven hundred pounds
Seaplane .....
Skiplane Fifty-seven hundred pounds
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 4.8 inches ahead of 3.1 inches behind the prescribed datum. (Center line of the top of the front spar
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2000 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2200 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated July 31, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 19th day of August, 19 46.

E. Graham
Superintendent, Air Regulations.

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

MIM/ZC/LE

SECOND PART

...TIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
LANDING LIGHTS
NAVIGATION LIGHTS

2 Engine Revolution Counters
2 Oil Pressure Gauges
2 Oil Temperature Gauges

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First Aid Kit

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

"Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight" - 2-3-50. JAT

Note: This certificate is subject to Air Regulations, ~~1938,~~ and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		July 16,1947	Graham
Sky Harbour Air Service Goderich - 12.3.48	airworthy	12.3. 49	
Saint John, N. B. Jan. 26, 1950.	Airworthy	Jan. 26, 1951.	
		Jan 26-1952	
		25 SEPT 1953	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

HQ

TRANSPORT - RECORDS
File No. SEP 10 P.M. 1953
File 5008-E4-22

36726

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, P.Q.

(date)
Sept. 4th, 1953

SUBJECT: - Accident Report

Director of Air Services,
Department of Transport,
No.3, Temporary Building,
Ottawa, Ontario.

ATTENTION: Superintendent, Air Regulations.

1. The following report of accident involving the following aircraft is submitted for your information and record, please.

1. Type of aircraft: Cessna T 50 Registration: CF-EDV
2. Name of Owner, Operator, ~~or Hirer~~: Quebecair Inc.
3. Pilot ____ Licence No. ____
4. Date August 29th, 1953 Time (EST) ____
5. Last point of departure: Baie Comeau Airport, P.Q.
   Intended destination: ____
6. Place of accident: Baie Comeau Airport, P.Q.
7. Number of persons injured (if any): ____
8. Nature of accident: Aircraft caught fire due to a flare which fell on the port wing of the aircraft —
   Extent of damage to aircraft: Aircraft completely destroyed
   Flare fired by C P A Agent at Baie Comeau
9. Type of flying: ____
10. Opinion as to the cause of the accident: ground accident
11. Remarks: Certificate of Registration #11422 and Certificate of Airworthiness #1345 are returned herewith for Cancellation

not on a/c accident

A. L. Blondeau
FOR...District Controller Air Services.

FILE No. 5008 - E5 - 8 VOLUME No. 1

VOL. 1

5008 -E5- 8

DEPARTMENT OF TRANSPORT

FROM AUG. 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE C.F. - EEM - (PIPER J3C-65.

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) SERVICES DATE LEFT OFFICE	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
OCT 15 1952	36052	CAE			OCT 15 1952
OCT 20 1952	Mr. Gordon 36888	CAE (1)		w.v.g.	NOV 3 1952
NOV 3 1952		CAI		Rda	NOV 3 1952
	Mr. Finch	(2)		J.G.T.	NOV 3 1952
NOV 3 1952		R.J.L		Wms	NOV 4 1952
		CAS		Rda	NOV 3 1952

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER SECTION

1
4-51

FILE NO. 5008- E 5- 8

VOLUME NO. 1

VOL. 1

5008- E 5- 8

DEPARTMENT OF TRANSPORT

FROM AUG. 1946-

TO

SUBJECT AIRCRAFT-INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF- EEH (PIPER CUB.)

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
MAY 27 1949	7652	CAR			JUN 17 1949
		CAE			JUN 17 1949
EP 26 1949	25584	CAR		SJ	SEP 27 1949
OCT 4 - 1949	26222	CAR		SJ	OCT 5 - 1949
OV 7 - 1949	31228.	CAR		SJ	NOV 10 1949
		CAE		4 cm	NOV 10 1949
FEB 16 1950	46455.	CAR			17 1950
		CAE			FEB 17 1950
JUN 6 - 1950	9406.	CAR		SJ	JUN 8 - 1950
		CAE		4 cm	JUN 8 - 1950
JUN 8 - 1950		CAJ			
JUN 8 - 1950		CRJ			JUN 12 1950
JUN 12 1950		Treas a			JUN 13 1950
JUN 20 1950	12186.	CAR		SJ	JUN 23 1950
		CAE		4 cm	JUN 23 1950
AUG 28 1950	20084.	CAR		RSW	AUG 28 1950
AUG 28 1950	20283.	CAR		RSW	AUG 29 1950
OV 6 - 1950	23693	CAR		SJ	NOV 7 1950
		CAE		4 cm	NOV 7 1950
NOV 27 1951	46355	CAR			NOV 27 1951
NOV 27 1951		CAE		4 cm	NOV 27 1951
DEC 4 - 1951	47278	CAR		HP	DEC 7 - 1951
		CAE		4 cm	DEC 7 - 1951
DEC 7 - 1951		LA ①			DEC 12 1951
DEC 12 1951		LR ③			DEC 17 1951
AUG 1952	29494	CAR		SJ	SEP 8 1952
P 8 1952		CAE		4 cm	SEP 10 1952
SEP 10 1952		RJL			SEP 13 1952
SEP 13 1952		CAJ			SEP 20 1952

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER

1.
3-46
.P. 58825
D.L.L. Co.

FILE NO. 5008 - E5 - 8 VOLUME NO. 1

VOL. 1
5008 - E5 - 8

DEPARTMENT OF TRANSPORT

FROM AUG. 1946.
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EEH (PIPER CUB)

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
SEP 4 1946					
	20673	S.A.R.			SEP 7 1946
	21867	S.A.R.			SEP 12 1946
SEP 11 1946					
SEP 12 1946	22037	S.A.R.	30.9.46		SEP 14 1946
SEP 30 1946	BF Sept 30	S.A.R.	11.12.46		DEC 5 1946
DEC 9 1946	BF 11-12-46	S.A.R.			
		Trans.			
FEB 4 1947	68737	C.A.R.			FEB 7 1947
		C.A.I.			
	Requested	C.A.R.	12.2.47		FEB 12 1947
FEB 12 1947	69303	C.A.R.			MAR 2 1947
	BF 12/3/47	S.A.R.			MAY 2-1947
MAR 25 1947	Requested	C.A.R.			MAY 2-1947
		C.A.I.			MAY 2-1947
MAY 2-1947		Trans.	26.4.47.		MAY 3-1947
MAY 27 1947	BF 26/5/47	Trans.			MAY 29 1947
JUN 18 1947	6852	C.A.R.			JUN 25 1947
JUL 14 1947	8978	C.A.R.	10.9.47		SEP 3-1947
SEP 9- 47	B.F. Sept 10	C.A.R.			SEP 9- 47
OCT 29 47	23764	C.A.R.			OCT 31 47
JAN 29 1948	34408	C.A.R.			FEB 6-
MAR 31	42857	C.A.R.			APR 1 48
		C.A.E.			
OCT 7 48	27591	C.A.R.			OCT 12 48
APR 5 - 1949		C.A.E.			MAR 28 1949
	648	C.A.R.			APR 30 1949
		C.A.E.			APR 30 1949
APR 11 1949	1318	C.A.R.			APR 30 1949
		C.A.E.			APR 30 1949

FORM 615

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

straight wire

1

TORONTO AUGUST 30th. 1946

TRANSPORT-RECORDS
SEP 4 A.M.
File 5008-E5-8

CUB AIRCRAFT CORP.
HAMILTON MUNICIPAL AIRPORT
HAMILTON, Ontario.

A20673

T. 460: THIS WIRE YOUR AUTHORITY TO HAVE PIPER CUB CF / EEH FLOWN
FROM HAMILTON TO DE HAVILLANDS AND RETURN ON A FERRY FLIGHT
NO PASSENGERS TO BE CARRIED

CIVIL AVIATION.

CHARGE TO: I MONTGOMERY AVE. TORONTO.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6101

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	X
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SEPTEMBER 10th 19 46

To CUB AIRCRAFT CORPORATION LIMITED
HAMILTON, Ontario.

T 491 THIS WIRE YOUR AUTHORITY TO OPERATE CF/EEH AS A COMMERCIAL AIRCRAFT (LANDPLANE) UNTIL OCTOBER 10th/46 PENDING THE ISSUE OF THE FORMAL CERTIFICATES.

TRANSPORT RECD.
SEP 11 A.M.
File 5008-C5-8

CIVIL AVIATION A21867

91

Noted
MD

Piper Cub J3
Serial 208C
TOR: 5008-E5-8

TRANSPORT-RECORDS
SEP 12 P.M.
File 5008-C

10

5-8

11 Sept 46

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A22037

1. Attached hereto are the following papers relating to the registration of Piper Cub J3 CF EEH
Serial No. 208C ~~recently purchased by~~

(a) Application forms.
(b) $10.00 fee (See page 176 in Cash Book, Receipt No. 76152
(c) ~~Bill of Sale, dated~~
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

6

9 2413 6-39

CANADA

CF-EEH

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

TRANSPORT - TORONTO
AVIATION
SEP 9 1946
File.....

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including ~~Certificate of Air~~worthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. CUB AIRCRAFT CORPORATION LIMITED.

Signature of Applicant.....

Date of Application.....August 24, 1946.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CUB AIRCRAFT CORPORATION	Municipal Airport, Hamilton, Ontario.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Walton B. St. John	Director	Piper Aircraft Corp. Lock Haven, Pa.	American
Marshal . Cleland	Director	Box 32, St.Catharines	Canadian
David Saunderson	Director	45 Dickens Ave. Toronto	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....
Commercial

Usual Station.....Hamilton, Ontario.

Date of manufacture or reconstruction.....August 26, 1946.

Crew required.....1

Accommodation for what number of passengers.....2

Noted

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corporation Ltd.

Type Piper Cub J-3 Maker's No. 2080

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon) ——

Weight equipped, but without load, fuel, or oil 717 lbs.

Total weight authorized (fully loaded) in lbs 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed (Aeromarine) Compass (Airpath) Altimeter (Aeromarine) Tachometer (Stewart-Warner)
2. Gauges Oil Pressure & Temperature
3. Lights ——
4. Signals ——
5. Fire Extinguishers 1 quart
6. Parachutes ——
7. Tools ——
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8 #4875468			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

8

COPY
/RB

AIR TRANSPORT - TORONTO
AVIATION
SEP 9 1946
File.....

AEROPLANE INSPECTION RELEASE CERTIFICATE.

(For Aeroplanes Assembled With Imported Components)

Registration CF-EEM

Aeroplane Type Piper Cub (Landplane / Seaplane / Skiplane) Model J3

Manufacturer Cub Aircraft Corporation Ltd. Serial No. 208C

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

~~Aerobatic~~

~~Acrobatic~~
~~Special~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~f - Racing or record~~
(g - Research or experimental.

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65-8	
Serial No.	4875468	
Take-off Power	65 h.p.	
Take-off R. P. M.	2350	
Take-off Manifold Pressure ...	-----	
Take-off Octane Rating of Fuel	73 or better	
Maximum Power (Continuous operation)	50 h.p.	
Maximum Power R. P. M.	2350	
Maximum Power Manifold Pressure	-----	
Maximum Power Octane Rating of Fuel	-----	

1

PARTICULARS OF AIRSCREWS

Maker	Sensanich Bros.				
Type	fixed wood				
Blade Drawing No	72 CK 44				
Blade Serial Nos.	J 1771				
Hub Drawing No.					
Hub Serial No.					
Blade Settings					
Diameter	72"				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800 x 4

FLOATS Installation Assembly Drawing No. _____

SKIIS Installation Assembly Drawing No. _____

Tail Ski _____

POSITION AND CAPACITY OF FUEL AND OIL TANKS

FUEL Position	Capacity Imp. Gals.	OIL Position	Capacity Imp. Gals.
(1) In fuselage just	9	(1) In sump attached	5/6
(2) aft of fire wall		(2) to lower rear section	
(3)		(3) of crank case	
(4)		(4)	
(5)		(5)	
(6)		(6)	

TRANSPORT - TORONTO
AVIATION
SEP 9 1946
File

TRANSPORT - TORONTO
AVIATION
SEP 9 1946
File.....

RECORD OF BASIC INSTRUMENTS AND EQUIPMENT
(Essential for C. of A. for any class of operation)

DESCRIPTION	MAKER	MODEL	REMARKS
Airspeed Indicator	Aeromarine		
Altimeter	Aeromarine		
Compass	Airpath		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	Stewart-Warner		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	Air Associates		
Fire Extinguisher(s)	One quart		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator, etc.			
Aircraft Operating e.g., Cabin Temperature Outside " Flap Indicators, etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIPMENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

TRANSPORT - TORONTO
AVIATION
SEP 9 1946
File

RECORD OF WEIGHT AND C. G. POSITION
(See Information Circulars M/8/37 and M/1/38)

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	1220 lbs.	lbs.	lbs.
Tare weight as determined	717 lbs. ✓	lbs.	lbs.
Disposable load	254 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight .16.1.. inches behind in front of

.....leading.edge.of.main.plane.....

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

4

TRANSPORT - TORONTO
SEP 4 1946
AIRWORTHINESS
File.....

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J. F. Gibson Chief Inspector Date AUG 26 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed L. Henderson Air Engineer J. F. Gibson Chief Inspector

AUG 26 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed J. F. Gibson Test Pilot Date AUG 26 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category normal Subdivision a,b,c,d,e is recommended.

Signed Jos Allgaier
Resident Inspector, A.I.D.,
Department of Transport.

DEPARTMENT OF TRANSPORT
AERONAUTICAL
A.I.D.
ENGINEERING
CANADA

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) 11/9/46

Signed
District Inspector, Civil Aviation.

Air Services
Civil Aviation Division
DEPARTMENT OF TRANSPORT

5008-E5-8

1 Montgomery Avenue.
11 Sept 46

Cub Aircraft Corporation Ltd.,
Hamilton Municipal Airport,
Hamilton Ontario

Dear Sir:

Receipt is acknowledged of your application for registration of Piper Cub J3 CF EEH Serial No. 208C

With the following papers:

(a) Application forms
(b) $10.00 fee
(c) Bill of Sale
(d) Aeroplane Inspection Release Certificate

Receipt No. 76152 for the $10.00 fee is attached hereto

Pending the issue of the formal certificates of Registration and Airworthiness, this letter will be your authority to operate CF EEH as a commercial aircraft on day visual flying, until Nov. 11th 46 The all-up-weight of the aircraft is not to exceed as 1220 lbs landplane seaplane skiplane.

yours truly

(D.G.Joy)
District Inspector Air Regulations
Toronto

DGJ/im

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

14 2/5-45

TORONTO, September 30th/46
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub J-3 CF-EEH. Serial No. 208C	5008-E5-8

A24977

TRANSPORT-RECORDS
OCT 1 A.M.
File 5008-E5-8

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the re-registration of Piper Cub J-3 CF-EEH Serial No. 208C, recently purchased by Canadian Aircraft Co., from the Cub Aircraft Corporation Ltd.

(a) Application forms.
(b) Fee of $5.00 (See page 180 Cash Book Receipt No. 76257)
(c) Bill of Sale dated September 27th/46.
(d) Copy of letter of temporary authority.

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

3985 (R)
1466 (A)

DGJ/HT.

2413
6-39

CANADA

CF-EEH

13

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. CANADIAN AIRCRAFT CO.

Signature of Applicant..... Leo J. McKenna

Date of Application.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Canadian Aircraft Co.	10160 121st Street, Edmonton, Alta.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Leo J. McKenna	President	10160 121st St.	British
B. M. McKenna	Vice-President	10160 121st St.	British
F. McKenna	Sec-Treasurer	10160 121st St.	British

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)..... Commercial

Usual Station..... Edmonton, Alberta.

Date of manufacture or reconstruction..... August 26, 1946.

Crew required..... 1

Accommodation for what number of passengers..... 1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corporation Ltd.

Type Piper Cub J-3 Maker's No. 2080

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon) -----

Weight equipped, but without load, fuel, or oil 717 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed (Aeromarine) Compass (Airpath) Altimeter(Aeromarine) Tachometer (Stewart-Warner)
2. Gauges Oil Pressure & Temperature
3. Lights -----
4. Signals -----
5. Fire Extinguishers 1 quart
6. Parachutes -----
7. Tools -----
8. Other Equipment -----

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8 #4875468			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

12

DATE September 27, 1946.

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS, That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

Canadian Aircraft Co. 10160 121st Street, Edmonton, Alta.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels viz;

Airplane **CF-EEH**

Serial # **208C**

Engine **Continental A65-8**

Engine Serial # **4875468**

CUB AIRCRAFT CORPORATION LIMITED

Signed J. F. Hess

11

TOR:5008-E5-8

1 Montgomery Avenue, Toronto.
September 30th, 1946.

Canadian Aircraft Co.,
10160 121 st St.,
EDMONTON, Alberta.

Dear Sirs: Re CF-EEH.

Receipt is acknowledged of your application for Registration of Piper Cub J-3 CF-EEH Serial No. 208C recently purchased by you from Cub Aircraft Corporation Ltd., with the following papers:

(a) Application forms.
(b) Fee of $5.00
(c) Bill of Sale dated September 27th/46.

Receipt No. 76257 for the $5.00 fee in the name of Cub Aircraft Corporation Limited was sent that Company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EEH as a Commercial aircraft (land-plane) day visual flying until November 20th/46.

The all-up weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/MT.
C.C. H.Q.

16

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3985

NATIONALITY AND REGISTRATION MARKS CF-KEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Copr. Limited Hamilton, Ontario.
3. Constructor's serial number	2080
4. Name of owner	McKenna , L.J.
5. Address of owner	10160 - 121st Street, Edmonton, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 30th day of September 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-KEH and is of Canadian nationality.

Given at Ottawa this 31st day of October 1946

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/SEK

5008-E5-8. 17

REGISTERED

Ottawa, January 20 , 1946.

Mr. L. J. McKenna,
10160 - 121st Street,
EDMONTON, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3985 and Certificate of Airworthiness No. 1466 for your Piper J3-C65 aircraft CF-EEH , Serial No. 208C.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

CC. DIAR. EDMONTON
Encls.

already on a/c 7-2-47 (P)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21

2
8-45

Edmonton, Alberta, January 16, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub CF-EEH 13	1-807.

2. A.R.

66505

TRANSPORT - RECORDS
JAN 20 A.M.
File 5008-E5-8

Controller of Civil Aviation,
OTTAWA.

1. Herewith, application in duplicate for the reregistration commercially of the subject aircraft in the name of Messrs. D. Tod and J. W. Whiteley, of Dawson Creek, B.C., together with:

(a) Bill of Sale from Canadian Aircraft Co.
(b) Copy of our letter to the above-noted gentlemen of today's date granting temporary authority which is self-explanatory.

2. Fee of $5.00 has been received and will be forwarded to Headquarters under Folio No. 9, Receipt No. 1135.

3. We recommend that formal certificates be issued this aircraft in the name of Messrs. Tod and Whiteley, and that they be forwarded direct to the new Owners, please.

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/mp
Encs.

28

1-807

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
January 16, 1947.

Messrs. D. Tod and J.W. Whiteley,
DAWSON CREEK, British Columbia.

Dear Sirs:

Pending issue of the formal Certificates by our Headquarters, this letter will constitute your temporary Certificate of Registration and Certificate of Airworthiness for Piper Cub aircraft CF-EEH.

The aircraft is to be operated within the following conditions:

VFR
Day flying only
Landplane empty weight.....680 lbs.
Landplane gross weight.....1220 lbs.
This authority to be not valid after March 31, 1947.

This aircraft cannot be operated commercially (i.e. for hire or reward) unless you first obtain permission to do so from the Air Transport Board, #3 Temporary Building, Ottawa.

If, upon the expiration of this temporary authority you are not in possession of the formal Certificates from our Headquarters, it is your responsibility to apply for an extension of this authority.

Yours truly,

KFS/mp
cc: Hqs.

K. F. Saunders,
A/D.I.A.R.

Department of Transport
Civil Aviation Division
CANADA

1680

For "Bear" Facts See Us

Canadian Aircraft Co.

19

Authorized Piper Cub Dealers - The World's Most Popular Plane

P. O. Box 12
Edmonton, Alberta
January 15, 1947.

Bill Of Sale

Recieved from D. Tod, payment in full for 1946 J-3 piper Cub, registration CF-EEH.

CANADIAN AIRCRAFT CO

B. M. McKenna

B . M. McKenna
Sales

14

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)*

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... J. W. Whiteley D. Todd

Date of Application..... January 15th, 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
TOD, DOUGLAS DOREY	DAWSON CREEK? B. C.	Canadian
Whiteley John WILLIAM	DAWSON CREEK, B. C.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)..... Commercial

Usual Station..... Dawson Creek, B. C.

Date of manufacture or reconstruction..... September 24th, 1946.

Crew required..... One

Accommodation for what number of passengers..... One

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

Fee'd
folio #9,
rec. # 1135

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air **Heavier** made by **Piper Cub Aircraft Corporation**

Type **Piper Cub J-5** Maker's No. **208 C** -

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet **35ft 2½ in.**		
Length o/a in feet **24ft 4½ in.**		
Height o/a in feet **6ft 8in.**		

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil **680 lbs**

Total weight authorized (fully loaded) in lbs **1220** Air speed **73** miles per hour

EQUIPMENT—(Give number and type).

1. Instruments **Tachometer, Air speed, Compass, Altimeter.**
2. Gauges **Oil pressure, Oil temperature.**
3. Lights **None**
4. Signals **None**
5. Fire Extinguishers **One**
6. Parachutes **None**
7. Tools **None**
8. Other Equipment **None**

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type **Continental**				
Pusher or Tractor				
Right or Left Hand **Right**				
No. of Cylinders **Four**				
H.P. **65**				
Bore **3-7/8 inches**				
Stroke **3-5/8 inches**				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date Jan 16 47 Signature

Registration approved and Registration Mark C.F. EEH. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

22

1-676

68737

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Jan. 29, 1947.

TRANSPORT - RECORDS
FEB 3 A.M.
5008-E5-8
File

Mr. L. J. McKenna,
c/o P.O. Box 12,
EDMONTON, Alta.

Dear Sir:

It is noted that our Headquarters have now issued formal Certificates for Piper aircraft CF-EEH in your name.

It is requested please that you return the C of R No. 3985 and C of A No. 1466 to this district office for cancellation at your earliest convenience as the aircraft is now owned by Messrs. D. Tod and J. W. Whiteley.

Yours truly,

K. F. Saunders,
A/D.I.A.R.

KFS/M
Ch

HEADQUARTERS: Please note change of address from; 10160 121st Street Edmonton, to above-noted.
H.Q. file: 5008-E5-8

Noted

24

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3985

NATIONALITY AND REGISTRATION MARKS CF-EEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Copr. Limited Hamilton, Ontario.
3. Constructor's serial number	2080
4. Name of owner	McKenna , L.J.
5. Address of owner	10160 - 121st Street, Edmonton, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 30th day of September 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 31st day of October 1946.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

25

2
6-44

Edmonton, Alta. Feb. 4, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Piper J3-C65 CF-EEH Serial No. 2080	1-676

CAR

69303

TRANSPORT - RECORDS
FEB 6 P.M.
File 5008-E5-8

AIR MAIL - REGISTERED

Controller of Civil Aviation,
Ottawa.

1. Reference to our letter of January 16, 1947 in which we forwarded application for re-registration of the subject aircraft in the name of Messrs. D. Tod and J. W. Whiteley of Dawson Creek, B.C.

2. We are returning herewith, C of R No. 3985 for cancellation and C of A No. 1466 for change of name. These Certificates were issued this aircraft in the name of Mr. L. J. McKenna of Edmonton.

3. Submitted.

K. F. Saunders,
A/D.I.A.R.

M
Enc.

26

Ottawa, March 21st, 1947.

5010-S-21 Piper Aircraft J3C-65

5010-10-27
5008-27-2
5008-27-7
5008-27-9
5008-27-8
5008-25-4
5008-25-19
5008-27-2
5008-25-8
5008-219-18

District Inspector, Air Regulations,
1 Montgomery Ave., Postal Station "K",
Toronto 12, Ont.

1. May we be advised if Piper aircraft J3C-65 with Canadian Serial Nos. have incorporated all Piper drawings necessary for a gross weight of 1,220 pounds as stated in Note 4, a, b and c, Department of Commerce, Civil Aeronautics Administration Aircraft Specification No. A-691-5 dated March 15th, 1945.

(S. Graham)
Superintendent, Air Regulations

D

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

Edmonton, Alberta, February 14, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Piper Cub CF-EEH Serial No. 208C	1-676

C.A.R.

27

70831

TRANSPORT - RECORDS
FEB 17 A.M.
File 5008-E5-8

Controller of Civil Aviation,
OTTAWA.

1. Please be advised the letter granting temporary authority for the subject-mentioned aircraft was endorsed this date to include ski installation as follows:

"Skiplane empty weight.....680 lbs.
Skiplane gross weight.....1220 lbs."

2. For your information and records please.

5403(R)
1466(A)

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/mp

717
680
37

Logbook

Orig. on

~~5010-10-27~~
5008-E7-5
5008-E7-7
5008-E7-9
E7-8
E5-4
E5-19
E7-2
E5-6
D19-18

TORONTO April 2nd, 1947

24

Piper Aircraft ~~J5C-65~~ 5010-5-21

0808

REGISTRY - RECORDS
APR 3 P.M.
5008-E5-8
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Referring to your memo, dated March 21st, regarding Piper J.5.C-65 aircraft, we are now advised by the Cub Aircraft Corp., as follows:

"The aircraft herein referred to in construction have complied with ATC A-691-5 notes 4; A, B, and C and have a gross weight of 1220 lbs.

As discussed with Mr. Batt here, all aircraft manufactured subsequent to the cessation of hostilities have been similiar in construction to those outlined in note 4, paragraph C of the above noted specifications and are therefore eligible for the all up weight of 1220 lbs."

91

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

/RM

2462A
8-41

CANADA

29

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5403

NATIONALITY AND REGISTRATION MARKS CF-EEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Limited, Hamilton, Ontario.
3. Constructor's serial number	2086
4. Name of owner	Douglas Dorey Tod and John William Whiteley
5. Address of owner	Dawson Creek, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Commercial
8. Purpose	Dawson, Creek, B.C.

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 16th day of January 19 47 in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 14th day of April 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/RM

5008-E5-8

Ottawa, Ontario.
April 14th, 1947.

REGISTERED

Messrs. D.D. Tod and J.W. Whiteley,
Dawson Creek,
B.C.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5403 and Certificate of Airworthiness No. 1466, together with Engine and Journey and Aircraft Log Books, for your Piper J3-C65 aircraft, CF- [redacted].

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.T.A.R. Vancouver, B.C.

L.P.

COPY

INCOMING CORRESPONDENCE

TRANSPORT-RECORDS
JUN 17 P.M.
5008-E5-8
File

31

ORIGINAL ON FILE 5802-17102 COPY FOR FILE

DEPARTMENT OF TRANSPORT

Vancouver, B.C., June 13th, 1947.

John W. Whiteley, Dawson Creek, B.C.

06852

C.C.A.,
Ottawa, Ont.

1. It is noted from a copy of a letter dated June 2nd from Headquarters that you request an explanation of an incident involving Pilot Whiteley with Piper CF-EEH at Dawson Creek on May 19th.

2. This incident is being investigated by this office and a full report will be forwarded in due course.

for D.I.A.R.

GCU/W

8

COPY

INCOMING CORRESPONDENCE

TRANSPORT-RECORDS
JUL 12 A.M 1947
File

32

ORIGINAL ON FILE 5802-17102 COPY FOR FILE 5008-E54?

DEPARTMENT OF TRANSPORT

VANCOUVER, B.C. July 7th, 1947.

Infraction Dawson Creek May 19, 1947 -- Our file
John W. Whiteley - L.C.P. #3522. 5802-38-101

AIR MAIL.

08978

C.C.A.,
Ottawa, Ont.

1. This incident was investigated at Dawson Creek on May 30th, 1947 and a statement obtained from Pilot Whiteley, together with a diagram.

2. Copies of the following correspondence are attached for your information:

Report dated June 27th submitted by Capt. Herman A. Meyer, U.S.A.A.C.
Explanation submitted by Pilot J.W. Whiteley dated May 29th, 1947
Statement by Mr. J. Gordon Wilson dated June 18th

3. Mr. Whiteley was carrying as a passenger Mr. J. Gordon Wilson, at the time of this incident.

4. In view of the circumstances and Mr. Whiteley's explnation, both verbal and written, it is recommended that he be officially warned of the danger of such practices and to guard himself against this in future.

G.C. Upson

D.I.A.R.

8

GCU/W
ENCLS. 3

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3J 2

6-46

PSW/CB

Ottawa, July 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	John William Whiteley, L.C.P., Piper Cub A/C. CF-EEH.	~~5802-17102~~ 5008-E8. 8

Memo to C.A.R.

1. Reference the report of the D.I.A.R. Vancouver regarding the irregular flying on 19/5/47 by John William Whiteley at Dawson Creek, B.C. in Piper Cub aircraft CF-EEH (folios 28, 41).

2. Mr. Whiteley is holder of valid Limited Commercial Air Pilot's Certificate No. C-3522, endorsed for Taylor Cub, Piper aircraft and Flying Instructor's Authority Class III.

3. Mr. Whiteley had been giving instruction to a student during this incident (folio 30).

4. Mr. Whiteley, although using CF-EEH commercially, is not in possession of either an Operating Certificate or Charter.

5. Herman A. Meyer, Captain U.S. A.A.F., reports the incident as follows: (folio 40)

(a) After making preliminary run over the field (a strange one to him) he carried out the normal wheel landing in C-47 aircraft No. 43-15732.

(b) While still rolling at a high speed (estimated 40 miles an hour), he noticed CF-EEH passing his left wing tip at 15 to 20 feet altitude and approximately 50 feet out.

(c) CF-EEH after passing under power "slid over" and landed in front of the C-47.

(d) The use of brakes was required to avoid running over the Cub aircraft.

(e) The C-47 aircraft was carrying a full load.

(f) On speaking to the pilot of an R.C.A.F. Beechcraft 18 at Dawson Creek, a short time later, he found out that Mr. Whiteley had carried out the same procedure at an earlier date to this pilot.

. 2

(g) Captain Meyer states that there was a distinct risk of a serious accident resulting from Mr. Whiteley's actions.

(h) The above statements are certified by 1st Lt.'s D.W. Roderick and B.H. Whittier (folio 38).

6. Mr. Whiteley's version of the incident is as follows: (folio 37)

(a) He admits landing ahead of the C-47.

(b) He did not pass over the aircraft.

(c) The aircraft was only taxiing when he landed.

(d) He is quite sure that Captain Meyer did not use brakes in stopping his aircraft.

7. It can thus be seen that the reports vary mainly in judging the landing speed of the C-47. This is to be expected as the writer is of the opinion that the pilot in the Cub aircraft was unable to accurately judge the s eed of the C-47 in view of the following:

(i) He had to judge the speed of his own aircraft relative to the ground.

(ii) The speed of the C-47 relative to the ground.

(iii) The relative speed of the two aircraft.

(iiii) Concentrating on flying at such a low altitude while passing another aircraft and preparing to land.

Further, once he had passed the C-47, he would be unable to definitely state how rapidly it was travelling and whether brakes were used to stop the aircraft.

8. The runway at Dawson Creek is of asphalt, 6200 feet x 150 feet at 2196 feet altitude; the eastern end 31 feet lower than the western end. The landings were carried out down grade.

9. Mr. Whiteley has flown contrary to Air Regulations:

Part V, Section III Paragraph 28 - by passing to the left of the C-47.
Part V, Section V C Paragraph 41 - by not keeping the landing area on his left during the circuit.
Part V, Section V C Paragraph 42(b) by not descending in a straight line, commencing at least 3,000 feet outside the perimeter of the landing area

..... 3.

33

Part V, Section V C Paragraph 42(e) by not landing to the right of the C-47.

Part V, Section V C Paragraph 42(f) by landing simultaneously with another aircraft without pre-arrangement.

Part VI, Paragraph 2(c) - dangerous flying by reason of low altitude and close proximity.

Part VII, Paragraph 2 - by operating CF-KEH commercially without authority to do so.

Part VIII, Paragraph 16 - as pilot and part owner when violation to Air Regulations occurred.

Part VIIII, Paragraph 22 - neglect of precautions required by the ordinary practice of the air.

In view of the above, the writer does not agree with the recommendation of the D.I.A.R. Vancouver, that a warning letter would be sufficient in this case. Mr. Whiteley is a Flying Instructor; he is acting as such under authority issued by this Department; his actions, especially when instructing another pilot-to-be, should be above reproach. Therefore, it is recommended that his Limited Commercial Air Pilot's Certificate be suspended for a period of three months from the date of forwarding his certificate, and that it not be reinstated until he demonstrates, either by written or verbal examinations, his knowledge of Air Regulations especially those parts pertaining to Rules for Air Traffic in the vicinity of Aerodromes, Dangerous Flying and General Provisions.

10. Submitted, please.

(P.S. Walker),
Inspector, Air Regulations.

37

~~5502-17102~~
5008-25-8

PSW/TH

Ottawa, Ontario,
August 26, 1947.

REGISTERED - AIR MAIL

Mr. John William Whiteley,
Dawson Creek,
B. C.

Dear Sir,

The reports of your irregular flying as pilot in charge of Piper aircraft CF-HEH on May 19, 1947, at Dawson Creek, B. C., has been investigated. As a result, you are informed that the suspension of your Limited Commercial Air Pilot's Certificate No. C-3522, for a thirty (30) day period has been authorized; this suspension to be effective from the date of forwarding your certificate to this office.

The above action is taken under authority of Air Regulations 1938 with Amendments to March 12, 1947:-

Part V, Section III Para. 28	- by passing to the left of the C-47.
Part V, Section V C para. 41	- by not keeping the landing area on his left during the circuit.
Part V, Section V C Para. 42 (b)	- by not descending in a straight line, commencing at least 5,000 feet outside the perimeter of the landing area.
Part V, Section V C Para. 42 (c)	- by not landing to the right of the C-47.
Part V, Section V C Para. 42 (f)	- by landing simultaneously with another aircraft without pre-arrangement.
Part VI, Para. 2 (c)	- dangerous flying by reason of low altitude and close proximity.
Part VII, Para. 2	- by operating CF-HEH commercially without authority to do so.
Part VIII, Para. 16	- as pilot and part owner when violation to Air Regulations occurred.

..... 2

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Part VIII, Para. 22 - neglect of precautions required by the ordinary practice of the air.

Your actions were considered to be dangerous to yourself, your student, pilot, crew and others who may have been on board the C-47 aircraft at the time. Your flying when instructing a student should be an example to him in all matters pertaining to good airmanship and safety of others, but in this instance such an example was not evident.

You are, therefore, required to forward your Limited Commercial Air Pilot's Certificate to this office immediately.

Yours truly,

DWS per JC

(S. Graham),
Superintendent, Air Regulations.

EDMONTON
VANCOUVER

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3-9-2-46

Vancouver, B. C., October 23rd, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	CF-EEH Piper J3-C65 Serial No. 2080 - D. D. Tod and J. W. Whiteley	5008-E5-8

A23964

TRANSPORT-RECORDS
OCT 28 A.M.
File 5008. E5-8

C.C.A.,
Ottawa.

1. This is to advise that Certificate of Registration No. 5403 and Certificate of Airworthiness No. 1466, were renewed to be not valid after October 13th, 1948, for the marginally noted aircraft.

R.M. Remote-PA

2. Enclosed herewith, please find Inspection Report by Resident Inspector, A.I.D.

D. I. A. R. G. G. Upsdell

RA
Encl. 1

Noted

38

Vancouver, B. C., October 21st, 1947.

5008-E5-8 CF-EEH Piper J3-C65 Serial No. 2080 - D.D. Tod and J. W. Whiteley 5008-E5-8

D.I.A.R.,
Vancouver.

1. This aircraft was inspected at Dawson Creek, B. C. on October 14th, 1947, for renewal of C. of A. and R.

2. Total time of aircraft - since new - 311 hours 45 min.

3. Engine installed - Continental A65, Serial No. 65-8-4875468.
Total time of engine since new - 311 hours 45 min.

4. Propeller installed - Sensenich Model 72CK42, Serial No. NA M6221.

5. Instruments installed to specification except for Turn and Bank Indicator. Compass checked. Fire Extinguisher and Safety Belts installed.

6. Aircraft is considered satisfactory and airworthy and Certificate of Registration No. 5403 and Certificate of Airworthiness No. 1466, were renewed to be not valid after October 13th, 1948.

for (N. C. Terry),
Resident Inspector, A.I.D.

JB/RA
c.c. cca ✓
c.c. cae

RL

40

COPY

TRANSPORT-RECORDS
JAN 28 AM
File 5008-C5-4

ORIGINAL ON FILE 5003-10-14

COPY FOR FILE 5003-C5-8

DEPARTMENT OF TRASNPORT

Vancouver, B.C. Jan. 24th, 1948.

Sgt. Munroe Dingott - Low Flying at
Dawson Creek, B.C. Jan. 11th, 1948. 5201-T-5

C.C.A.,
Ottawa, Ont.

A34408

1. It has been reported that on January 11th, 1948, Sgt. Munroe Dingott, U.S.A.A.F., then stationed at #3, R.C.A.F. Loran Unit, Dawson Creek, B.C., when acting as pilot of Piper J.3 aircraft, CF-EEH, carried out dangerous low flying in contravention of Part VI, Para. 2 (c) of Air Regulations 1938.

2. On the date in question Sgt. Dingott flew dangerously low over the R.C.A.F. Loran Station at Dawson Creek.

3. Copies of correspondence as undernoted are attached:

Report from Mr. Douglas D. Tod dated Jan. 12, 1948
Our letter to Mr. Douglas D. Tod dated Jan. 15, 1948
Our letter to the Commanding Officer, #3 RCC.A.F. Loran Unit, dated Jan. 15, 1948.
Our letter to Sgt. Munroe Dingott dated Jan. 15, 1948
Letter of explanation from Sgt. Munroe Dingott dated Jan. 17, 1948.
B.C. Provincial Police Report dated Jan. 12, 1948
Letter from Commanding Officer, #3 R.C.A.F. Loran Unit, Dawson Creek, dated Jan. 19, 1948.

4. As Sgt, Munroe Dingott has since been posted from #3 R.C.A.F. Loran Unit, Dawson Creek to new duties in Alaska, it is recommended that this serious infraction of Air Regulations be referred to the appropriate U.S. authorities for any disciplinary action which may be considered advisable.

8
11-47

G. C. Upson,
for District Inspector Air Regulations.

GCU/W
Encls. 7

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

41 2 6-46

PSW/EM

Ottawa, Ontario, January 30, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Sgt. Munroe Dingott, U.S.A.A.F. Piper J3 Aireraft, CF-EEH	~~5003-10-14~~ 5008-E5-8

MEMORANDUM TO C.A.R.

1. On January 11, 1948, Sgt. Dingott as pilot of CF-EEH flew dangerously low over the Loran Station at Dawson Creek, B.C. (Folio 58).

2. Sgt. Dingott is holder of Student Pilot's Certificate S.805108 dated October 7, 1946. He admits the low flying as reported (Folio 55).

3. The aireraft CF-EEH registered in the name of D. D. Tod and J. W. Whiteley was hired from Mr. Tod for the flight (Folio 57). It was in possession of valid Certificates of Airworthiness and Registration.

4. The District Inspector Air Regulations, Vancouver, recommendation that a report of this incident be referred to C.A.A. Washington is concurred in.

5. Submitted, please.

P. S. Walker,
Inspector, Air Regulations.

2

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Vancouver, B. C., March 27th, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-CF-EEH D.D. Tod and J.W. Whiteley, Dawson Creek, B.C.	5008-E5-8

TRANSPORT-RECORDS
MAR 31 P.M.
File 5008 E5-8

C.C.A.,
Ottawa.

A42857

1. Copies of following correspondence are attached with reference to a taxiing accident and damage sustained by the above-noted aircraft which occurred at Moberly Lake, B. C., on January 13th, 1948.

Letter from D.D. Tod - January 16th, 23rd
Letter from N.C. Terry - January 28th
Telegram from Whiteley - March 22nd
Telegram from D.I.A.R. - March 22nd
Letter from S.R. Fletcher - March 20th
Letter from Whiteley - March 20th
Letter from Whiteley - March 20th.

2. The accident was apparently caused by adverse weather conditions and no further action is recommended.

J. G. Gibson
for D.I.A.R.

GCU/GM
Encls. 7

ENTERED
IN ACCIDENT
RECORDS
.....

Pilot —
J. W. Whiteley

49

O
P
Y

INTER-PROVINCIAL AIRWAYS

Dawson Creek, B. C.

January 16th/47

District Inspector Air Regulations,
420 Federal Bldg.,
Vancouver, B. C.

Dear Sir:

May I advise you that on January 13th while taxiing in a strong wind at Moberly Lake (60 miles west of Dawson) our aircraft CF-EEH had its propellor and rudder damaged.

These parts have been ordered new from the factory and will be replaced and test flown by our engineer.

I trust that the passing of this information to you in this manner is the correct procedure.

Yours truly,

D.D. Tod

Per "J. W. Whiteley"

C

Y

48

INTER-PROVINCIAL AIRWAYS

Dawson Creek, B. C.
January 23rd/48.

Mr. N. C. Terry,
Resident Inspector,
420 Federal Bldg.,
Vancouver, B. C.

Dear Sir;

In reply to your letter of January 20th re aircraft CF-EEH in accident at Moberly Lake, a detailed report is as follows:-

I had just completed my ski landing on the lake in quite a strong and gusty wind. While taxiing towards shore the wind lifted my port wing causing the skiis to skid in the soft snow.

I kicked hard rudder and opened throttle to get the nose into wind but to no avail. The wing went higher so I cut the switches. The aircraft went on its nose hovered for a minute and then slowly went over on its back in the snow.

I had the aircraft tipped back over by tying a rope around the tail skid and pulling it straight back over so as not to damage the wings.

Fortunately the snow acted as a cushion and the wings appear to be intact except for the left fron strut which has a slight bend in it so a new one has been ordered. Even the little skylight on top was not cracked so that will give you an idea of how gently it went over.

The rudder was dented on top and a new one is expected from the factory very soon. The stabilizer hasn't a scratch on it.

The propeller is broken but upon pulling it through the shaft appears perfectly alright.

Entered on
Accident
Cards

47

We ask your permission to allow our engineer, Mr. Fletcher to install the rudder, propeller and left strut and check the aircraft before the test flight.

Trusting the above information is what you require and may we hear from you at your earliest convenience.

Yours truly,

D. D. Tod

per "J. W. Whiteley"

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 5102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

1/6

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

COPY

1948 MAR 22 AM 11 12

DA143 34/33 GET REPLY DL VIA EDMONTON GOVT DAWSON CREEK BC 22
RESIDENT INSPECTOR A T D
DEPT OF TRANSPORT 420 FEDERAL BLDG VANBC

RE AIRCRAFT CF-EEH DAMAGED MOBERLY LAKE JAN THIRTEENTH STOP AIR ENGINEERS

AND PILOTS REPORT IN MAIL STOP AS AIRCRAFT AIRWORTHY REQUEST PERMISSION TO FLY

TO EDMONTON IMMEDIATELY B AND D CHECK AND OVERHAUL

WHITELEY.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIR...
FULL RATE MESSAGE
DAY LETTER
NIGHT MESSAGE
NIGHT LETTER
EVENING & SUNDAY

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
		Transport, Civil Aviation ~~Br. 420 Federal Bldg. Vr.~~

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

COPY

March 22nd, 1948

J. W. Whiteley
Dawson Creek, B.C.

RUSH.

PERMISSION GRANTED FOR FERRY FLIGHT PIPER EEH TO EDMONTON CREW

ONLY AUTHORITY VALID ONE WEEK ENDING MARCH TWENTY-NINTH

DISTRICT INSPECTOR AIR REGULATIONS

44

P
Y

INTER-PROVINCIAL AIRWAYS

Dawson Creek, B.C.
March 20th/48

Resident Inspector, A.I.D.
Dept. of Transport,
420 Federal Bldg.,
Vancouver, B.C.

Dear Sir;

In reply to your letter of Jan. 26th re aircraft CF-EEH, as engineer of Inter Provincial Airways, may I submit the following report which I trust is the correct procedure.

On March 13th, with J. W. Whiteley I flew to Moberly Lake and carried out the following repairs to aircraft CF-EEH.

1. Replaced propellor and tracked same, checked engine mounts and assembly. Gave engine ground run-up and found all O.K.
2. Replaced left front wing strut, checked control for rigging, inspected main plane visually and internally where possible, found no apparent damage to spar. Found partial damage to two nose ribs at wing root and one rib near wing tips on left wing. These ribs not repaired as damaged slight and facilities not adequate here.
3. Wing covering torn on top near tip left wing. Stitched and patched.
4. Rudder replaced, fin and stabilizer checked O.K.
5. Fuselage assembly checked O.K.
6. Undercarriage checked O.K.
7. Wind screen cracked front left side. Temporary repairs made O.K. for ferry flight.
8. Checked main plane and empennage for rigging. O.K.

I submit this report to be correct to the best of my knowledge and should there be anything further you require would be pleased to submit it.

Yours truly,

"S. R. Fletcher"

C
O
P
Y

43

INTER-PROVINCIAL AIRWAYS

Dawson Creek, B. C.

March 20/48

Resident Inspector, A.I.D.,
Dept. of Transport,
420 Federal Bldg.,
Vancouver, B.C.

Dear Sir:

Please consider this my report as pilot testing damaged aircraft CF-EEH.

I was present and helped Mr. Fletcher replace damaged parts to the aircraft, satisfied myself that the rigging and controls were working properly and watched the ground run-up.

Engine, undercarriage, main-plane, fuselage all appeared O.K. and aircraft was flown off with minimum load.

Im the air there were no noticeable defects, vibration, engine and controls worked perfectly, and I am satisfied that the aircraft is in condition to be ferried.

The aircraft has some 380 hrs on it and it is our wish that when it is in Edmonton for B. & D. check the engine will be majored.

This report is submitted to the best of my knowledge to be correct in all detail.

Yours truly,

"J. W. Whiteley"

COPY

42

INTER-PROVINCIAL AIRWAYS

Dawson Creek, B.C.
March 20th/43

Resident Inspector, A.I.D.,
Dept. of Transport,
420 Federal Bldg.,
Vancouver, B. C.

Dear Sir:

Please find enclosed as per your recent request, two reports on aircraft CF-EEH, damaged at Moberly Lake, one from our engineer Mr. Stan Fletcher and the other my own.

Should there be anything further please let us know, and may we at this time say "thank you" for your very kind co-operation.

Yours truly,

Inter-Provincial Airways,

per "J. W. Whiteley"

59

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-676
H.Q. FILE: 5008-E5-8
Place ..... Edmonton ..

Date ... Oct. 2 ..... 1948 ...

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

TRANSPORT-RECORDS
OCT 7 A.M.
File 5008 E5-8

Aircraft Type ..... Piper J3-C65 .....

Registration Markings .. CF-EEH .....

A27591

Private or Commercial .... Commercial .....

Date of Inspection ..... Sept. 17. 1948 ... at Dawson Creek.

Previous C. of A. Expires .. Oct. 13. 1948 .....

Present C. of A. Expires ..... Sept. 16. 1949 C. of R. #5403 C of A # 1466

Remarks ... Attached hereto. AID. report. dated the. 1st. instant
. covering. inspection;. AID. report. dated. May. 12/48. covering. weighing;
.. United. Aviation. report. covering. work. on. Engine. No.. 4875468 dated
... May. 1/48; Engine. ground. run. report. dated. May. 3/48;. Inspection
... Release. Cert,. A1-6. Issue. 3. dated. May. 19/48;. Work. report. covering
... aircraft. dated. May. 3/48;. Test. Flight. Report. dated. May. 15/48.

noted

... K.. F.. Saunders, ...
District Inspector.
Air Regulations.

KFS/M
Encls.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

18 2
6-46

EDMONTON ALBERTA OCTOBER 1, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub J3 .. CF-EEH Serial No. 208C.	1-676

District Inspector Air Regulations,
Edmonton, Alberta.

1. The subject aircraft was inspected in detail as a landplane for renewal of Certificate of Registration and Certificate of Airworthiness, at Dawson Creek, B.C., on September 17, 1948. The aircraft had been certified previously by "B" Engineer, R. Marshall, holder of Air Engineer's Certificate No. A -873.

AIRCRAFT: Total time ..... 458:15 hrs.

ENGINE: Continental A65 - #4875468.
Total time ..... 458:25 hrs.
Time since overhaul 71:15 hrs.

PROPELLOR: Wood Sensenich.
Drg. No. 72CK42.
Serial #W2720.

2. The aircraft and engine were found in good condition and considered airworthy on this date. The owners were advised to install a first aid kit and a fire extinguisher.

J. J. Currie

JJC/H
cc: CAE

J. J. Currie,
Resident Inspector, A.I.D.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

8-7-2

6-46

Edmonton, Alta., May 12, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub CF-EEH	1-676

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was weighed empty as a landplane at Edmonton on the 10th inst. The following weights were observed:

	First	Second	Third
Left Side	300 lbs.	320 lbs.	320 lbs.
Right Side	320 "	320 "	330 "
Tail	100 "	90 "	100 "
	720 lbs.	730 lbs.	750 lbs.

2. Mean empty weight of aircraft 733 lbs. Less 1 gal. oil, 10 lbs.....722 lbs.

J J Currie

J. J. Currie,
Resident Inspector, A.I.D.

JJC*LC
C*CAE

1148

Do Copy

8/6

United Aviation Ltd.

Inspection Repaort and Work Carried Out on Piper Cub
CF-EEH

Aircraft

Piper Cub J3
Ser. No. 208C
Total time since mfg. 387 hours.

Engine

Continental A65-8
Ser. No. 4875468
Total time since mfg. 393.35 hrs.
Total time since overhaul 6.25 hrs. test run.

Airscrew

Sensenich wood 2 blade.
Mod. 72CK-42
Ser. #N2720
Time since mfg. new.

General

1. Both wings removed and opened for internal inspection and found OK.
2. Two ribs on Port and two ribs on Star wing repaired.
3. Leading edge on both wings reformed where dented.
4. Floor boards removed and fuselage opened and checked from stern post to firewall.
5. All tail planes checked.
6. New rudder, airscrew and front left strut fitted by owners and received from Cub factory under Release Note No. R4440.
7. Instruments checked by Aviation Instrument Service.
8. Engine removed, overhauled and reinstalled.
9. Undercarriage modified to Cub Service Bulletin.
10. Stainless steel placard installed.
11. Exhaust heater jackets checked.
12. All floor board attachment lugs checked to 44-6-1.
13. New front windshield fitted.
14. New sliding and new side window installed.
15. Aircraft checked to latest Manditory Notes and weighed by Dept. of Transport Inspector.

I hereby certify that all work listed has been done with certified material according to accepted practice; that all manufacturers Service Bulletins and Airworthiness Directives (or equivalent) have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Date MAY 3 1948 Signed [signature]

U A L 1

UNITED AVIATION LIMITED

TEST FLIGHT REPORT

Aircraft Type Piper Cub Date May 15, 1948

Registration CF-EEH Time Up 09.25 Down 09.55

Duration ____ hrs. 30 mins.

Left Engine		Right Engine	
Power Run	Idling	Power Run	Idling
Take off R.P.M. 2075 - 2100		Take off R.P.M.	
Cruise R.P.M. 1980		Cruise R.P.M.	
Manifold Press.		Manifold Press.	
Head Temp.		Head Temp.	
Oil Temp. 125°F		Oil Temp.	
Oil Press. 39# - 40#		Oil Press.	
Fuel Press.		Fuel Press.	
Carb. Heat OK		Carb Heat	
Generator Operation		Generator Operation	
Mixture Control		Mixture Control	
Vac. Pump Press. ___ R.P.M. ___ lbs.		Vac. Pump Press. ___ R.P.M. ___ lbs.	
Magneto Drop ___ R.P.M.		Magneto Drop ___ R.P.M.	
Left 75RPM		Left	
Right 50RPM		Right	
Propeller Operation OK R.P.M.		Propeller Operation ___ R.P.M.	
Low		Low	
High		High	

INSTRUMENTS

Airspeed OK Altimeter OK Compass OK

R.P.M. Indicator OK Oil Press. OK Oil Temp. OK

Remarks: _____

Signed D. P. MacPhee
Test Pilot

Doc copy

154

United Aviation Ltd.

Work Carried Out on Continental A 65 - 8 Engine

Serial No. 4875468

1. Engine dismantled and overhauled.
2. All cylinders ground to .015 oversize.
3. Complete .015" oversize piston and ring kit and pins installed.
4. Complete new set of main bearings fitted.
5. Complete new set of main connecting rod bearings fitted.
6. Complete new set of valve springs.
7. Complete new gasket set.

Engine assembled and test run.

All parts received from Standard Aero Engine Works under Release Note No. 9081.

Signed [signature]

Date MAY 1 1948

Nature of Test overhaul Specificatio Curve No.
Prop. No. 54259 Prop. Type Hartzell Test Club Date May 1, 1948
Job No. 415

Continental
Model A-65-8 Rated R.P.M. 2250 Carb. Type Stromberg Left Mag. Type Eiseman Timing Cyl. No. True Barr
Eng. No. 4875468 Rated H.P. 65 Venturi Right Mag. Type Eiseman Inl. Opens 10 BTC Weather fair
Comp. Ratio Rated Man. Main Jet L. Mag. Adv. Inl. Closes 50 ABC Temperature 40°F
Blower Ratio Fuel Octane 73 Econ. Jet R. Mag. Adv. Exh. Opens 50 BBC
Tach. Ratio Spark Plugs Champion C26 Econ Timing L. cut-in Speed Exh. Closes 15 ATC
Prop. Ratio Oil 60 SAE Setting No. R. cut-in Speed Clearance
Overhauled yes Overhauled yes
Checked Checked

TIME		POWER OUT PUT				FUEL			OIL		TEMPERATURES			HEADS		
Start	Stop	Total	R.P.M.	B.H.P. Obs.	B.H.P. Corr.	Man. Abs. Press.	Lbs/hr.	Press	Fuel Air Ratio	Lbs/hr.	Flow lbs/min.	Press	Oil in	Oil out	Carb.	No.	No.	No.
08.30	09.00	.30	800									38		60		160		
09.00	09.40	.40	1000									38		75		175		
09.40	10.40	1.00	1200									38		90		175		
10.40	11.40	1.00	1400									38		90		185		
11.40	12.00	.20	1600									38		100		195		
13.00	13.25	.25	1700									39		100		195		
13.25	13.55	.30	1800									40		100		225		
13.55	14.10	.15	1900									40		100		225		
14.10	14.25	.15	2000									40		100		230		
14.25	14.40	.15	2100									40		100		230		
full power			2250									40		100		235		

Cylinder removed and internal condition found OK
final run .15 2100 and found OK

Carburetor
Serial No. NA-S3B
Float Level
Slow Accel. OK
Rapid Accel. OK
Flooding nil
Mixt Control
Idling OK
Idle Cut-out nil

Magneto
R.H. Serial No. 46-4058
L.H. Serial No. 46-4156
PERFORMANCE
Left 50 drop R.P.M.
Right 50 drop R.P.M.
Idling Oil Pressure 38
Idling Fuel Pressure
Idling Man. Press.

Accessories
Starter nil
Fuel Pump nil
Fuel leaks nil
Oil leaks nil

Remarks:

Tester A.Crowe Inspector R. Marshall

CF-EEH

52

United Aviation Ltd.

Date May 3, 1948

Engine Ground Run Report

Engine No. 4875468 Model A65-8 Make Continental

Maximum RPM 2250

Maximum Man. Pres.

Maximum Head Pres.

Oil Temp. 100

Oil Pr ssure 40

Fuel Pres.

Propellor Operation Low fixed club RPM High OK RPM

Carb. Heat OK

Generator Operation

Mixture control OK

Vacuum Pump Pressure Venturi LBS.

Magneto drop RPM 50 Left

50 Right

Idling RPM 500

Idling Man. Pres.

Idling Oil Temp 100

Idling Oil Pres. 38

Idling Fuel Pres.

Remarks Total ground run 1 hour

Signed A. Crowe

81

A1-6 Issue 3

R. N. Serial No. 35

INSPECTION RELEASE CERTIFICATE

Aero Engines, Propellers, Relevant Accessories & any Part thereof Assembled or Overhauled in Canada
(Including special engine parts overhauled by the engine manufacturer for the Canadian agent)

This Release Note Covers the Following:

Description Continental Engine A65-8 Ser. No. 4875468

I hereby certify that the aero engine propellers, relevant accessories or parts of any of them covered by the Report of Materials Shipped or Packing Sheet No. 2081
From Standard Aero Engine Works
have been assembled or overhauled under my supervisory inspection or in the case of special engine parts by the engine manufacturer on our behalf. All fittings and adjustments have been made and all tests carried out in accordance with the Manufacturer's instructions.

Documentary evidence in our possession substantiates that:

(a) All new parts fitted were obtained from a reliable source and conform to the manufacturers' drawings and specifications.

(b) Engine and propeller parts are constructed to approved designs, and no parts of unknown history have been fitted.

Signed [signature] Date MAY 3 1948
Chief Inspector

This is to certify that, to the best of my knowledge and belief, that component (s) described herein is (are) airworthy and satisfactory for installation in airworthy aircraft.

Signed [signature] Date MAY 3 1948

Air Engineer "D" Licence No. _____

From the documentary evidence available it is considered that the component (s) described herein can be accepted as being eligible for use in airworthy aircraft.

Signed [signature] Date MAY 19 1948
Resident Inspector A.I.D.

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING A.I.D. CANADA

Installed in Cub J3 CF-EEH

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

60 2 6-47

Edmonton, Alberta, April 2, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Piper J3-C65 ... CF-EEH Serial No, 2080	1-676

TRANSPORT-RECORDS
APR 5 A.M.
5008-E5-8
File

Director of Air Services,
Ottawa, Ontario.

Attention: Controller of Civil Aviation

0648

1. It is requested please, that the Weight and Balance Report for the marginally noted aircraft be forwarded to this district office for amendment to the Certificate of Airworthiness.

for J. R. K. Main,
District Controller of Air Services.

KFS/p

Our file: 1-676 61

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
April 6, 1949.

Inter-Provincial Airways Limited,
DAWSON CREEK, B.C.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Piper J3-C65
Serial No.: 2080
Registration Marks: CF-EEH

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....	72 lbs.
Oil.....	9 lbs.
Crew.....	170 lbs.

	Empty	Commercial	Gross
Landplane.....	717 lbs.	252 lbs.	1220 lbs.
Seaplane	N.A.		
Skiplane	680 lbs.	289 lbs.	1220 lbs.

Minimum number of crew..... One
Number of passengers permitted..... One
Commercial Yes
Private No
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after..June.5th,.1949.....unless extended or renewed by this Department.

If aircraft is operated commercially you must be in possession of a Licence as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

K. F. Saunders,
District Inspector,
Air Regulations.

KFS/p
Ch

/EM

2462A
8-41

62

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5403

NATIONALITY AND REGISTRATION MARKS CF-EEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Limited, Hamilton, Ontario.
3. Constructor's serial number	2080
4. Name of owner	Douglas Dorey Tod and John William Whiteley
5. Address of owner	Dawson Creek, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Commercial
8. Purpose	Dawson, Creek, B.C.

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 16th day of January 1947, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 14th day of April 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate for which there shall be payable a fee of $5.

2. In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Renewed at Dawson Creek BC on 14 Oct 1947 to be not valid after 13 October 1948. G Cuppers

Renewed to be not valid after September 16.1949 17/9/48

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister of Transport.

Dawson Creek ¢ B.C.
March 23, 1949.

63

BILL OF SALE.

TO WHOM IT MAY CONCERN:

For the sum of $1.00. ¢One Dollar) and other considerations, I hereby transfer all my interests in Piper Cub Aircraft CF-EEH to INTER-PROVINCIAL AIRWAYS LTD.,

DAWSON CREEK, B.C.

Signed,

Douglas Dorey Tod.

Ready for Temp
Documents T. HQ.
1949

DISTRICT CONTROLLER AIR SERVICES
APR 6
Edmonton, Alta.

Dawson Creek, B.C.
November 31st, 1948.

Bill of Sale

64

For the sum of $1.00 & other considerations, I hereby transfer all my interest in Piper Cub Aircraft 6F-EEH to

Inter-Provincial Airways Ltd.

Jno Parker

Hold for Bill of Sale from D. D. Tod also
and fee of $5.00 payable to Receiver General of Canada.

WHB

CF-EEH

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~ triplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... X $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... Samuel Side

Date of Application ..... January 31, 1949.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
INTER-PROVINCIAL AIRWAYS LIMITED,	DAWSON CREEK B.C.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
SAMUEL SIDE	MANAGER	DAWSON CREEK, B.C.	CANADIAN.
J. GORDON WILSON	DIRECTOR	DAWSON CREEK, B.C.	CANADIAN.
~~STANLEY R. FLETCHER~~	~~DIRECTOR~~	~~DAWSON CREEK, B.C.~~	~~CANADIAN.~~

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Commercial

Usual Station ..... Dawson Creek, B.C.

Date and place of manufacture or reconstruction ..... Hamilton, Ontario, 1946.

Crew required ..... One

Accommodation for what number of passengers ..... One

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, is $5.00, which certificate is re-issued on change of ownership without further fee.

Fees fee recd
fee # 1
rec # 60768.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corp. Limited.

Type Piper J3 Maker's No. 2080

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 5"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 717 lbs.

Total weight authorized (fully loaded) in lbs 1220 Air speed 73 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Tachometer, Air Speed, Compass, Altimeter. Turn & Bank ~~Needle & Ball~~.
2. Gauges Oil pressure, Oil temperature.
3. Lights None
4. Signals None
5. Fire Extinguishers One
6. Parachutes None
7. Tools None
8. Other Equipment None No Radio.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	Four			
H.P.	65			
Bore	3⅞ inches			
Stroke	3⅝ inches			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on 17-9-48 - Satisfactory

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions It is recommended that the Certificates be issued as applied for please, and forwarded to this district office together with the Weight and Balance Report for amendment.

Date April 6th, 1949.

Signature G.W. Smith D.I.A.R.

Registration approved and Registration Mark C.F. - EEH allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulation

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

APR 11 1949

2
6-47

Edmonton, Alberta, April 6, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Piper J3-C65 .... CF-EEH Serial No. 208C	1-676

TRANSPORT-RECORDS
APR 9 AM
File 5008-E5-8

REGISTERED

Controller of Civil Aviation,
Ottawa.

1. Herewith, for your approval please, application in duplicate for:

Registration..... No
Re-registration..... Yes
Commercially..... Yes
Privately..... No

1318

of the subject aircraft in the name of..... Inter-Provincial Airways Limited, of Dawson Creek, B.C.

2. Attached also, the following documents in connection with the application:

(a) Bill of Sale from Mr. J.W. Whiteley dated December 31st, 1948 and Mr. D. D. Tod dated March 23rd, 1949 to Inter-Provincial Airways Limited.

(b) Weight and Balance report N.A.
Customs' Declaration Pl N.A.
Copy of our temporary C of R and C of A issued this aircraft dated April 6th, 1949.
Inspection report dated.. N.A.
Weighing report dated N.A.
C of R No. 5403.....for Cancellation
C of A No. 1466.....for change of name
Work Report covering Engine No. N.A.
Work report covering aircraft...N.A.
Release Certificate A1-1 N.A.
Release Certificate AI-6 Issue 3 N.A.

To D.A.R.
re. W & B Rept.
not received here
(See reverse side of applcn)

3. Fee of $..5.00.....has been received and will be forwarded to H.Q. under Folio #...1.....Receipt No. 60768....

7874(R)
1466(A)

4. We recommend that formal Certificates be issued as applied for please and forwarded; together with the W. & B. Report.

(a) Direct to the Owner.... No

(b) Direct to this district office to be handed over to the owner after ~~unsatisfactory inspection~~ amendment of the Weight and Balance Report.

Mrs. Jones for re-registration Apl 7

H.K. F. Saunders,
D.I.A.R.

FS/p Encs.

HTP/HMC

67

OTTAWA ONTARIO APRIL 29, 1949

1-676; Piper J3-C65 CF-KEH 5008-E5-8;

District Controller of Air Services,
402 Blowey Henry Building,
EDMONTON, Alberta

ATTENTION: District Inspector, Air Regulations

1. Reference is made to your letter of April 6, 1949, and enclosed documents for the re-registration of the above-mentioned aircraft in the name of INTER-PROVINCIAL AIRWAYS LIMITED, Dawson Creek, B.C.

2. As we are unable to obtain record of incorporation of this Company, it is therefore requested that your office forward this proof to Headquarters in order that we may complete the re-registration of this aircraft.

(C.T. Travers),
Assistant Superintendent, Air Regulations.

C

72

NOTARIAL CERTIFICATE.

CANADA

PROVINCE OF ALBERTA

TO WIT:

I, CHARLES BECKER, a Notary Public for the Province of Alberta, by royal authority duly appointed, residing at the City of Edmonton, in the said Province, DO CERTIFY that the paper writing hereto attached is a true copy of a document produced and shown to me and purporting to be Certificate of Incorporation of Inter-Provincial Airways Limited, dated the 13th day of May, A.D. 1948, the said copy having been compared by me with said original document, an act whereof being requested I have granted under my notarial form and seal of office, to serve and avail as occasion shall or may require.

DATED at the City of Edmonton, in the Province of Alberta, this 18th day of May, A. D. 1949.

C. Becker

A NOTARY PUBLIC IN AND FOR THE
PROVINCE OF ALBERTA.

71

RSC 32. NO. 12304

PROVINCE OF ALBERTA

CANADA

CERTIFICATE OF INCORPORATION

I HEREBY CERTIFY that INTER-PROVINCIAL AIRWAYS LIMITED is this day incorporated under The Companies Act of the Province of Alberta as a Limited Company.

Given under my hand and seal of office at Edmonton this Thirteenth day of May, A. D. 1948.

(SEAL) "JAS. WARR"

Acting Registrar of Joint Stock Companies.

C. BECKER, K.C.
Barrister, Solicitor, Notary

70

McLeod Building
Edmonton, Alberta
Canada

May 18, 1949.

District Inspector Air Regulations,
Blowey-Henry Building,
EDMONTON, Alberta.

Dear Sir:

Re: Inter-Provincial Airways Limited.

I am enclosing herewith notarially certified copy of Certificate of Incorporation of the above company for your own purposes.

I also enclose original Certificate of Incorporation of the company and request that you return it to me after examination.

Yours very truly,

"C. Becker"

CG/DD

Enclosures 2.

copy

RSC 32. NO. 12304

69

PROVINCE OF ALBERTA

CANADA

CERTIFICATE OF INCORPORATION

I HEREBY CERTIFY THAT INTER-PROVINCIAL AIRWAYS LIMITED is this day incorporated under The Companies Act of the Province of Alberta as a Limited Company.

Given under my hand and seal of office at Edmonton this Thirteenth day of May, A.D. 1948.

(SEAL) "JAS. HARR"

Acting Registrar of Joint Stock Companies.

copy

68

NOTARIAL CERTIFICATE.

CANADA

PROVINCE OF ALBERTA

TO WIT:

I, CHARLES BECKER, a Notary Public for the Province of Alberta, by royal authority duly appointed, residing at the City of Edmonton, in the said Province, DO CERTIFY that the paper writing hereto attached is a true copy of a document produced and shown to me and purporting to be Certificate of Incorporation of Inter-Provincial Airways Limited, dated the 13th day of May, A.D. 1948, the said copy having been compared by me with said original document, an act whereof being requested I have granted under my notarial form and seal of office, to serve and avail as occasion shall or may require.

DATED at the City of Edmonton, in the Province of Alberta, this 18th day of May, A.D. 1949.

"C. Becker"
A NOTARY PUBLIC IN AND FOR THE
PROVINCE OF ALBERTA.

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

MAY 26 1949

2
6-47

Edmonton, Alberta, May 19, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Piper J3-C65 ..... CF-EEH	1-676

CAE 7652

TRANSPORT-RECORDS
MAY 25 A.M.
File 5008-E5-8

REGISTERED

Director of Air Services,
Ottawa, Ontario.

Attention: Controller of Civil Aviation.

1. In reply to yours of April 29th, 1949, and as requested, herewith:-

(i) Copy of letter dated May 18th, 1949 from Mr. C. Becker, K.C.

(ii) Certificate of Incorporation of Inter-Provincial Airways Limited, No. 12304.

(iii) Notarial Certificate by Mr. C. Becker.

(iv) Certificate of Incorporation (copy) No. 12304.

2. If these documents are not required by Headquarters, please return to Mr. C. Becker.

Miss Jones Flight

for J. R. K. Main,
District Controller of Air Services.

KFS/p
Encs.

C. BECKER, K.C.
Barrister, Solicitor, Notary

McLeod Building
Edmonton, Alberta
Canada

73

May 18, 1949.

District Inspector Air Regulations,
Blowey-Henry Building,
EDMONTON, Alberta.

Dear Sir:

Re: Inter-Provincial Airways Limited.

I am enclosing herewith notarially certified copy of Certificate of Incorporation of the above company for your own purposes.

I also enclose original Certificate of Incorporation of the company and request that you return it to me after examination.

Yours very truly,

"C. Becker"

CG/DD

Enclosures 2.

/RM

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7874

NATIONALITY AND REGISTRATION MARKS CF-EEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Limited, Hamilton, Ontario.
3. Constructor's serial number	208C
4. Name of owner	Inter-Provincial Airways Limited,
5. Address of owner	Dawson Creek, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Dawson Creek, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 6th day of April 1949, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 16th day of April 1949.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after September 16th, 1949, unless endorsed.

/KM

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Ottawa, Ontario. June 10th, 1949.

1-676 Piper J3-C65 CF-EEM 5008-E5-8

REGISTERED

District Controller of Air Services,
402 Blowey-Henry Building,
Edmonton, Alta.

Attention: District Inspector, Air Regulations.

1. Enclosed please find Certificate of Registration No. 7874 and Certificate of Airworthiness No. 1466, for the above-mentioned aircraft owned by Inter-Provincial Airways Limited.

2. It will be necessary for the owner to submit a Weight and Balance Report in compliance with Information Circular T/14/48, as such a document was not submitted when making the original application for the registration of this aircraft.

3. Also draw the owner's attention to Information Circular T/8/39.

(C.P. Travers),
Assistant Superintendent, Air Regulations.

Encls.

P.S. Also enclosed is the Certificate of Incorporation to be forwarded to the owner together with the Certificates.

RM 2195

DEPARTMENT OF TRANSPORT

DEPARTMENTAL COMMUNICATIONS

FILE NO. 5008-E5-8

DATE June 11th 19 49

P.H.

78

TRANSPORT AIR 3712

OTTAWA ONTARIO

DISTRICT CONTROLLER OF AIR SERVICES
302 BLOWEY HENRY BUILDING
EDMONTON ALBERTA

ATTENTION: DISTRICT INSPECTOR AIR REGULATIONS

CAR372 REUR ARE 877 FORMAL CERTIFICATES DESPATCHED JUNE TENTH 1949

FOR CF DASH EASY EASY HOW

CIVIL AVIATION

FILE COPY

ATENTED - MOORE BUSINESS FORMS LTD.

11042

VIA D.O.T. TELETYPE

05565

1949 JUN 11 AM 9 24

OW 1

PFD

DAS ATTN.CCA OW

ARE 877 ADVISE IF FORMALS ARE BEING ISSUED FOR EASY EASY HOW RUSH

DCAS EDMONTON 102235Z

OFFICIAL COPY

ENTERED ON CARDS

Class of Service Desired	
Day [illegible]re	
Day [illegible]	
Night Message	
Night Letter	X

GOVERNMENT TELEGRAPH SERVICE
DEPARTMENT OF PUBLIC WORKS
DOMINION OF CANADA

FORM 1 XXA
100,000—9-46

Time Filed	
Check	

PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM.

SEND THE FOLLOWING MESSAGE SUBJECT TO THE TERMS ON THE BACK HEREOF, WHICH ARE HEREBY AGREED TO.

EDMONTON ALBERTA SEPT. 22/49

MR. SAMUEL SIDE
CARE OF INTER-PROVINCIAL AIRWAYS LTD.
DAWSON CREEK, B.C.

25584

PROVIDING YOUR AIR PILOT'S CERTIFICATE IS VALID AND AIRCRAFT SIGNED FIT FOR FLIGHT BY COMPETENT PERSON THIS YOUR TEMPORARY AUTHORITY FERRY PIPER CF DASH EASY EASY HOWE DAWSON CREEK TO EDMONTON VFR DAY FLYING NO PASSENGERS NOT VALID AFTER TWENTY NINTH INSTANT

TRANSPORT - RECORDS
SEP 26 A.M.
File 5008-E5-8

COLLECT

for DISTRICT INSPECTOR AIR REGULATIONS

CH/ File 5008-E5-8
Own file 1-676

Noted

24101

Class of Service Desired	
Day Message	
Day Letter	
Night Message	
Night Letter	

GOVERNMENT TELEGRAPH SERVICE

DEPARTMENT OF PUBLIC WORKS

DOMINION OF CANADA

FORM 1 XXA
100,000—9-46

Time Filed
Check

PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM.

SEND THE FOLLOWING MESSAGE SUBJECT TO THE TERMS ON THE BACK HEREOF, WHICH ARE HEREBY AGREED TO.

40

TRANSPORT - RECORDS
OCT 4 A.M.
File 5008-E5-8

EDMONTON ALBERTA SEPT. 29/49

26797

MR SAMUEL SIDE
CARE OF INTER-PROVINCIAL AIRWAYS LTD
DAWSON CREEK B.C.

PROWIDING YOUR AIR PILOTS CERTIFICATE IS VALID AND AIRCRAFT SIGNED FIT FOR FLIGHT BY COMPETENT PERSON THIS YOUR TEMPORARY AUTHORITY FERRY PIPER CF DASH EASY EASY HOWE DAWSON CREEK TO EDMONTON VFR DAY FLYING NO PASSENGERS NOT VALID AFTER TOCTOBER EIGHT FORTY NINE

COLLECT

DISTRICT INSPECTOR AIR REGULATIONS

Chs HQ file: 5008-E5-8

24101

nC-12-16

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-676
H.Q. File: 5008-E6-8
Place ...Edmonton.....

Date...November.3rd.....194..9.

31778

TRANSPORT - RECORDS
NOV 7 A.M.
File 5008-E5-8

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type .....Piper.J3-C65.....

Registration Markings ..CF-EEH.....

Private or Commercial .....Commercial.....

Date of Inspection .....NOVEMBER.3rd,.1949.....

Previous C. of A. Expires .....Sept..16,.1949.....

Present C. of A. Expires ...November.2nd,.1950.C.of.R.#7874 C of A #1466

Remarks .Attached.hereto,.DAI.report.dated.this.instant.covering inspection;.Engineer's.work.and.inspection.report.dated.the 2nd .instant;.copy.of.W,&.B.Report.dated.Oct..17,.1949.....

C of A endorsed page 3 as follows:.."Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft on all flights."
C of A changed as follows:..Item 25. Empty weight. Landplane from 717 lbs.. to 731 lbs.
Skiplane " 680 lbs. to 694 lbs.
.....Item 31. Comm....".... Landplane...".. 252 lbs.. to 238 lbs.
Skiplane " 289 lbs. to 275 lbs.

Log book amended accordingly.

K. F. Saunders.
District Inspector.
Air Regulations.

HED/M
Enc.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
11-48

85

PLACE Edmonton, Alta. DATE Nov. 3, 1949

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-C65 CF-EEH Serial No. 208C	1-676

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected for renewal of Certificate of Registration and Airworthiness at Edmonton on Nov. 3, 1949. The aircraft was certified by B Engineer, W.J. Dick holder of Certificate No. A-1350.

AIRCRAFT: Total time: 549:00

ENGINE: ~~Left~~ Type: Continental A65-8F
Serial No. 4875468
Total time: 552:25
Time since complete overhaul: 165:15

Right: Type:
Serial No.
Total time:
Time since complete overhaul:

PROPELLOR: ~~Left~~ Type: Sensenich 72CK42 Serial No. N2720
Hub Drg. Hub Number:
Blade No.:
Total propellor time:
Time since overhaul:

Right: Type:
Hub Drg. Hub Number:
Blade No.:
Total propellor time:
Time since overhaul:

2. The aircraft and engines were found in good condition and considered airworthy on the date of inspection. Attached, two copies of log book work sheets, and W & B Report dated Oct. 17, 1949.

H. E. Davenport,
for District Aircraft Inspector.

HED/M
Enc.

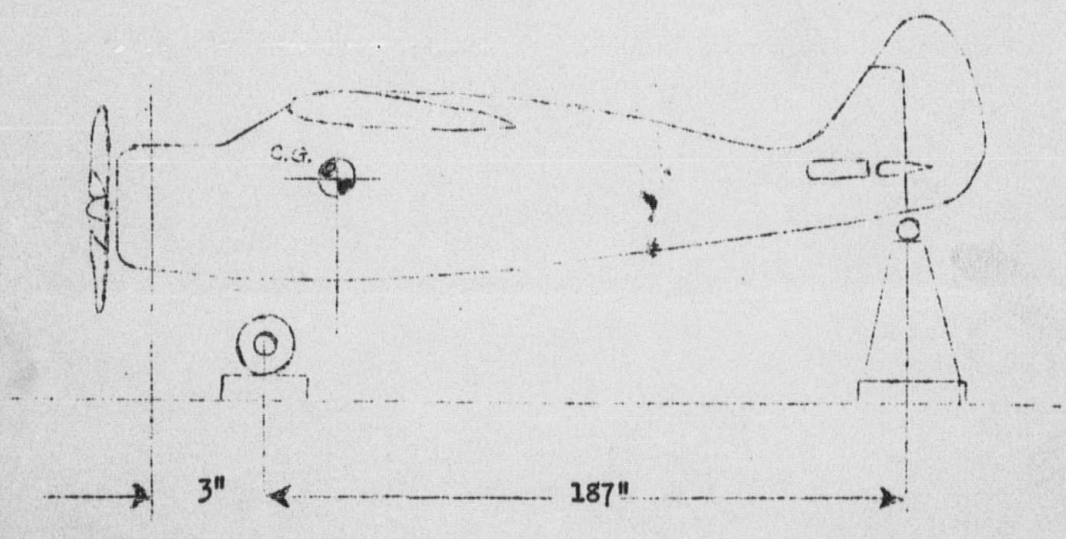
WEIGHT & BALANCE DETERMINATION

FOR

EMPTY WEIGHT C. G. LOCATION

84

Aircraft: PIPER JC3 - 65 Registration: CF-EEH



Reading:	No. 1	No. 2	No. 3	Average
LEFT WHEEL		338	333	335.5
RIGHT WHEEL		335	342	338.5
TAIL WHEEL		56	57	56.5

Total Mean Weight: 730.5

WEIGHT EMPTY INCLUDES RESIDUAL OIL AND ALL EQUIPMENT AS LISTED IN WEIGHT AND BALANCE CERTIFICATE AS ORIGINALLY SUPPLIED WITH THE AIRCRAFT (See Attached List).

DISTANCE OF C.G. FROM MAIN WHEEL: $\frac{56.5\ (187)}{730.5}$ = 14.5

DISTANCE OF C.G. FROM DATUM LINE: 3.0 + 14.5 = 17.5" aft of datum

and is within the approved limits of 8.5" to 20.3" aft of datum.

REMARKS:

Weighed By: Associated Airways Date: October 15, 1949.

Calculated By: BARCHARD ENGINEERING & EQUIPMENT

Per: M. L. Barchard Date: October 17, 1949.

WEIGHT & BALANCE DETERMINATION

AIRCRAFT: REGISTRATION:

EQUIPMENT LIST

ITEM	MAKE	WEIGHT	MOM. ARM
Propellor			
Fuel Gauge			
Fuel Pump			
Oil Filter			
Oil Cooler			
Oil Pressure Gauge			
Oil Temperature Gauge			
Carburetor Air Heater			
Airspeed Indicator			
Altimeter			
Engine Tachometer			
Magnetic Compass			
Fire Extinguisher		+3	
Main Wheel Assembly		+190	
Tail Wheel Assembly			

ASSOCIATED AIRWAYS LIMITED

82

To be attached to Log Book of Piper J3-C65 CF-EEH.

Aircraft Manufacturer's Serial No. 2080
Total time to date as shown in log books - 549:00 hrs.

Engine: Continental A65-8F Serial No. 4875468
Total time since new as shown in log books - 552:25 hrs.
Total time to date since overhaul as shown in log books -165:15 hrs.

Propeller: Sensenich 72CK42 Serial No. N2720

The following work was carried out prior to application for renewal of Certificate of Airworthiness:

Airframe:

Fuselage, wings, tailplanes, landing gear, controls and instruments were examined for condition and operation which necessitated the following work:

(1) Tires removed from wheels, inspected, and reinstalled; wheel bearing inspected and repacked with grease.
(2) Metal type fuel strainer bowl installed.
(3) Right hand cabin window repaired.
(4) Tachometer removed, checked for calibration and reinstalled.
(5) Fabric below cabin floor removed for inspection of fuselage structure. Tubing cleaned and repainted; belly fabric renewed and doped to color.
(6) Undercarriage shock cords replaced.
(7) Compass swung.
(8) Aircraft weighed and Weight & Balance computation made.
(9) The aircraft has been checked to the following Airworthiness Directives:

No.	Description	Action Taken
44-6-1	Floorboard attachment lugs	Satisfactory
44-6-2	Exhaust muffler cracks	C.W.
44-6-3	Turnbuckles and attach horns	C.W.
46-36-1	Continental piston pins	N.A.
46-37-1	Fuel strainer gasket	N.A.
46-37-2	Fuel strainer position	P.C.W.
47-40-2	Continental C75 & C85 piston pins	N.A.
47-50-3	Canvas seat inspection	Satisfactory
47-50-5	Float wirepull fitting	N.A.
47-50-6	Shock strut cracks	C.W.
48-46-1	Clevis bolt inspection	Magnafluxed
49-14-1	Elevator connector tube	P.C.W.

(10) Exhaust muff removed + heater surfaces inspected for condition cwfd 3-11-49

Engine:

The engine and installation has been inspected for general condition and found satisfactory:

(1) Spark plugs reconditioned.
(2) Oil screen checked and cleaned.
(3) Fuel screens cleaned.
(4) Grade 60 oil installed.
(5) Carburetor air heater valve shaft bushing repaired.

All controls were examined for proper operation, presence of necessary safetying and locking devices and found satisfactory.

J. R. Hook, November 2, 1949.

J. C. Lunan, November 2, 1949.

I hereby certify that all work listed has been done with certified material according to accepted practice; that all Airworthiness Directives (or equivalent) and Manufacturer's Service Bulletins

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affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.

W. J. Dick, "B" Engineer
A-1350.

Test Pilot's Certificate:

I hereby certify that I have flown this aircraft and that its' performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

T. Vaasjo, Test Pilot.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

6-44

EDMONTON ALBERTA FEBRUARY 11, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Accident Report - Piper J3-C65 CF-EEH	5008-E5-8

16455

TRANSPORT - RECORDS
FEB 15 P.M.
File 5008-C5-8

Director of Air Services,
OTTAWA, Ontario.

Attention: Controller of Civil Aviation.

1. Herewith for your information and records, please, copy of accident report dated February 8th, 1950, covering the subject aircraft, as submitted by the pilot, Samuel Side, Inter-Provincial Airways Limited, Dawson Creek, B.C.

2. Submitted, please.

KFS/H
Encl.

for J.R.K. Main,
District Controller of Air Services.

Minor accident

COPY

87

INTER-PROVINCIAL AIRWAYS LTD.

DAWSON CREEK B.C.

February 8th, 1950.

Mr. K. F. Saunders,
District Superintendent,
Air Regulations,
402 Blowey-Henry Bldg.,
EDMONTON, Alta.

Dear Mr. Saunders:

REPORT: Damage, Aircraft CF-EEH, Feb. 5th, 1950.

While in the process of carrying out a charter flight from Fort St. John Airport to Boundry Lake, (B.C.-Alta. Border) damage resulted to the propellor of the above aircraft resulting in search and rescue by the RCAF.

Take-off from Fort St. John was at approx. 10:30 A.M. Sunday, February 5th, 1950 arriving at destination approx 11:00 AM. Upon alighting on the lake unpredicted soft, deep snow resulting from an undergrowth of reeds was encountered. Braking of the aircraft was rapid in the extent that the aircraft tipped forward momentarily causing the propellor to touch. 3½ to 4 inches was broken off one blade and leaving a series of cracks up it's length. (Damage to a ski as rumored did not result.) There is no other damage to my knowledge.

With your permission I would like to replace the propellor on the lake under the instruction of the engineer and carry out the further inspection in Dawson Creek.

Trust that this report will prove satisfactory for your purposes, any further information will be submitted upon request.

Thanking you.

Very truly yours,

"Samuel Side"
INTER/PROVINCIAL AIRWAYS LTD.

SS/

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5008-E5-8

402 Blewey-Henry Bldg.,
Edmonton, Alberta.
May 31, 1950.

Western Airmotive Ltd.,
Municipal Airport,
EDMONTON, Alta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Piper J3-C65
Serial No: 2080
Registration Marks: CF-EEH

This authority is issued for:

VFR
Day flying only
Weights:

Fuel	72 lbs.
Oil	9 lbs.
Crew	170 lbs.

	Empty	Commercial	Gross
Landplane	731 lbs.	238 lbs.	1220 lbs.
Seaplane	NA		
Skiplane	NA		

Minimum number of crew ..... one
Number of passengers permitted ..... one
Commercial YES
Private NO
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after .....June 30, 1950... unless extended or renewed.

If aircraft is operated commercially you must be in possession of a Charter as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

K. F. Saunders,
District Superintendent, Air Regulations

KFS/ M
cc: H.Q.

/RM

90

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7874

NATIONALITY AND REGISTRATION MARKS CF-EEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Limited, Hamilton, Ontario.
3. Constructor's serial number	208C
4. Name of owner	Inter-Provincial Airways Limited,
5. Address of owner	Dawson Creek, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Dawson Creek, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 6th day of April 1949, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 16th day of April 1949.

H. L. Patterson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after September 16th, 1949, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

" 6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

" 7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Department of Transport — Civil Aviation — CANADA

Not valid after November 2, 1950 .3-11-49

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

92

BILL OF SALE.

KNOW ALL MEN BY THESE PRESENTS that INTER-PROVINCIAL AIRWAYS LIMITED, a corporation carrying on business in the Province of British Columbia, (hereinafter called "the Grantor") in consideration of One ($1.00) Dollar and other good and valuable consideration, has granted, bargained and sold, and by these presents does grant, bargain and sell unto WESTERN AIRMOTIVE LIMITED, a corporation carrying on business in the Province of Alberta, (hereinafter called "the Grantee"), the following property, namely:-

> One Piper Aeroplane, J.13 Model, registered as CF-EEH, complete with engine, wheels and skis, parts, fittings and equipment appertaining thereto, free and clear of encumbrance.

TO HAVE and to hold the said property unto the Grantee, its successors and assigns.

IN TESTIMONY WHEREOF the said INTER-PROVINCIAL AIRWAYS LIMITED has hereunto affixed its corporate seal and signed by its Officers duly authorized in that behalf, this 27th day of May, A.D. 1950.

INTER-PROVINCIAL AIRWAYS LIMITED,

Per Samuel Sidi
Pres.

J. Gordon Wilson
Sec.

DATED MAY 27th, A.D. 1950.

INTER-PROVINCIAL AIRWAYS LIMITED

- TO -

WESTERN AIRMOTIVE LIMITED.

BILL OF SALE.

C. BECKER, K. C.,
313 McLeod Building,
EDMONTON, ALBERTA.

93

2413
11-48

CANADA

DEPARTMENT OF TRANSPORT

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

To be sent in ~~duplicate~~ triplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... x $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... [signature]
WESTERN AIRMOTIVE LIMITED

Date of Application ..... 30 May 50

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Western Airmotive Ltd.	Municipal Airport, Edmonton, Alta.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
J. M. Keith	President	Edmonton	Canadian
P. J. Brochu	Secretary	Edmonton	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Commercial

Usual Station ..... Dawson Creek, B. C.

Date and place of manufacture or reconstruction .....

Crew required ..... One

Accommodation for what number of passengers ..... One

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air **Heavier** made by **Cub Aircraft Corp.**

Type **Piper J3-C.65** Maker's No. **20B-C**

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'2½"	
Length o/a in feet	22'5"	
Height o/a in feet	6'8"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	731	
Total weight authorized (fully loaded) in lbs. 1220	Air Speed 85	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments TACHOMETER, AIR SPEED, COMPASS, ALTIMETER, TURN & BANK
2. Gauges OIL PRESSURE, OIL TEMPERATURE
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One
6. Parachutes Nil
7. Tools -
8. Other Equipment Ration Kit

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	Four			
H.P.	65			
Bore	3-7/8			
Stroke	4-5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on Inspected at Edmonton by DAI on Nov. 3/49 - satisfactory.

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions It is recommended that Certificates be issued as applied for please.

Date May 31/50

Signature R.H. Kelley for D.S.A.R.

Registration approved and Registration Mark C.F- EEH allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

94 2 9-49

Edmonton, Alta. May 31/50
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Piper J3-C65 CF-EEH Serial No. 208C	5008-E5-8

REGISTERED

9406

Director of Air Services,
OTTAWA, Ontario. Attention: C. C. A.

TRANSPORT - RECORDS
JUN 6 A.M.
5008-E5-8
File

1. Herewith, for your approval please, application in duplicate for:

Registration .....NO..
Reregistration .....YES
Commercially ..... YES
Privately ..... NO

of the subject aircraft in the name of .....Western Airmotive Ltd.

2. Attached also, the following documents in connection with the application:

(a) Bill of Sale from: Inter-Provincial Airways Ltd. to Western Airmotive Ltd.

(b) Weight and Balance report attached to C of A.
Customs Declaration B1 NA
Copy of our temporary C of R and C of A issued this aircraft dated .....May 31/50.
Inspection report dated .. NA
C of R No..7874. for cancellation.
C of A No..1466. for change of name.
Work Report covering Engine No.....NA
Work Report covering Aircraft . NA
Release Certificate A1-1. NA
Release Certificate AI-6 Issue 3. NA

To Mr. Clark AC's-80
8747 (R)
1466 (A)

3. Fee of $ 5.00.... has been received and will be forwarded to Headquarters under Receipt No.....

4. We recommend that formal certificates be issued as applied for, please, and forwarded:

(a) Direct to the owner ..... YES
(b) Direct to this district office to be handed over to the owner after our satisfactory inspection....No.

for K. F. Saunders.....
for District Controller of Air Services.

~~KFS~~/ RSK/M
Encl.

/RM

96

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8747

NATIONALITY AND REGISTRATION MARKS CF-EEH.

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Limited, Hamilton, Ontario.
3. Constructor's serial number	2080
4. Name of owner	Western Airmotive Ltd.,
5. Address of owner	Municipal Airport, Edmonton, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Dawson Creek, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 31st day of May 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 7th day of June 1950.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after November 2nd, 1950, unless endorsed.

/RM

97

June 7th, 1950.

5008-E5-8 Piper J3-C65 CF-EEH 5008-E5-8

REGISTERED

District Controller of Air Services,
402 Blowey-Henry Building,
Edmonton, Alta.

Attention: Superintendent, ~~District Inspector~~, Air Regulations

Certificate of Registration No. 8747
and Certificate of Airworthiness No. 1466
are enclosed for the above named aircraft which is owned
by Western Airmotive Ltd.

JUN 18 1950

Revenue Audit
Dept. of Transport.

The Weight and Balance Report is enclosed with the Certificate of Airworthiness. This report should be amended to date before the Certificate is forwarded to the new, registered owner. (A.E. Staff Instruction 2/50).

The attention of the owner is to be directed to Information Circular T/8/39.

(C. [illegible] Powers),
Superintendent, Air Regulations.

ENCLS.

AC-5-80

~~5008~~ 5008-E5-8 99

TRANSPORT - RECORDS
JUN 20 A.M.
5008-E-5-8
File

402 Blowey-Henry Bldg.,
Edmonton, Alta.,
June 16, 1950.

12186

REGISTERED

Western Airmotive Ltd.,
Municipal Airport,
Edmonton, Alta.

Dear Sirs:

Returned herewith, C of R #8747 and C of A #1466 covering Piper J3-C65 aircraft CF-EEH, endorsed to be not valid after November 2nd, 1950.

Kindly place these Certificates in the pocket of the Journey and Aircraft log book and carry on board the aircraft on all flights.

Yours truly,

K. F. Saunders,
D.S.A.R.

KFS/M
Enc.
Ch

HEADQUARTERS: Items 26-32 incl. on the C of A were deleted.

Attached hereto, copy of W & B Report covering wheels and skis, for your records.

NOTED

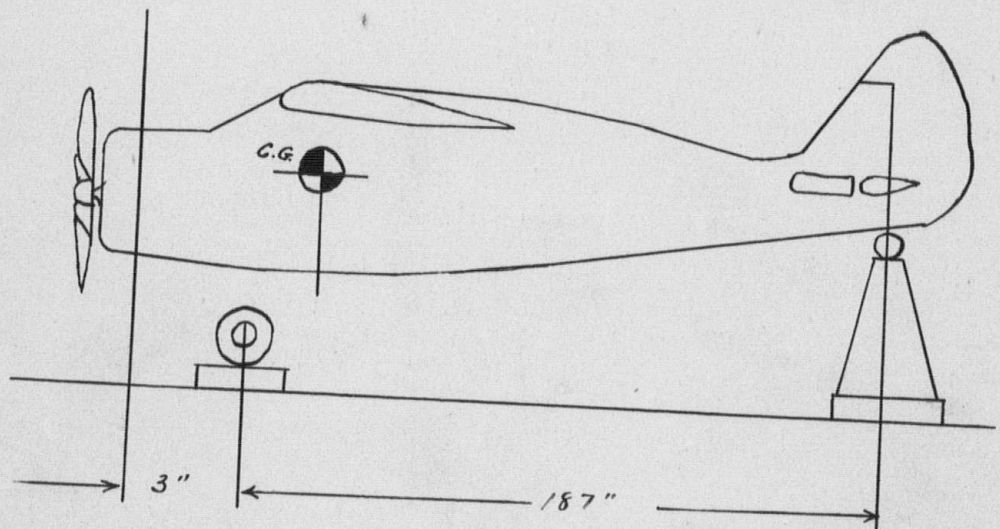
48

WEIGHT AND BALANCE DETERMINATION

For

EMPTY WEIGHT C.G. LOCATION

Aircraft: Piper JC3-65 Registration: CF-EEH



Reading:	No. 1	No. 2	No. 3	Average
LEFT WHEEL		338	333	335.5
RIGHT WHEEL		335	342	338.5
TAIL WHEEL		56	57	56.5
			Total Mean Weight	730.5

WEIGHT EMPTY INCLUDES RESIDUAL OIL AND ALL EQUIPMENT AS LISTED IN WEIGHT AND BALANCE CERTIFICATE AS ORIGINALLY SUPPLIED WITH THE AIRCRAFT (See attached list)

DISTANCE OF C.G. FROM MAIN WHEEL: $\frac{56.5\ (127)}{730.5} = 14.5$

DISTANCE OF C.G. FROM DATUM LINE: 3.0 + 14.5 = 17.5" aft of Datum and is within the approved limits of 8.5" to 20.3" aft of Datum.

REMARKS:

Weighed by: Associated Airways Ltd. Date: October 15, 1949

Calculated by:

BARCHARD ENGINEERING & EQUIPMENT

Date: October 17, 1949 Per: F. M. Barchard

WEIGHT AND BALANCE DETERMINATION

Aircraft: Piper JC3-65 Registration: CF-EEH

EQUIPMENT LIST

Item	Make	Wt.	Mom. Arm
Propeller			
Fuel Pump			
Fuel Gauge			
Oil Filter			
Oil Cooler			
Oil Pressure Gauge			
Oil Temperature Gauge			
Carburettor Air Heater			
Airspeed Indicator			
Altimeter			
Engine Tachometer			
Magnetic Compass			
Fire Extinguisher			
Main Wheel Assembly			≠ 3.0
Tail Wheel Assembly			≠ 190

- * - * - * -

"This is to certify this Aircraft is equipped with Federal A1500-A Skis. Difference in weight between wheel plane and ski plane is only two (2) lbs., and, therefore, negligible."

* ..... A.I.M.E.

"This is to certify that there has been no changes made in the weight or equipment of this airplane since the previous certification."

DATE: June 14/50

* ..... A.I.M.E.

COPY

TRANSPORT - RECORDS
AUG 28 A.M.
File 5008-E5-8

100

ORIGINAL ON FILE 5258-443

COPY FOR FILE 5008-E26-16
5008-E5-8
5802-12456

LEJG.

20084

5003-2
5003-3
5260-73
5802-890

402 Blowey-Henry Building,
Edmonton, Alberta.
August 22, 1950.

Western Airmotive Limited,
Municipal Airport,
EDMONTON, Alberta.

Dear Sirs:

We have recently made inspection of the log books of your aircraft at Dawson Creek, B.C., and it was noted that aircraft CF-EZP and CF-EEH had been in operation between the dates of July 23rd and August 3rd, and August 2nd and August 14th, contrary to The Air Regulations Part VIII, Paragraph 6 (1).

It was further noted that your engineering personnel were not meeting our requirements for the operation of this flying school and charter service at Dawson Creek, and that you are replying upon your air engineer from Edmonton to carry out the engineering duties at Dawson Creek--a distance of some 300 miles from your Edmonton base. Obviously such a maintenance system cannot be permitted to carry on, and we desire an immediate explanation from you as to how you intend to improve this very unsatisfactory condition.

Regarding the flights of the aircraft at Dawson Creek, which were contrary to The Air Regulations mentioned above, we are in communication with your pilot manager, Mr. F. Myer, at Dawson Creek, requesting his explanation of his infraction of the Air Regulations, copy of which is attached hereto. Pending his receipt, you are requested to look into this situation immediately, with a view to making the required improvements.

Yours very truly,

K.F. Saunders,
District Supt. Air Regulations.

8
9-49

KFS/H
cc: HQ

COPY

24283

TRANSPORT - RECORDS
AUG 28 1950
File 5008-E5-8

ORIGINAL ON FILE 5802-12456

COPY FOR FILE 5008-E26-16
5008-E5-8

LE JG.

5003-2
5003-3
5802-290

10

402 Blowey-Henry Building,
Edmonton, Alberta.
August 22, 1950.

Mr. Floyd B. Myer,
Western Airmotive Limited,
DAWSON CREEK, B.C.

Dear Sir:

Inspection of the log books of aircraft CF-EZP and CF-EEH, at Dawson Creek, on the 16th instant, revealed that you as pilot had flown these aircraft between the dates July 23rd and August 3rd on aircraft CF-EZP, and between the dates August 2nd and August 14th, on aircraft CF-EEH, contrary to The Air Regulations, Part VIII, Paragraph 6 (1).

Before taking any disciplinary action in this matter, we offer you the opportunity of forwarding your written explanation thereof.

Yours very truly,

K. F. Saunders,
District Supt. Air Regulations.

WFS/M
cc:HQ
cc: West. Air., Edmonton.

TO DAS - OTTAWA
ATTENTION: CCA

5008-E5-8 102

2444
4-50

5008-E5-8

CANADA

DEPARTMENT OF TRANSPORT 46355

TRANSPORT - RECORDS
NOV 26 P.M. 1951
File 5008-E5-8

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EEH SERIAL NO. 208-C

1. C. of A. No. 1466 Expires Nov. 2/51. C. of R. No. 8747 Expires Nov. 2/51.

AIRCRAFT DATA—Manufacturer Piper Model J-3

Hours flown—Since New 1140:20 Since Overhaul ---

ENGINE DATA—Manufacturer Continental Model A65-8

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	4364068	713:25	120:45
(2)			
(3)			
(4)			

Signature of Applicant J.M. Keith

Date Nov. 15/51.

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed J.M. Keith "B" ENGINEER

Date Nov. 15/51.

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed [illegible] TEST PILOT

Date Nov 15/51

4. The following documents are attached:

Certificate of Airworthiness ☑ Certificate of Registration ☑ Weight and Balance Report (when applicable) ☑

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 8747 and C. of A. No. 1466, or for a period of thirty days, whichever is the shorter, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.

Signed F.J. Curran DISTRICT AIRCRAFT INSPECTOR

Date NOV 19 1951

DEPARTMENT OF TRANSPORT — AERONAUTICAL ENGINEERING — CANADA — D.A.I.

7. C. of A. and C. of R. renewed, not valid after (Date) November 15, 1952.

Permissible Gross Weights— Wheels 1220 lbs.
Skis 1220 lbs.
Floats -

Signed [illegible] DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date Nov. 20/51.

JJC/M Other Action:— Nil

8. H.Q. Action— C.A.R.

C.A.E.

Inspected by DAI on..... NOV 19 1951

at Edmonton - satisfactory J.J. Currie

J.J. CURRIE

Inspected by DAI on..... NOV 19 1951

at Edmonton - satisfactory J.J. CURRIE

TO DAS OTTAWA ATTN. CCA

CANADA

TRANSPORT - RECORDS

NOV 4 1950

File

File: 5008-E5-~~8-50~~ 2444

102

5008-E5-8

23693

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EEH SERIAL No. 208C

1. C. of A. No. 1466 Expires Nov. 2/50 C. of R. No. 8747 Expires Nov 2/50

AIRCRAFT DATA—Manufacturer Piper Model J-3

Hours flown—Since New 905:10 Since Overhaul

ENGINE DATA—Manufacturer Continental Model A65-8

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	487468	908:30	472:20
(2)			
(3)			
(4)			

Signature of Applicant J M Keith

Date Oct 14/50

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed J M Keith "B" ENGINEER

Date Oct 14/50

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed J B Moyer TEST PILOT

Date Oct 16/50

4. The following documents are attached:

Certificate of Airworthiness ☒ Certificate of Registration ☒ Weight and Balance Report (when applicable) ☒

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 8747 and C. of A. No. 1466, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.

for. *Signed* A B Lawendahl DISTRICT AIRCRAFT INSPECTOR

Date OCT 30TH 1950

7. C. of A. and C. of R. renewed, not valid after (Date) November 2nd, 1951.

Permissible Gross Weights— Wheels 1220 lbs.
Skis 1220 lbs.
Floats -

noted B46

Signed R S Keatley DISTRICT SUPERINTENDENT AIR REGULATIONS

Date Oct. 31/50

Other Action:— Nil

noted

8. H.Q. Action— C.A.R.

C.A.E.

/RM

104

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8747

NATIONALITY AND REGISTRATION MARKS CF-EEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Limited, Hamilton, Ontario.
3. Constructor's serial number	2080
4. Name of owner	Western Airmotive Ltd.,
5. Address of owner	Municipal Airport, Edmonton, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Dawson Creek, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 31st day of May 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 7th day of June 1950.

Superintendent, Air Regulations.

~~Attention is drawn to the extracts from Air Regulations, 1938, overleaf.~~

~~Not valid after November 2nd, 1950, unless endorsed.~~

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Department of Transport Civil Aviation Branch CANADA

Not valid after November 2nd, 1951.....31-10-50

See The Air Regulations 2.1.8

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

105

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title and interest in PIPER AIRCRAFT, Model J.3, Serial No. 208-3, Registration CF-EEH, equipped with Continental Engine No. 436468, and Skis.

TO: Mr. Ronald C. Hayward,
10030 - 151 Street, Edmonton, Alberta.

for the sum of One Dollar ($1.00) and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumberance against this machine.

DATED at EDMONTON, Alberta, this 14th day of November 1951

WESTERN AIRMOTIVE LIMITED

N. Nagil
Witness

Owner.

106

5008-E5-8

402 Blower-Henry Bldg.,
Edmonton, Alberta,
November 28th, 1951.

Mr. Ronald C. Hayward,
10030 - 151st Street,
Edmonton, Alta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Piper J3-C65
Serial No.: 2086
Registration Marks: CF-REH

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....72 lbs.
Oil.....9 lbs.
Crew.....170 lbs.

	Empty	Commercial	Gross
Landplane.....	731 lbs.	238 lbs.	1220 lbs.
Seaplane	-		
Skiplane	729 lbs.	240 lbs.	1220 lbs.

Minimum number of crew....one.
Number of passengers permitted...one..
Commercial No
Private Yes
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after December 27th, 1951, ..unless extended or renewed by this Department.

If aircraft is operated commercially you must be in possession of a Licence as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

K. F. Saunders,
District ~~Inspector~~ Supt.,
Air Regulations.

KFS/M
cc: H.Q.

107

2413
11-48

CANADA

DEPARTMENT OF TRANSPORT

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

To be sent in duplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant Ronald C Hayward

Date of Application November 14/51.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Ronald C. Hayward	10030-151 St., Edmonton, Alta.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

PRIVATE

Usual Station EDMONTON, ALTA.

Date and place of manufacture or reconstruction

Crew required PILOT

Accommodation for what number of passengers ONE

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Piper Aircraft Co[illegible].

Type Piper J3 Maker's No. 208-C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 5"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)		

Weight equipped, but without load, fuel, or oil 730.5 lbs. Landplane 729 lbs. Skiplane

Total weight authorized (fully loaded) in lbs 1220 Air Speed 70 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Air Speed, Altrometer, Tachometer, Oil Pres. Oil Temp.
2. Gauges Compass
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One 1 qt. Pyrene
6. Parachutes Nil
7. Tools Nil
8. Other Equipment Nil No radio

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65			
Bore	3 7/8"			
Stroke	3 5/8"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on Nov. 19/51 by DAI - Satisfactory. Formals expire Nov. 15/52.

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions It is recommended that Certificates be issued as applied for please.

Date Nov. 28/51. Signature [signature] D.S.A.R.

Registration approved and Registration Mark C.F. - EEH allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

2413
11-48

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CANADA

DEPARTMENT OF TRANSPORT

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

To be sent in duplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant Ronald C Hayward

Date of Application November 14/51.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Ronald C. Hayward	10030-151 St., Edmonton, Alta.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) PRIVATE

Usual Station EDMONTON, ALTA.

Date and place of manufacture or reconstruction

Crew required PILOT

Accommodation for what number of passengers ONE

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air **Heavier** made by **Piper Aircraft Co[illegible]**

Type **Piper J3** Maker's No. **208-C**

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2⅛"	
Length o/a in feet	22' 5"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)		

Weight equipped, but without load, fuel, or oil **730.5 lbs.** **Landplane** **729 lbs.** **Skiplane**

Total weight authorized (fully loaded) in lbs. **1220** Air Speed **70** miles per hour

EQUIPMENT—(Give number and type).

1. Instruments **Air Speed, Altrometer, Tachometer, Oil Pres. Oil Temp.**
2. Gauges **Compass**
3. Lights **Nil**
4. Signals **Nil**
5. Fire Extinguishers **One 1 qt. Pyrene**
6. Parachutes **Nil**
7. Tools **Nil**
8. Other Equipment **Nil** **No radio**

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65			
Bore	3 7/8"			
Stroke	3 5/8"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on **Nov. 19/51 by DAI - Satisfactory. Formals expire Nov. 15/52.**

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions **It is recommended that Certificates be issued as applied for please.**

Date **Nov. 28/51.** Signature [signature] D.S.A.R.

Registration approved and Registration Mark C.F. **-EEH** allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

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7-43

Edmonton, Alta. Nov. 28th, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Piper J3-C65 CF-EEH Serial No. 2080	5008-E5-8

REGISTERED

Director of Air Services,
Ottawa, Ont.

47278

Attention: CCA.

TRANSPORT - RECORDS
DEC 4 A.M. 1951
File 5008-E5-8

1. Herewith, for your approval please, application in duplicate for:

Registration.....NO
Re-registration..... YES
Commercially..... NO
Privately..... YES

of the subject aircraft in the name of....Mr. Ronald C. Hayward of Edmonton.

2. Attached also, the following documents in connection with the application:

Bill of Sale from: Western Airmotive Ltd. to Mr. Hayward.

Weight and Balance Report attached to C of A and currently valid.
Customs Declaration Bl NA
Copy of our temporary C of R and C of A issued this aircraft dated..... Nov. 28/51.
Form No. 2444 NA
Form No. 2443 NA
C of R No. 8747.....for cancellation,
C of A No. 1466.....for change of name.

10616 (R)
1466 (A)

2 (a) C of A amended as follows: Item 25 Skiplane empty weight changed from 694 lbs. to 729 lbs.

3. Fee of $.5.00 ....has been received and will be forwarded to Headquarters under Receipt No...47476.....

4. We recommend that formal Certificates be issued as applied for, please, and forwarded:
(a) Direct to the owner.....Yes..
(b) Direct to this district office to be handed over to the owner after our satisfactory inspection..No...

KFS/M
Enc.

for District Controller of Air Services.

/HMC

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2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10616

NATIONALITY AND REGISTRATION MARKS CF-EEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ontario
3. Constructor's serial number	2080
4. Name of owner	Ronald C. HAYWARD
5. Address of owner	10030-151 Street, EDMONTON, Alberta
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alberta
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 28th day of November 1951, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, ~~1938, as amended~~, and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 6th day of December 1951

Superintendent, Air Regulations.

~~Attention is drawn to the extracts from Air Regulations, 1938, overleaf.~~

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HMC

5006-E5-8

OTTAWA, Ontario.

December 6th, 1951

Mr. Ronald C. HAYWARD,
10030 - 151 Street,
EDMONTON, Alberta

Dear Sir/s:-

Enclosed are Certificate of Registration No. 10616 and Certificate of Airworthiness No. for your Piper J3-C65 aircraft, CF- EEH, Serial No. 1466 2080.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until November 15th, 1952. Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured.

Yours truly,

HLP

(C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☐

REGISTERED

AC-5-60

added Int of J.
11/12/51

/HMC

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2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10616

NATIONALITY AND REGISTRATION MARKS CF-EEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ontario
3. Constructor's serial number	208C
4. Name of owner	Ronald C. HAYWARD
5. Address of owner	10030-151 Street, EDMONTON, Alberta
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alberta
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 28th day of November 1951, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, ~~1938,~~ as amended 7/3/51 and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 6th day of December 1951

H. L. Patterson

for *Superintendent, Air Regulations.*

~~Attention is drawn to the extracts from Air Regulations, 1938, overleaf.~~ 7/3/51

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5008-E5-8

402 Blowey-Henry Bldg.,
Edmonton, Alta.,
Aug. 25/52.

Stan Reynold Aircraft Sales Ltd.,
Wetaskiwin, Alta.

KINDLY CHANGE NAME & ADDRESS OF OWNER IN ALL LOG BOOKS TO AGREE WITH THAT OF NEW REGISTERED OWNER.

Dear Sirs:

Pending issue by our Headquarters of formal Certificates of Registration and Airworthiness, this letter constitutes your temporary Certificate of Registration and Airworthiness for:

TYPE: Piper J3-C65
MARKS: CF-EEH
SERIAL NUMBER: 2080

This authority is issued for:
VFR, day flying only.....Yes.....Night flying.....No.....; Landplane empty weight.....731.....lbs. gross weight.....1220.....lbs.; commercially.....No.....; privately.....Yes.....; Number of passengers permitted.....one.....; Number of crew required.....one.....; this authority to be not valid after.....October 24th, 1952.....

Skiplane empty weight.....729 lbs. Skiplane gross weight....1220 lbs.

If aircraft is registered privately, you are not permitted to operate same for hire or reward. If aircraft is registered commercially, it may not be operated as such unless you are in possession of a Licence as issued by the Air Transport Board and an Operating Certificate as issued by this Department. This authority does not constitute your permission to operate radio apparatus if installed.

Yours truly,

K. F. Saunders,
Dist. Supt., Air Regulations.

KFS/M
cc: HQ
DS Radio Edmonton

WETASKIWIN — BILL OF SALE — 117 ALBERTA

STAN REYNOLDS AIRCRAFT SALES LTD.

The undersi[illegible]ndor sells, and the undersigned purchaser purchases, subject to the terms and conditions hereinafter set forth, the following pr[illegible]:

DESCRIPTION OF PROPERTY

Year	Make	Model
1952	Hudson	Hornet.

Serial Number	Engine and Number
7B-182548	182548

No. of Pass. & Crew	Length of Aircraft	Wing Span	WHBSE
			124"

Equipment 2 tone paint, hydramatic, oil bath, radio, weather control, signal lites, vacuum pump, heater, selec glass, heavy duty shocks, spare.

Particulars GUARANTEE 4000 miles or 90 days.

1. Cash Price		$
2.		$
3. Total selling price		$ 4822.50
4. Trade-in allowance (This value has been determined by the parties acting in good faith)	$ 1400.00	
Less: lien owing to	$	
Net trade-in allowance	$ 1400.00	
5. By cash $ 122.50 By cheque (Subject to Acceptance) $ 100.00 Total Down Pay't.	$ 222.50	$ 1622.50
6. Balance of cash price		$ 3200.00
7. Registration costs		$ 1.00
8. Insurance premiums		$ 297.03
9. Finance charges		$
10.		$
11. Total deferred balance payable to D.A.C.		$

DESCRIPTION OF TRADE-IN

Year	Make	Model	REGIST.	No. of Pass. & Crew
1946	Piper Cub	J 3	CF-EEH	2

Serial Number	Engine and Number	Length	Wing Span
208C	Continental A65 #4364068	22'5"	35'2½

Equipment Radio, regular wooden cub skis (to be delivered), oil pressure temp, altimeter, R.P.M. indicator, compass, T.T.B. cabin heat,

The purchaser certifies that he is the legal owner of the trade-in and does hereby bargain, assign, transfer, and set unto Stan Reynolds Aircraft Sales Ltd., absolutely free of all charges, liens and encumbrances the said mentioned trade-in. The purchaser agrees that the title, ownership, and right to the possession of the property shall remain at his risk in Stan Reynolds Aircraft Sales Ltd., until any notes on the said property are fully paid with interest. The purchaser further agrees that the delivery by the vendor to the purchaser of the property described herein is made conditionally upon the cheque(s) tendered in (part) (full) payment thereof being accepted by the bank(s) on which drawn, and there is no transfer of title until such time as the said tendered cheque(s) are accepted, and other conditions of the contract are fulfilled. The vendor does not guarantee year or flying time of property.

DATED at Wetaskiwin, Alberta, this 20 day of August 1952.
In witness whereof the parties have hereunto set their hands on the day and year above written:

STAN REYNOLDS AIRCRAFT SALES LTD.

No 13 S

John H Anderson
Witness Sign Here

Per [signature]

Ronald C Hayward
Purchaser Sign Here

HAYWARD — RONALD C — 10030-151 St, Edmonton
of Purchaser — Christian Names — Address

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2413
7-51

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

To be sent in duplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant STAN REYNOLDS AIRCRAFT SALES LTD. Per. [signature]

Date of Application August 10, 1952

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
~~Stanley G. Reynolds~~	Wetaskiwin	Canadian
~~Donovan M. Jeglum~~	"	"
STAN REYNOLDS AIRCRAFT SALES LTD.		

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Stanley G. Reynolds	President	Wetaskiwin	Canadian
Donovan M. Jeglum	Vice President	"	"
John A. Anderson	Sec. Treas.	"	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Private

Usual Station Wetaskiwin

Date and place of manufacture or reconstruction 1946, Piper Aircraft Corp. U.S.A.

Crew required One

Accommodation for what number of passengers One

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Pippr Aircraft Corp. U.S.A.

Type J3 Cub Piper Maker's No. 2088

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 5"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	Landplane 731 Skiplane ~~xxxx~~ 729 lbs.	
Total weight authorized (fully loaded) in lbs 1220	Air Speed	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimiter, Turn & Bank, RPM Indicator, Compass
2. Gauges Oil Pressure, Oil temp.
3. Lights -
4. Signals -
5. Fire Extinguishers One
6. Parachutes -
7. Tools -
8. Other Equipment Radio, receiver, skiis

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65			
Bore	3 7/8"			
Stroke	3 5/8"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on Nov. 51. - satisfactory.

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions It is recommended that Certificates be issued as applied for.

Date 21.8.52. Signature [signature] D.S.A.R.

Registration approved and Registration Mark C.F. EEH allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

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2413
7-51

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

To be sent in duplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant STAN REYNOLDS AIRCRAFT SALES LTD. Per. [signature]

Date of Application August 20, 1952.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
~~Stanley G. Reynolds~~	Wetaskiwin	Canadian
~~Donovan M. Jeglum~~	"	"
STAN REYNOLDS AIRCRAFT SALES LTD.		

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
~~S~~tanley G. Reynolds	President	Wetaskiwin	Canadian
Donovan M. Jeglum	Vice President	"	"
John A. Anderson	Sec. Treas.	"	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Private

Usual Station Wetaskiwin

Date and place of manufacture or reconstruction 1946, Piper Aircraft Corp. U.S.A.

Crew required One

Accommodation for what number of passengers One "

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

Fee $5.00 rec'd Rec'a 6054

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Piper Aircraft Corp. U.S.A.

Type J3 Cub Piper Maker's No. 2086

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 5"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil Landplane 731 Skiplane ~~xxxx~~ 729 lbs.

Total weight authorized (fully loaded) in lbs 1220 Air Speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimiter, Turn & Bank, RPM Indicator, Compass
2. Gauges Oil Pressure, Oil temp.
3. Lights -
4. Signals -
5. Fire Extinguishers One
6. Parachutes -
7. Tools -
8. Other Equipment Radio, receiver, skiis

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65			
Bore	3 7/8"			
Stroke	3 5/8"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on Nov. 51. - satisfactory.

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions It is recommended that Certificates be issued as applied for.

Date 21. 8. 52. Signature J.H. Bamford D.S.A.R.

Registration approved and Registration Mark C.F. EEH allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

120 2 9-49

Edmonton, Alta. Aug. 25, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Piper J3-C65 CF-EEH Serial No. 2080	5008-E5-8

REGISTERED

TRANSPORT - RECORDS
AUG 29 P.M. 1952
File 5008-E5-8

Director of Air Services,
Ottawa, Ont.

29494

Attention: CCA.

1. Herewith, for your approval please, application in duplicate for:

Registration.....NO
Re-registration..... YES
Commercially..... NO
Privately..... YES

of the subject aircraft in the name of..... Stan Reynolds Aircraft Sales Ltd.

2. Attached also, the following documents in connection with the application:

Bill of Sale from: R. C. Hayward to Stan Reynolds Aircraft Sales Ltd.

Weight and Balance Report attached to C of A.
Customs Declaration Bl NA
Copy of our temporary C of R and C of A issued this aircraft dated..... Aug. 25/52.
Form No. 2444 NA
Form No. 2443 NA
C of R No...10616...for cancellation.
C of A No...1466....for change of name.

11252 (R)
1466 (A)

3. Fee of $5.00 ....has been received and will be forwarded to Headquarters under Receipt No.....60841

4. We recommend that formal Certificates be issued as applied for, please, and forwarded:
(a) Direct to the owner.....Yes
(b) Direct to this district office to be handed over to the owner after our satisfactory inspection...~~Yes~~ No.

for District Controller of Air Services.

MM

Enc.

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2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 11252

NATIONALITY AND REGISTRATION MARKS CF-EKH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp., Ltd., Hamilton, Ont.
3. Constructor's serial number	20SC
4. Name of owner	Stan Reynolds Aircraft Sales, Ltd.,
5. Address of owner	Wetaskiwin, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Wetaskiwin, Alta.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of August 19 52., in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with The Air Regulations, and has been allocated the nationality and registration marks CF-EKH and is of Canadian nationality.

Given at Ottawa this 6th day of September 19 52.

Superintendent, Air Regulations.

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

/LH

Valid for day flying only 123

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1466

(Heavier than air)

~~(28.11.51) HAYWARD,~~ ~~(31.5.50) WESTERN AIRMOTIVE LTD.,~~

~~(6.4.49) INTER-PROVINCIAL AIRWAYS LIMITED,~~

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

(25.8.52) STAN REYNOLDS AIRCRAFT SALES LTD.,

1. Surname of owner (or name of Company) ~~McKenna (16.1.47) TOD A. WHITELEY~~
2. Christian name ~~Ronald G.;~~ ~~B.C.~~ ~~Douglas Dorey~~ ~~John William~~
3. Address ~~10160 - 121st Street, Edmonton, Alta.~~ ~~Dawson Creek, B.C.~~ Wetaskiwin, Alberta.
4. Nationality ~~British~~ ~~Municipal Airport, Edmonton, Alta.~~ ~~10090-151 St., Edmonton, Alta.~~

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp. Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-KEH

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 2080
8. Place and year of construction of aircraft Hamilton, Ontario, 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a, b, c, d & e~~ 4(2)
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A.65

21. International power of the engine or engines at

(Take-off) (M.E.T.O.) (a) Sea Level 65 / 50 H.P. at 2300 / 2100 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted One Types Sensenich No. .....
Pitch ..... Diameter 75/ 737

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane		lbs.
	(b) Seaplane		lbs.
	(c) Skiplane (14-4-47)	729 ~~680~~ (28.11.51) ~~644~~	lbs.

WEIGHT OF FUEL AND OIL

DELETED (16.6.50)

26. Fuel (at 7·2 lbs. per gallon)		72 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	10 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		9 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	1 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (Skiplane ~~289~~ lbs.) (14-4-47)	(3.11.49) 238	L.P. ~~259~~ lbs.
32. Maximum total weight authorized	(3.11.49) 275	lbs.
Landplane	1220	lbs.
Seaplane		lbs.
Skiplane (14-4-47)	1220	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Twelve hundred & twenty pounds
Seaplane .....
Skiplane Twelve hundred & twenty pounds.

34. Minimum crew necessary One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Sept. 30th, 1946. in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 31st day of October 19 46

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

121

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (3.11.49)

(Covering wheels and skis) (16.6.50)

Note: This certificate is subject to Air Regulations, ~~1938~~, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 30/47 Oct. 13, 1948 16/9/49 2.11.50 2.11.51 15.11.52	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

125

JS 5008-E5-8

OTTAWA, Ontario.

September 6, 1952.

Stan Reynolds Aircraft Sales, Ltd.,
Wetaskiwin,
Alta.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 11252 and Certificate of Airworthiness No. 1466 for your Piper J3-C65 aircraft, CF- EEH , Serial No. 2080.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until November 15, 1952.

Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured.

Yours truly,

(C.T. Travers),
Superintendent, Air Regulations.

EDMONTON

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

REGISTERED

AC-5-60

128

OTTAWA, Ontario, October 1, 1952.

5008-B5-8
5010-10-37
5010-13

Radio Installation in Piper J3 CF-BEH

5008-P5-8 (CAE)
6252-1075

District Controller of Air Services,
302 Bloway-Henry Building,
Edmonton, Alberta

Attention: District Aircraft Inspector

1. This refers to your letter of September 3rd, 1952, submitting for approval two copies of Aero Engineering Limited Drawing No. AR-10 covering the radio installation in CF-BEH.

2. The above radio installation is considered satisfactory and is approved subject to D.A.I. inspection. One copy of Drawing AR-10 is returned herewith and one copy is retained for our files.

3. The Telecommunications Division have been supplied with three copies of the above drawing.

(H.S. Rees)
Chief Aeronautical Engineer.

Encl.

CC: C.R.I.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

127 2/4-52

Ottawa, September 26, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aircraft CF-EEH	5008-E5-8 (CRI) 6252-1075

35650

MEMORANDUM TO THE CHIEF AERONAUTICAL ENGINEER

1. With reference to the letter dated September 3rd from the District Controller of Air Services in Edmonton, enclosing two copies of Aero Engineering Drawing No. AR-10 covering the radio installation in Aircraft CF-EEH, I wish to advise that this drawing has been approved so far as it concerns the Telecommunications Division of the Department of Transport.

2. Three additional copies of this drawing were received from the District Superintendent of Radio in Edmonton, and are attached with file 6252-1075. If satisfactory, would you please affix your stamp of approval to these drawings and return them together with file 6252-1075 to this office.

W.A. Caton

(W.A. Caton)
Chief Inspector of Radio.

Telecommunications Division
HFS:MF

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

126 2/2

EDMONTON, Alberta. September 3, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Aero Engineering Dwg. No. AR-10 Installation Receiver Piper J3 Aircraft CF-EEH.	5008-E5-8 5010-10-37 5010-13

REGISTERED

30841

TRANSPORT - RECORDS
SEP 8 P.M. 1952
File 5008-E5-8

Director of Air Services,
OTTAWA, Ontario.

CAE
CRI

Attention: Chief Aeronautical Engineer.

1. Herewith for your approval, please, two copies of Aero Engineering Drawing No. AR-10, covering Radio Installation in Piper J3 aircraft CF-EEH.

J J Quinn

for District Controller, Air Services.

HED/H
Enc.

HFS:MF

129

Ottawa, October 9, 1952.

Aircraft CF-EEH

6252-1075 (CRI)
5008-E5-8 ✓

1. We have received your letter dated August 27th, enclosing Form 2108 and application for licence to install and operate a radio station in Aircraft CF-EEH, as submitted by the owner Ronald C. Hayward, 10030 - 151 Street, Edmonton, Alberta.

2. The three copies of Aero Engineering Drawing AR-10 submitted in support of the application, have been approved by both the Civil Aviation and Telecommunications Divisions of the Department of Transport. One copy of the approved drawing is being retained for our records, and the remaining two copies are enclosed. One copy may be kept for your own information and the other returned to the owner of the aircraft, to be kept available for inspection purposes.

Original Signed by
F. G. NIXON

for (G.C.W. Browne)
Controller of Telecommunications.

Encls.

W.G.D. Allen, Esq.,
District Superintendent of Radio,
10138 - 100A Street,
EDMONTON, Alberta.

ND

36052

TRANSPORT - RECORDS
OCT 14 P.M. 1952
File 5008-E5-8

130

5008-E5-8
5010-37
5010-13

402 Blowey-Henry Bldg.,
Edmonton, Alta.,
11 Oct. 52.

REGISTERED

Stan Reynolds Aircraft Sales Ltd.,
Wetaskiwin, Alta.

Dear Sirs:

Reference to Radio Installation Drawing No. AR-10 covering the radio installation in Piper J3 CF-EEH.

Since this aircraft was damaged beyond repair during a recent wind storm and is therefore written off, Drawing No. AR-10 is returned to you herewith for your retention, unapproved.

If in the future, this Drawing is used to cover a similar radio installation in this type of aircraft, kindly return the drawing to this district office whereupon the necessary inspection will be carried out by the District Aircraft Inspector.

Yours truly,

for J. J. Currie,
District Aircraft Inspector.

HED/M
Enc.

cc: HQ (CAE)
Dist. Supt. Radio, Edmonton.

HEADQUARTERS: Re your letter 1st instant, files 5008-E5-8 (CAE) and 6252-1075. This for your information and records please.

138

c o p y

Stan Reynolds Aircraft Sales Ltd.,
WETASKIWIN, Alberta.

October 14th, 1952.

District Supt., Air Regulations.
Blowey-Henry Building,
Edmonton, Alberta.

Dear Sir:

Enclosed herewith are formal certificates and information requested for damaged Piper Aircraft CF-EEH, file number 5008-E5-8.

- 1. Piper J3-C65-British - CF-EEH
- 2. Stan Reynolds Aircraft Sales Limited.
- 3. N.A.
- 4. Date - time St. 2 October, 1952 - approximately 1600 hours
- 5. N.A.
- 6. Wetaskiwin Airport,
- 7. N.A.
- 8. Storm damage beyond practical reconditioning.
- 9. N.A.
-10. N.A.

Yours very truly,

J. M. Ross, Air Engineer. (SIGNED)

137

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E5-8

OTTAWA, Ontario.
September 6, 1952.

Stan Reynolds Aircraft Sales, Ltd.,
Wetaskiwin,
Alta.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 11252 and Certificate of Airworthiness No. 1466 for your Piper J3-C65 aircraft, CF-EEH , Serial No 208C.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until November 15, 1952.

Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured.

Yours truly,

for (C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

REGISTERED

AC-5-60

136

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 11252

NATIONALITY AND REGISTRATION MARKS CF-EEH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp., Ltd., Hamilton, Ont.
3. Constructor's serial number	2080
4. Name of owner	Stan Reynolds Aircraft Sales, Ltd.,
5. Address of owner	Wetaskiwin, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Wetaskiwin, Alta.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of August 19 52., in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with The Air Regulations, and has been allocated the nationality and registration marks CF-EEH and is of Canadian nationality.

Given at Ottawa this 6th day of September 19 52.

for *Superintendent, Air Regulations.*

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

Valid for day flying only

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1466

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) STAN REYNOLDS AIRCRAFT SALES LTD.,

2. Christian name(s),

3. Address Waskiwin, Alberta.

4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp. Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-EEH

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 208C

8. Place and year of construction of aircraft Hamilton, Ontario, 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land

10. Number of planes One

11. Number of engines One

12. Number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal

14. Subdivision

15. Maximum span (in flying position) 35' 2⅛"

16. Maximum length (in flying position) 22' 5"

17. Total height (with and without trolley in case of seaplanes) 6' 8"

Engines

18. Number installed: One

19. Makes: Continental

20. Types: A.65

21. International power of the engine or engines at

(Take-off) (M.E.T.O.) (a) Sea Level 65 / 50 H.P. at 2300 / 2100 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted One Types Sensenich No. ..... ; Pitch ..... Diameter .....

25. Weight of aircraft empty (ncluding water in the radiators): (a) Landplane ..... 731 ~~[illegible]~~ lbs. ~~[illegible]~~ 3-11-49
(b) Seaplane .....
(c) Skiplane ..... ~~[illegible]~~ ~~694~~ ~~680~~ 729 ~~[illegible]~~ 3-11-49 28-11-51

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)		72 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	10 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		9 lbs.
(a) Number of tanks	~~One~~ Two (Deleted)	
(b) Capacity of tanks	1 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	Skiplane 275 lbs. (3-11-49) L.P. 238 ~~250~~ [illegible] 3-11-49	
32. Maximum total weight authorized		lbs.
Landplane		1220 lbs.
Seaplane		lbs.
Skiplane (14-4-47)		1220 ~~1190~~ lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full):
Landplane Twelve hundred & twenty pounds
Seaplane .....
Skiplane Twelve hundred & twenty pounds (14-4-47) ~~1190~~

34. Minimum crew necessary One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Sept. 30th, 1946. in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

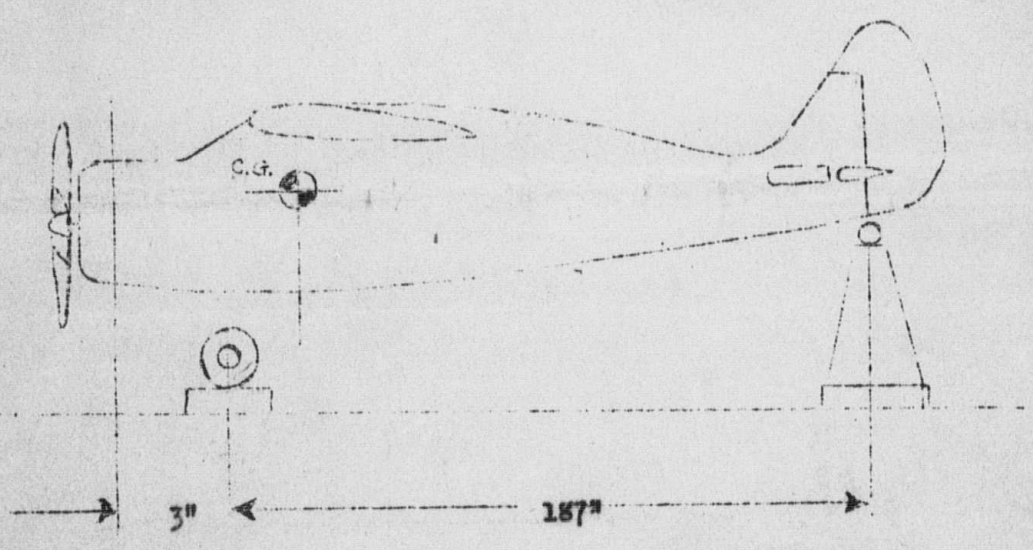
Given at Ottawa this 31st day of October 1946

Superintendent, Air Regulations.

134

WEIGHT & BALANCE DETERMINATION
FOR
EMPTY WEIGHT C. G. LOCATION

Aircraft: PIPER J3C - 65 Registration: CF-WEH



Reading:	No. 1	No. 2	No. 3	Average
LEFT WHEEL	_____	338	333	335.5
RIGHT WHEEL	_____	335	342	338.5
TAIL WHEEL	_____	56	57	56.5

Total Mean Weight: 730.5

WEIGHT EMPTY INCLUDES RESIDUAL OIL AND ALL EQUIPMENT AS LISTED IN WEIGHT AND BALANCE CERTIFICATE AS ORIGINALLY SUPPLIED WITH THE AIRCRAFT (See Attached List).

DISTANCE OF C.G. FROM MAIN WHEEL: $\frac{56.5\ (187)}{730.5}$ = 14.5

DISTANCE OF C.G. FROM DATUM LINE: 3.0 + 14.5 = 17.5" aft of

and is within the approved limits of 8.5" to 20.3" aft of datum.

REMARKS:

Weighed By: Associated Airways Date: October 15, 1949.

Calculated By: BARCHARD ENGINEERING & EQUIPMENT

WEIGHT & BALANCE DETERMINATION

AIRCRAFT: REGISTRATION:

EQUIPMENT LIST

ITEM	MAKE	WEIGHT	MOM. ARM
Propeller			
Fuel Gauge			
Fuel Pump			
Oil Filter			
Oil Cooler			
Oil Pressure Gauge			
Oil Temperature Gauge			
Carbureter Air Heater			
Airspeed Indicator			
Altimeter			
Engine Tachometer			
Magnetic Compass			
Fire Extinguisher			
Main Wheel Assembly			+3
Tail Wheel Assembly			+190

"This is to certify this Aircraft is equipped with Federal A1500-A Skis. Difference in weight between wheel plane and ski plane is only two (2) lbs., and, therefore, negligible."

* ... Jm Keith A.1.917

"This is to certify that there has been no changes made in the weight or equipment of this airplane since the previous certification."

DATE: June 14/50 * ... Jm Keith A.1.917

date Nov. 15/51 Jm Keith XDM-8

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

4314

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	Engine Revolution Counter
Altimeter	Oil Pressure Gauge
Airspeed Indicator	Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft on all flights dated 3-11-49

Note: This certificate is subject to Air Regulations, ~~1933~~ 1947, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 30/47 130ct.1948	I.F. Tipp GCarlsen
A.I.D. Inspection Dawson Creek B.C. I7/9/48	Satisfactory	Sept.I6.I949	DHD
Inspected at Edmonton by D.A.I. November 3/49	Satisfactory	November 2, 1950	
Inspected at Edmonton by Engineer Keith on Oct. 16/50.	Satisfactory.	November 2, 1951.	
Inspected at Edmonton by DAI on Nov. 19/51.	Satisfactory.	November 15, 1952.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

139 2
11-48

EDMONTON, Alberta. 16 October, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-8	Piper J3-C65 Aircraft, CF-EEH.	5008-E5-8

TRANSPORT - RECORDS
OCT 20 P.M. 1952
File 5008-E5-8

REGISTERED

36888

Director of Air Services,
OTTAWA, Ontario.

Attention: Superintendent of Air Regulations.

1. Enclosed herewith, formal Certificate of Registration No. 11252 and Certificate of Airworthiness No. 1466, for the subject aircraft, which have been submitted to this District office for cancellation.

2. Also enclosed herewith, accident report on the subject aircraft, as submitted by the owner, self-explanatory.

for District Controller of Air Services.

KFS/Z
Encl.

Note: Just an FC accident 23/10/52.

Miss Jones - Please cancel registration. Sgd. 23/10/52.

Noted

27

FILE NO. 5008- E 5- 14

VOLUME NO. 1

VOL. 1

5008- E 5- 14

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946-

TO

SUBJECT AIRCRAFT- INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF- EEN ~ PIPER J3C-65

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

1
9-47

1.
3-46
.P. 58825
D.L.L. Co.

FILE No. 5008 - E5 - 14

VOLUME NO. 1

VOL. 1
5008 - E5 - 14

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EEN PIPER CUB

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
SEP 1 1946	21906	S.A.R.	~~30.9.46~~	GJ	SEP 14 1946
SEP 30 1946	BF Sept 30	SAR	~~11.12.46~~	GJ	DEC 4
DEC 10 1946	BF 11-12-46	SOR		GJ	JAN
Jan 2 1947		Treas.		J.	JAN
FEB 10 1947	7162	CAR		DM	
FEB 24 1947	F397	C.A.R.		C.T.	
21/3	76295-76128	SAR		C.T.	
		CCA.			
APR 15 1947	APR 21 1947	SAR		C.T.	
APR 18 1947		daw		W.B.	
APR 25 1947		daw.		W.S.Sm.	
MAY 6 1947		S.A.R.		C.T.	MAY 8
		Secty			MAY 6
		CAR			MAY 13
MAY 19 1947	5520	Law		W.B.	MAY 21 1947
MAY 29 1947	—	DAL		GJ	MAY 31
	—	C.C.A			MAY 31 1947
	—	CAL.		C.T.	MAY 29
MAY 21 1947		SAR		C.T.	MAY 29
16/6	6959	SAR		C.T.	JUN 18 1947
JUN 25 1947	7820	CAR		DM	JUL 27
JUN	Regret W Bainbridge	CAR		BB	JUN 25 48

TOR:5008-E5-15

1 Montgomery Avenue, Toronto
September 10th, 1946.

Mr. H.E. Thorn,
208 Walter Scott Bldg.,
MOOSE JAW, Sask.

Dear Sir: Re CF-EEN

Receipt is acknowledged of your application for registration of Piper Cub J-3 CF-EEN Serial No. 214C recently purchased by you from Cub Aircraft Corporation Limited with the following papers:

(a) Application forms.
(b) Bill of Sale dated September 7th/46.
(c) Aeroplane Inspection Release Certificates.
(d) $10.00 fee.

Receipt No. 76154 for the $10.00 fee in the name of Cub Aircraft Corporation Limited was sent that Company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EEN as a commercial aircraft (land-plane) on day visual flying, until November 10th/46. The all-up weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

D.C. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.
c.c. H.Q.
c.c. C.A.C.L.

9

Piper Cub J-3
Serial No. 214C
CF-EEN

5008-E5-15

TRANSPORT-REGIONAL
SEP 11 A.M.
File 5008-E5-14

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A21906

1. Attached hereto are the following papers relating to the registration of Piper Cub J-3 CF-EEN Serial No. 214C recently purchased ~~by~~ from Cub Aircraft Corporation Limited., by Mr. H.E. Thorn.

(a) Application forms.
(b) $10.00 fee (See page 176 in Cash Book, Receipt No. 76154)
(c) Bill of Sale, dated September 7th/46.
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

~~3960 (R)~~
~~1111 (A)~~

2413
6-39

CANADA

CF-EEN

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant H E Thorn

Date of Application Sept. 5, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Harold E. Thorn	208 Walter Scott Bldg., Moose Jaw, Sask.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)
Commercial

Usual Station Moose Jaw, Sask.

Date of manufacture or reconstruction Sept.7,1946.

Crew required 1

Accommodation for what number of passengers 1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corp., Ltd.

Type Piper Cub J3 Maker's No. 214C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 704 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed(Aeromarine) Compass(Airpath) Altimeter(Aeromarine) Tachometer(Stewart-Warner)
2. Gauges Oil pressure & temperature
3. Lights
4. Signals
5. Fire Extinguishers 1 quart
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8 Ser. # 4918568			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

1

DATE September 7, 1946.

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

Harold E. Thorn, 208 Walter Scott Bldg., Moose Jaw, Sask.
heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels viz;

Airplane CF-EEN

Serial # 214C

Engine Continental A65-8

Engine Serial # 4918568

CUB AIRCRAFT CORPORATION LIMITED

Signed J. E. Gibson

COPY
/RB

AI-2

6

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-EEN

Aeroplane Type Piper Cub (Landplane / Seaplane / Skiplane) Model J3

Manufacturer Cub Aircraft Corp. Ltd. Serial No. 214C

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

~~xxxxxxxxx~~

~~xxxxxxxxx~~
~~xxxxxxx~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~xxxxxxxxxxxxxxxxxxx~~
(~~xxxxxxxxxxxxxxxxxxx~~.

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65-8	
Serial No.	4918568	
Take-off Power	65 h.p.	
Take-off R. P. M.	2350	
Take-off Manifold Pressure ...	----	
Take-off Octane Rating of Fuel	73 or better	
Maximum Power (Continuous operation)	50 h.p.	
Maximum Power R. P. M.	2350	
Maximum Power Manifold Pressure	----	
Maximum Power Octane Rating of Fuel	-----	

5

PARTICULARS OF AIRSCREWS

Maker	Sensenich Bros.				
Type	Fixed wood				
Blade Drawing No	72 CK 44				
Blade Serial Nos.	K 7742				
Hub Drawing No.					
Hub Serial No.					
Blade Settings					
Diameter	72"				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800 x 4

FLOATS Installation Assembly Drawing No. _____

SKIIS Installation Assembly Drawing No. _____

Tail Ski _____

POSITION AND CAPACITY OF FUEL AND OIL TANKS

FUEL Position	Capacity Imp. Gals.	OIL Position	Capacity Imp. Gals.
(1) In fuselage just	9	(1) In sump attached	5/6
(2) aft of fire wall		(2) to lower rear	
(3)		(3) section of crank case	
(4)		(4)	
(5)		(5)	
(6)		(6)	

4

RECORD OF BASIC INSTRUMENTS AND EQUIPMENT
(Essential for C. of A. for any class of operation)

DESCRIPTION	MAKER	MODEL	REMARKS
Airspeed Indicator	Aeromarine		
Altimeter	Aeromarine		
Compass	Airpath		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	Stewart-Warner		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	Air Associates		
Fire Extinguisher(s)	One quart		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator, etc.			
Aircraft Operating e.g., Cabin Temperature Outside " Flap Indicators, etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIP'ENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

J

RECORD OF WEIGHT AND C. G. POSITION
(See Information Circulars M/8/37 and M/1/38)

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	1220 lbs.	lbs.	lbs.
Tare weight as determined	704 lbs.	lbs.	lbs.
Disposable load	267 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight ...16.3 inches behind

.....leading.edge.of.main.plane.....

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J.F. Glass Chief Inspector Date SEP 7 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed S Henderson Air Engineer J.F. Glass Chief Inspector

SEP 7 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed J.F. Glass Test Pilot Date SEP 7 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category normal Subdivision a,b,c,d,e is recommended.

Signed J.S. Maguire. Resident Inspector, A.I.D., Department of Transport.

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING A.I.D. CANADA

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) 10/9/46

Signed [illegible] District Inspector, Civil Aviation.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

13 2 6-44

Edmonton, Alta. Oct. 21, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-14	Piper Cub J3 CF-EEN Serial No. 2140	1-697

TRANSPORT-RECORDS
OCT 24 P.M.
File 5008-E5-14

A28564

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for re-registration privately of the subject aircraft in the name of Mr. George Nelson together with:

(a) Bill of Sale from former Owner Mr. Thorn to new Owner Mr. Nelson.
(b) Copy of our letter of temporary authority issued Mr. Nelson on the 17th instant which is self-explanatory.

2. Fee of $5.00 has been received and will be forwarded to Headquarters under Folio #6, Receipt No. 75117.

3. We recommend that formal Certificates be issued this aircraft in the name of Mr. Nelson, and that they be forwarded direct to him, please.

J. J. Currie

J. J. Currie,
Resident Inspector A.I.D.
for D.I.A.R.

JJC/M
Encls.

3960 (R)
1441 (A)

12 2413 6-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... George Nelson

Date of Application..... Oct 15-46

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
GEORGE NELSON	DINSMORE SASK	CANADIAN

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)..... "PRIVATE"

Usual Station..... DINSMORE, SASK.

Date of manufacture or reconstruction..... SEPT. 5-46

Crew required..... One

Accommodation for what number of passengers..... One

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

Noted

$5.00 fee rec'd
folio #6, Rec.# 75-119

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corporation Ltd.

Type J-3 Piper Cub Maker's No. 2140

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	680	
Total weight authorized (fully loaded) in lbs	1220	

Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass. Airspeed. Altimeter.
2. Gauges Oil pressure. Oil temp. Tachometer.
3. Lights nil
4. Signals nil
5. Fire Extinguishers one
6. Parachutes nil
7. Tools nil
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

It is recommended that Certificates be issued as applied for please and forwarded direct to the Owners

Date October 17, 1946. Signature J.J. Lussie for D.I.A.R.

Registration approved and Registration Mark C.F. E E N allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

11

Date Oct 15th 1946

BILL OF SALE

PROVINCE OF SASKATCHEWAN, CANADA.

KNOW ALL MEN BY THESE PRESENTS; that in consideration of One Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto George Nelson, heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via:

Airplane CF-EEN Piper Cub 50

Serial 2140

Engine #918568

HAROLD E. THORN,

Signed H. E. Thorn

OCT 17 1946

10

1-697

402 Elowey-Henry Bldg.,
Edmonton, Alberta,
October 17, 1946.

Mr. G. Nelson,
DINSMORE, Sask.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Piper Cub J3 aircraft CF-EEN, for a period of sixty days, to be not valid after December 16, 1946.

The aircraft must be operated within the following conditions:

VFR
Day flying only
Privately
All-up weight not to exceed.....1220 lbs.

Yours truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/M
Ch
Enc. official receipt
75117 covering fee of $5.00.

/SBK

14

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3960

NATIONALITY AND REGISTRATION MARKS CF-HEN

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation, Ltd. Hamilton, Ont.
3. Constructor's serial number	2146
4. Name of owner	NELSON, George,
5. Address of owner	Dinsmore, Sask.
6. Nationality of owner	British
7. Usual station of aircraft	Dinsmore, Sask.
8. Purpose	Private.

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 17th. day of October 19 46, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-HEN and is of Canadian nationality.

Given at Ottawa this 31st day of October, 19 46.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Valid for day flying only

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1441

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Nelson
2. Christian name George
3. Address Dinsmore, Sask.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp. Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-EEM

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 2140
8. Place and year of construction of aircraft Hamilton, Ont., 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision 1, 1, 1, 1 a-e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed ..... One .....

19. Makes ..... Continental .....

20. Types ..... A65 .....

21. International power of the engine or engines at .....

(Take-off) (M.E.T.O.) (a) Sea Level ..... 65 / 50 ..... H.P. at ..... 2300 / 2100 ..... revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted ..... One ..... Types ..... Sensenich ..... No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	704 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	72 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks ..... One	
(b) Capacity of tanks ..... 10 ..... Imp. gals.	
27. Oil	9 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks ..... One	
(b) Capacity of tanks ..... 1 ..... Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	265 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full) .....
Landplane ..... Twelve hundred & twenty pounds .....
Seaplane .....
Skiplane .....

34. Minimum crew necessary ..... One .....

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed ..... 2100 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2300 ..... r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... Oct. 17, 1946 ..... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this ..... 31st ..... day of ..... October 1946

.....

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	Engine Revolution Counter
Altimeter	Oil Pressure Gauge
Airspeed Indicator	Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 20/47	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

15

HMC

5008-25-14

REGISTERED

Ottawa, January 13th, 1946. ~~1947~~

Mr. George Nelson,
Dinsmore, Saskatchewan

Dear Sir:-

Enclosed please find Certificate of Registration No. 3960 and Certificate of Airworthiness No. 2140 for aircraft CF- ~~Piper J3/C65~~ KEN Serial No. 1441 you.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

CC: DIAR EDMONTON

EWB/JB

16.

Ottawa, February 5, 1947.

NELSON, George

~~5802-19375~~
~~5802-17722~~
5008-E5-14

U R G E N T

AIR MAIL

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

1. Please find enclosed copy of letter received from Messrs. Stewart, Smith (Canada), Limited, Montreal, dated January 31, and copy of a letter dated January 15, 1947, submitted by Mr. George Nelson of Dinsmore, Sask.

2. As far as we are concerned, Mr. Nelson admits that he has completed a considerable amount of flying which included the carrying of passengers while not holding a pilot's license, and he makes the statement that he received about 12½ hours of dual instruction from Mr. William Geo. McKee of Hanley, Sask., who, according to our records is the holder of private air pilot's certificate No.5377 which does not include authority to give flying instruction.

3. If you are not able to investigate this matter immediately, a request to the local R.C.M.P. authorities for investigation and report, should be made.

(S. Graham),
Superintendent, Air Regulations.

Encl.

L.P.

17

COPY

INCOMING CORRESPONDENCE

TRANSPORT - RECORDS
FEB 10 A.M. 1947
File 5008-E5-14

ORIGINAL ON FILE 5802-19398 COPY FOR FILE

DEPARTMENT OF TRANSPORT

7162

Edmonton, Alta. Feb. 7, 1947.

5802-19398
5802-17722
5008-E5-4

NELSON, George
Illegal flying of Piper Cub CF-EEN

1-697

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. Reference to your letter of the 5th instant.

2. It is anticipated that Mr. Bolduc will be on an inspection tour of Saskatchewan starting the middle of next week and it is thought that this subject could then be investigated and a report in your hands by March 1st, 1947.

K.F. Saunders,
A/D.I.A.R.

KFS/M

8
11-46

6

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 2 7-43

Edmonton, Alta. Feb. 17, 1947
PLACE DATE

YOUR FILE
5802-19398
5802-17722
~~5008-E5-14~~

SUBJECT
Illegal flying of Piper Cub CF-EEN

OUR FILE
TRANSPORT RECORDS
FEB 22 A.M. 1947
File 5008-E5-14

8397

Controller of Civil Aviation,
Ottawa.

1. Further to your letter of the 5th instant and ours of the 7th instant, herewith, copy of letter from Mr. George Nelson dated the 12th instant and copy of letter from Private Pilot No. 5377 Mr. W. G. McKee dated the 13th instant both of which are self-explanatory.

2. Mr. Bolduc is in Saskatchewan at the present time and he has been asked to investigate this matter. However, as you know, that part of the country is badly snow-bound and if we can relieve Mr. Bolduc of further investigation, it would help considerably. Therefore, will you advise if further investigation is now required, please.

K. F. Saunders,
A/D.I.A.R.

KFS/M
Enc.

COPY ON
5802-19398
17722

2 copies o/earth
18-2-47

copy

DINSMORE, Sask.
Feb. 12/47

19

Dear Sir:

In answer to your letter of January 16, 1947.

Due to bad weather and living 17 miles back in the hills on the sheep-ranch, I haven't been to town for two or three weeks. I got your other letter today.

ACCIDENT INFORMATION

TIME: 1 o'clock
DATE OF ACCIDENT: 10th December 1946
PLACE: 20 miles south east of Dinsmore, Sask.
DAMAGE: Broke leg brace in shock cords of landing gear.
cracked propeller tip
cracked wing tip
NAME OF PILOT: George Nelson
PILOT'S LICENCE: Has none yet but will be getting one. 9
INJURIES TO PILOT OR PASSENGER: No injuries
WHETHER FLIGHT WAS FOR HIRE AND REQARD OR PLEASURE: Hunting coyotes for pleasure, till arrangements were made to get Pilot's certificate. As plane coasted further than expected on hard icy snow in a big slough to some rough stuff on the other edge, causing it to snap the tube in shock-cords of landing gear, by this causing one side of plane to drop letting wing tip down on the ground and hitting some hard lump of ground and one tip of the propellor - hit some lump or hard thing and cracked it a little.

IF AIRCRAFT IS TO BE REPAIRED AND BY WHOM: The aircraft is to be repaired by whom I do not know yet, as I am a rancher and not very much money to waste but will try and get arrangements made to get it checked and get it in to Edmonton or some repair shop, if not well let it go till spring.

Yours truly,

GEORGE NELSON

copy

Hanley, Sask.
Feb. 13, 1947.

18

F. Saunders,
D.I.A.R.
EDMONTON

Dear Sir:

In answer to your letter of the 7th, instant file No. Mc-242. This delay in answering being caused by being away from Hanley, caused by my Father's illness.

On November 7, 1946 was the first and only ride that I ever gave George Nelson, the flight being at his own home and lasting exactly 40 minutes. This was not instruction of any kind.

As far as I know, I was entitled to give him this ride as I had just received a temporary Pilot's licence.

The reason of my being at Nelson's place was at the request of H. Howard, who asked me to take his plane CF-EEV and sell George Nelson a pair of skiis for his plane CF-EEN.

While I was at George Nelson's, GeorgeNelson asked me if I would take him up for a ride.

Trusting that this explanation is satisfactory and that you will believe it. This letter and every work in it is the Holy Truth.

Yours truly,

W. G. McKee

P.S.
If there is any other information that I can give you please write and ask me.

WGM

CAR

1-697

23

76295

TRANSPORT - RECORDS
MAR 20 P.M.
File 5018-E5-14

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
March 17, 1947.

M & C Aviation Company Limited,
P.O. Box 789,
PRINCE ALBERT, Saskatchewan.

Attention: Mr. J. Pool
Subject: Piper J3-C65 CF-KEN. Owner Mr. G. Nelson

Dear Sir:

Thank you for your letter of the 6th instant on the subject aircraft owner and aircraft.

We have collected considerable evidence on the subject, all of which is in our Headquarters possession, and it is anticipated that they will take the necessary steps to have Mr. Nelson correct the error of his ways in the best interests of Aviation.

Regarding the repair of the wing or aircraft, you will be required to have the past history of the aircraft before being in a position to sign it out.

Yours truly,

K. F. Saunders,

A/D.I.A.R.

KFS/mp
cc: Hqs.

M & C AVIATION COMPANY LIMITED

Post Office Box 789
PRINCE ALBERT
SASKATCHEWAN

March 6th, 1947.

District Inspector of Air Regulations,
Department of Transport,
402 Blowey-Henry Building,
EDMONTON, Alberta.

22

Dear Sir:

Re: Piper Cub Aircraft CF-EEN
Owned by G. Nelson, Dinsmore

Recently Mr. Nelson shipped us express a wing from the subject-mentioned aircraft for repair. I had occasion to meet this party in Saskatoon, also a Mr. Howard who sold the aircraft to him. On inquiring for the log books I find there never was any records kept of the hours flown othern than the amount of fuel used, namely five barrels of gasoline, i.e. two barrels of aviation fuel and three barrels of commercial fuel, octane rating not known. Mr. Howard states he is prepared to produce a sworn statement of the approximate hours flown before the sale of the aircraft to Mr. Nelson, but Mr. Nelson has not idea of how many hours he has used this machine.

I recommended he get in touch with your office regarding this matter immediately. Mr. Currie and Mr. Bolduc are acquainted with this matter, but it is thought further information regarding the past operation of the machine was obtained from the owner since his interview with your department inspectors.

In view of the circumstances I feel it would be unwise to certify this aircraft airworthy after repairs until an estimate of the hours since manufacture is established, a statement covering replacements, previous flying hazards, what servicing checks were carried out, if any, and that the aircraft be given a major inspection and the engine be sufficiently dismantled to establish its condition.

Your comments and decision regarding the above would be appreciated as it would seem the owner wishes us to carry out the necessary repairs.

Yours very truly,

COPY

J. Pool, Engineer.

21

P.S.

Ken:

This is the best I have ever experienced, or heard of, and if this party ever becomes a licensed pilot I will believe everything stated in any Western Story Thriller ever printed about sheep herders. This man either owns or works on a sheep ranch and I would consider the sheep more intelligent.

Johnnie.

COPY

INCOMING CORRESPONDENCE

TRANSPORT-RECORDS
5008-E5-14
MAR 20 A.M. 1947
File 5802-19398

5802-19398

ORIGINAL ON FILE ~~5008-E5-14~~ COPY FOR FILE 5802

LEJG.

DEPARTMENT OF TRANSPORT

24

76128

910 Confederation Building,
Montreal 2, Que., March 18, 1947.

Your file 5008-E5-14 Piper Cub CF-EEN Our file 5008-E5-14

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Enclosed herewith are copies of correspondence submitted to this office by Mr. R.G. MacIsaac of Stewart, Smith (Canada) Limited, in connection with illegal flying carried out by Mr. George Nelson.

2. Mr. MacIsaac would like to know if this Department has taken any action in this case.

J.L. Blondeau,
District Inspector, Air Regulations.

JIB:HK
Enc.

8
11-46

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alberta, March 12, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-C65 CF-EEN Owner: Mr. George Nelson	1-697 ~~N-77~~

MAR 17 P.M.
5008-E5-14

CAR

Controller of Civil Aviation,
Ottawa.

29

75652

1. On October 15, 1947, the marginally noted gentleman purchased a Cub aircraft CF-EEN from Mr. Harold Howard of Hanley, Saskatchewan.

2. On January 16, 1947, this Headquarters learned that CF-EEN had been damaged in an accident and a letter was forwarded to Mr. Nelson of Dinsmore, Saskatchewan requesting full information. On January 24, 1947, a telegram, copy of which is attached, was received from Mr. George Nelson - a copy of our reply to this telegram is also attached. Further correspondence from this Headquarters to Mr. Nelson received no reply.

3. You are further referred to your letter, reference files 5802-19398, 5802-17722 and 5008-E5-14 dated February 5, 1947 requesting an investigation of Mr. Nelson.

4. On February 24, 1947, the undersigned interviewed Mr. George Nelson at Moose Jaw, Saskatchewan, and a full inspection of Cub CF-EEN was carried out by Mr. J. J. Currie, AID Inspector of this Headquarters. The C of A for this aircraft was lifted and Mr. Nelson was advised of repairs which would be required. It is pointed out that this aircraft was flown from Dinsmore, Saskatchewan, by the owner in an unairworthy condition and with no authority for the flight. Mr. Nelson was unable to furnish any satisfactory explanation of this. CF-EEN was flown from Dinsmore to Moose Jaw without a functioning air speed indicator. The aircraft was landed every 15 to 20 miles to replenish the oil supply due to drop in pressure. No logs have been kept for this aircraft and when questioned as to flying hours on the aircraft, Mr. Nelson's reply was: "about five barrels of gasoline." A copy of Mr. Currie's report regarding damage to this aircraft is attached.

COPY ON
5-802-19398
-17722

5. To fully appreciate the circumstances in this case, it is felt that a brief description of this gentleman and history of events prior to his purchase of this aircraft will be necessary. It is the opinion of the writer that Mr.

2 encls
19-3-47

George Nelson is not a mental heavy-weight, and further, should not have qualified in a medical examination as required for the issuance of a Private Pilot's Certificate. He is unable to talk above a whisper and presents rather a grotesque appearance. It was ascertained in Moose Jaw from Aviation Services Ltd. that Mr. Nelson has approached the Late Mr. Harold Thorn about September of last year with regard to purchase of a Cub aircraft. Mr. Thorn refused to negotiate this sale until Nelson had completed a satisfactory medical examination with Dr. Stewardson of Moose Jaw. For your information, Dr. Stewardson was of the opinion that he was the object of a practical joke and refused to carry out a medical examination on this man. It is noted that Mr. Nelson subsequently proceeded to Saskatoon and was examined and assessed as satisfactory to hold a Private Air Pilot's Certificate. The name of the medical examiner is not known but can, no doubt, be obtained from Headquarters' records.

6. It is apparent that Mr. Nelson received little, if any, dual flying instruction, and it is obvious that he was flying in a manner hazardous both to himself and the general public. For your information, it has been ascertained that Mr. Nelson is not a well-to-do farmer, and further, that the purchase of this aircraft and repairs which are presently being carried out, have placed him in debt to a considerable extent.

7. It is not considered, in view of the circumstances, that Mr. Nelson should be prosecuted for the infractions of Air Regulations, but it is recommended that before further consideration be given to the issuance of a Private Air Pilot's Certificate, that Mr. Nelson be required to undergo a further medical examination and that further information be solicited from the Doctor who carried out the apparently satisfactory medical examination in Saskatoon, confirmation of which was forwarded to Mr. Nelson from your Headquarters.

R. L. Bolduc,
Asst. Inspector, Air Regulations.

RLB/M
Encls.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

DINSMORE SASKATCHEWAN JANUARY 24/47

DEPT. OF TRANSPORT
CIVIL AVIATION
EDMONTON

27

WIRE PERMISSION TO ME TO FLY PIPER CUB CFEEN DINSMORE TO EDMONTON
FOR REPAIR TO WING TIP AIRCRAFT IS AIRWORTHY FOR THE TRIP HAVE
MEDICAL AND ABOUT SIXTY HOURS FLYING TIME UNABLE GET LICENCE
FROM SASKATOON AS MITCHISON GONE TO ONTARIO LANDING CODE UNKNOWN
BUT COULD LAND ON OUTSKIRTS OF CITY OR DROME AT EDMONTON OR COULD LAND A MILE
OUT AND HAVE TOWED IN

GEORGE NELSON

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
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NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

26

EDMONTON JANUARY 25/47

GEORGE NELSON
DINSMORE SASK

E43 RETEL NO AUTHORITY MAY BE GRANTED YOU TO PILOT AIRCRAFT EEN UNTIL YOU HAVE PILOT'S LICENCE STOP BEFORE ANOTHER LICENCED PILOT MAY FERRY IT THE AIRCRAFT MUST BE INSPECTED BY AN AIR ENGINEER AND SIGNED FIT FOR FLIGHT STOP WE RECOMMEND YOU CONTACT M & C AVIATION AS NEAREST REPAIR BASE STOP WE REQUIRE REPLY TO OUR LETTER JANUARY SIXTEENTH FORTY SEVEN

D.I.A.R.

COLLECT
cc: RCMP REGINA
RCMP SASKATOON

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alberta, March 10, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-11	Piper J3-C65 CF-EEN Serial No. 2140	1-697

District Inspector, Air Regulations,
Edmonton.

2 5

1. The subject aircraft was inspected in detail at Moose Jaw on February 24, 1947. There was no log book for aircraft or engine therefore the actual time on aircraft and engine was unknown. This inspection disclosed the following damage:

Left wing front spar fractured at outer compression strut; wing bow fractured; outer rib damaged; all internal bracing loose - probably badly stretched; fuselage V bracing in cabin roof bowed, also transverse strut at rear centre section bowed; left side undercarriage damaged, to be replaced.

2. Mr. Nelson, the Owner of this aircraft, was instructed to remove the left mainplane and ship it to a recognized Repair Shop for overhaul. When the mainplane has been repaired, he should then have the aircraft flown to a suitable Repair Shop for further inspection and repair by a "B" and "D" Engineer.

3. Before leaving Moose Jaw, the mainplane had been shipped to the M & C Aviation Co. at Prince Albert for repair. Mr. J. Pool, B. & D. Engineer was also contacted in this connection.

J. J. Currie

J. J. Currie,
Resident Inspector A.I.D.

JJC/M
C/ CAE

CTT/M

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

Ottawa, Ontario, March 29th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	George Nelson - Applicant for PrivatePilot's Certificate.	~~5002-19598~~ 5008-E5-14 ~~5002-17722~~

MEMORANDUM TO C.C.A.:

1. On complaint from the Canadian Manager of Stewart, Smith (Canada) Ltd. (the aviation insurance agent, Montreal), who forwarded a report of an aircraft accident and claim for damages from Mr. George Nelson, a letter was written to the District Inspector, Air Regulations, Edmonton, on February 5th, 1947, requesting a report on the whole matter.

2. A report has now been received from Assistant Inspector R. L. Bolduc and the recommendation made that Mr. Nelson should not be prosecuted for various infractions of Air Regulations but that he should be required to undergo another medical examination before further consideration is given to the issue of a private pilot's certificate.

3. The undersigned considers that the procedure recommended by Mr. Bolduc would not be entirely satisfactory since this Department notified Mr. Nelson on January 28th, 1947, that he was considered physically fit to hold a private pilot's certificate. In the opinion of the undersigned, it would be preferable to refuse to issue a certificate to Mr. Nelson on the ground of his proven disregard for Air Regulations, 1938, in that he flew CF-EEN in an unairworthy condition without authority for the flight and while he, himself, had no authority to act as a pilot. It is also recommended that no further consideration should be given to any application for a private pilot's certificate by Mr. Nelson for at least twelve months, at the end of which time a further medical examination would be necessary.

(S. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alberta, March 26, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-14	Piper J3-C65 CF-EEN Owner: Mr. George Nelson	1-697

C.A.R.

78201

TR... MAR 31 A.M. FILE 5008-E5-14

Controller of Civil Aviation,
OTTAWA.

1. Further to our letter of March 12, 1947, herewith for your information and necessary action please, copy of letter from Mr. Nelson dated March 21st, 1947, together with an aircraft log book of sorts.

2. Unless this gentleman who has no pilot's licence, and no conception of aviation, or our requirements regarding same, is curbed quickly, we are afraid that he as well as others may be involved in a fatal accident.

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/mp
Enc.1

COPY ON 5-802-19398

Rec'd 31-3-47

32

Dinsmore, Sask.,
March 21st, 1947.

Dear sir

I am send ng you this Temporary log book

of CF-EEN.

Could you please send this log book to

Jonne Pool at
M and C Aviation
Prince Albert

so as he can release the plane after it is fixed.

Yours truly,

George Nelson

COPY

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alta. April 2, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-14	Piper J3-C65 CF-EEN Owner; Mr. George Nelson	L-697

34

CAR.

1431

TRANSPORT - RECORDS
APR 8 P.M.
File 5008-E5-14

Controller of Civil Aviation,
Ottawa.

1. Please refer to our letter of March 26th last.

2. Mr. George Nelson phoned us long distance today and is worrying about his log book, pointing out that his wing for the aircraft is at the M & C Aviation Co. under repair, and that they will not sign the wing out as satisfactory after repair until they have the log book. We understand that the log book in question is of no value whatsoever, and we would recommend, if you concur, that M & C be advised that, in this instance only, it will be in order to sign the wing out as airworthy after repairs.

3. We cannot recommend too strongly that some kind of action be taken against Mr. Nelson as he is undoubtedly heading for a severe accident as he has not the intelligence to handle a Pilot's Licence.

K. F. Saunders,
Z/D.I.A.R.

KFS/M

COPY ON
5802-19398

1 copy
8-4-47

DEPARTMENT OF TRANSPORT

CTT/M INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Ottawa, Ontario, April 10th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	NELSON - George	~~5802-19398~~ ~~5802-17722~~ 5008-E5-14

35

MEMORANDUM TO LAW:

1. With reference to the minute by the D.A.S. to memorandum one folio below, your recommendations with regard to employment of legal counsel in the proposed prosecution of George Nelson for infraction of Air Regulations is requested.

2. The Acting D.I.A.R., Edmonton, will be available to furnish whatever evidence or documents which are in his possession.

(S. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

8-45

April 14th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	George Nelson.	5802-19398 5008-E5-14

Memorandum to the Superintendent,
Air Regulations:

With reference to your memorandum of April 10th relative to the case of George Nelson who apparently has been flying an aircraft contrary to Air Regulations, if you wish to have legal counsel appointed to conduct the prosecution of Mr. Nelson for infraction of the Air Regulations application should be made to the Deputy Minister of Justice for the appointment of a legal agent. If you wish this to be done please indicate and the undersigned will communicate with the Department of Justice.

It appears from the file that Mr. Nelson under date of January 15th, 1947, has admitted in writing that he flew Aircraft CF-EEN without holding a pilot's licence and that a conviction could be obtained on this charge without difficulty. In fact if this were the only charge laid your District Inspector might not require appointment of legal counsel.

You might give your further instructions in the matter.

Counsel.

WJM:wb.

GTT/M

Ottawa, Ontario, April 16th, 1947.

I-697
M-77

George Nelson, Piper Aircraft CF-EEH,
Infraction of Air Regulations - Dec. 10/46.

~~5008-19506~~
5008-E5-14

AIR MAIL

District Inspector, Air Regulations,
402 Blowey-Henry Building,
Edmonton, Alberta.

1. With reference to the above case and your letter of March 12th, 1947, steps will be taken to appoint legal counsel since it is the intention to prosecute.

2. You will be further advised in this matter.

(S. Graham),
Superintendent, Air Regulations.

1: Mr. Saunders.

2: ~~Mr. Finkle.~~

3: ~~CAF~~

15-4-47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
1-43

Edmonton, Alberta, April 15, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
CAR	Cub CF-EEN and Cruiser CF-EUC - Destroyed by Fire at Moose Jaw Hangar	1-697 1-811

Please

5104

TRANSPORT - RECORDS
APR 17 A.M.
5-008-E5-14

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. Herewith for your information and records please, copy of telegram, dated April 15th, 1947 from Aviation Services Limited, Regina, Saskatchewan reporting the destruction of the above mentioned aircraft, which is self explanatory.

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/p
cc: M & C Aviation.

CF-EEN
(Nelson)

Imade 17/4/47

COPY ON
5-018-E21-3

Noted

MISS JONES.
To note A/C written off.
W. J.

ENTERED
IN ACCIDENT
RECORDS
W. J.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 61

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	X
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

YA1 58 NL 1947 APR 15 AM 1 33

FD REGINA SASK 1

DEPT TRANSPORT

CIVIL AVIATION DIV 402 BLOWEY HENRY BLDG EDMN

OUR HANGAR AT MOOSE JAW COMPLETEY DESTROYED BY FIRE STOP THREE AIRCRAFT SAVED TWO AIRCRAFT BURNED STOP DESTROYED MACHINES WERE CUB EEN OWNED BY NELSON OF DINSMORE AND CRUISER EUC OWNED BY SWIFT CURRENT AIR SERVICES FIRE BELIEVED CAUSED BY EXTENSION LAMP OVERHEATING FABRIC OF CRUISER WHILE WING BEING INSTALLED STOP LETTER WILL FOLLOW WHEN FULL DETAILS AVAILABLE

AVIATION SERVICES LTD.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

April 19th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	George Nelson.	5008-E5-14 ✓ 5802-19398

Memorandum to the Superintendent,
Air Regulations:

With reference to the proposed prosecution of George Nelson, it is suggested in the correspondence on the file that Mr. Nelson flew Aircraft CF-EEN in an unairworthy condition without authority for the flight in violation of the Air Regulations.

It appears that the certificate of airworthiness for this aircraft is dated 31st October, 1946, and was forwarded to Mr. Nelson under date January 13th, 1947. The accident happened on December 10th, 1946, and it might be contended that the aircraft was certified as airworthy on the 31st October, 1946, although the certificate was not forwarded until January 13, 1947. You might let me have your further instructions on the question of prosecuting Mr. Nelson for flying said aircraft in an unairworthy condition.

General Counsel.

WJM:wb.

CTT/M **DEPARTMENT OF TRANSPORT**

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Ottawa, Ontario, April 22nd, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	George NELSON.	5008-E5-14 ✓ ~~5802-19598~~

MEMORANDUM TO LAW:

1. In reply to your memorandum dated April 19th, 1947, the report of the District Inspector, dated March 12th, 1947, contains the statement in paragraph 4 that - "this aircraft was flown from Dinsmore, Saskatchewan, by the owner in an unairworthy condition and with no authority for the flight. Mr. Nelson was unable to furnish any satisfactory explanation of this. CF-EEN was flown from Dinsmore to Moose Jaw without a functioning air speed indicator. The aircraft was landed every 15 to 20 miles to replenish the oil supply due to drop in pressure."

2. It is not stated in the District Inspector's report but was assumed that this unauthorized flight occurred after the accident of December 10th and probably after Nelson's telegram of January 24th, 1947, requesting permission to fly Cub CF-EEN from Dinsmore to Edmonton for repair to wing tip, the subsequent inspection of CF-EEN on February 23rd, 1947, having been carried out at Moose Jaw. At the time of this inspection, the aircraft was still in the damaged condition occasioned by the accident at Dinsmore.

3. If the above interpretation is correct, the owner first failed to report the circumstances of the accident as required and then flew the aircraft in defiance of the District Inspector's ruling sent by telegram on January 25th, 1947. Confirmation of the above will be obtained from the Edmonton Office before answering your memorandum with regard to the prosecution for George Nelson.

(S. Graham),
Superintendent, Air Regulations.

(copy to Edmonton)

CTT/M

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Ottawa, Ontario, April 10th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	NELSON - George	~~5802-19598~~ 5802-17722 ~~5008-E5-14~~

X6 42

MEMORANDUM TO LAW:

1. With reference to the minute by the D.A.S. to memorandum one folio below, your recommendations with regard to employment of legal counsel in the proposed prosecution of George Nelson for infraction of Air Regulations is requested.

2. The Acting D.I.A.R., Edmonton, will be available to furnish whatever evidence or documents which are in his possession.

(S. Graham),
Superintendent, Air Regulations.

CTT/M

Ottawa, Ontario, April 22nd, 1947.

George NELSON.

SPARE

5008-E5-14
5802-19398

MEMORANDUM TO LAW:

1. In reply to your memorandum dated April 19th, 1947, the report of the District Inspector, dated March 12th, 1947, contains the statement in paragraph 4 that - "this aircraft was flown from Dinsmore, Saskatchewan, by the owner in an unairworthy condition and with no authority for the flight. Mr. Nelson was unable to furnish any satisfactory explanation of this. CF-EEN was flown from Dinsmore to Moose Jaw without a functioning air speed indicator. The aircraft was landed every 15 to 20 miles to replenish the oil supply due to drop in pressure."

2. It is not stated in the District Inspector's report but was assumed that this unauthorized flight occurred after the accident of December 10th and probable after Nelson's telegram of January 24th, 1947, requesting permission to fly Cub CF-EEN from Dinsmore to Edmonton for repair to wing tip, the subsequent inspection of CF-EEN on February 23rd, 1947, having been carried out at Moose Jaw. At the time of this inspection, the aircraft was still in the damaged condition occasioned by the accident at Dinsmore.

3. If the above interpretation is correct, the owner first failed to report the circumstances of the accident as required and then flew the aircraft in defiance of the District Inspector's ruling sent by telegram on January 25th, 1947. Confirmation of the above will be obtained from the Edmonton Office before answering your memorandum with regard to the prosecution for George Nelson.

(S. Graham),
Superintendent, Air Regulations.

(copy to Edmonton)

CTT/M

Ottawa, Ontario, April 22nd, 1947.

I-697
N-77

George NELSON

5008-E5-14 ✓
~~5002-19398~~

26 44

AIR MAIL

District Inspector, Air Regulations,
402 Blowey-Henry Building,
Edmonton, Alberta.

1. With reference to the case of George Nelson, illegal flying of CF-BEN, and memorandum signed by Assistant Inspector R. L. Belduc, dated March 12th, 1947, this office has been directed to investigate the possibility of prosecuting Mr. Nelson for flying CF-BEN while in an unairworthy condition and while he, himself, had no authority to act as a pilot.

2. The sequence of events is, however, not entirely clear from the letter of March 12th, 1947, from your office and in discussing this matter with the Law Branch, our interpretation of the facts has been summarized in the attached copy of a memorandum. It is requested that you will confirm whether our reading of the facts as set forth in this memorandum to our Law Branch can be substantiated from your records.

(S. Graham),
Superintendent, Air Regulations.

Enc.

WJM:wb.

WJM:wb

5802-19398
5008-E5-14

May 5th, 1947.

Dear Sir:

Re: George Nelson, Dinsmore, Sask.,
Violation of Air Regulations.

The Department wishes to prosecute Mr. George Nelson of Dinsmore, Sask., for violation of The Air Regulations, 1938.

On December 10th, 1946, Mr. Nelson acted as pilot of Aircraft CF-EEN without holding a pilot's licence in violation of paragraph 1 of Part IV of the said Regulations. Mr. Nelson was using the aircraft on the said date for the purpose of hunting coyotes for pleasure and an accident occurred about twenty miles south-east of Dinsmore. Subsequently, it is reported that Mr. Nelson flew said aircraft in an unairworthy condition and further charges may be considered by Counsel.

The Department requests the appointment of legal counsel to conduct the prosecution and it is suggested that your legal agent might communicate with Mr. R.L. Bolduc, Assistant Inspector, Air Regulations, 402 Blowey-Henry Building, Edmonton, Alberta, who will furnish him with all details.

I enclose copy of The Air Regulations for the information of your legal agent.

You might advise me of the name of the legal agent appointed in the matter.

Yours truly,
F. T. COLLINS

Encl. (1)

F.T. Collins
Secretary

F.P. Varcoe, Esq., K.C.,
Deputy Minister of Justice,
O t t a w a.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
7-43

Edmonton, Alberta, April 16, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-C65 CF-EEN Serial No. 214C	1-697

6267

TRANSPORT - RECORDS
APR 21 P.M.
File 5008-E5-14

REGISTERED

Controller of Civil Aviation,
Ottawa.

1. Reference to our letter of April 15, 1947 in which we advised that the subject aircraft was destroyed by fire.

2. Herewith for cancellation please, the C of R No. 3960 and C of A No. 1441.

G. V. Priestley,
Asst. Inspr. Air Regs.
for D.I.A.R.

GVP/M
Enc.

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E5-14

18

REGISTERED

Ottawa, January 13th, ~~1946~~ 1947

Mr. George Nelson,
Dinsmore, Saskatchewan

Dear Sir:-

Enclosed please find Certificate of Registration No. 3960 and Certificate of Airworthiness No. 1441 for your Piper J3/C65 aircraft CF-EEN , Serial No. 214C.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

T. J. S. Graham

(S. Graham),
Superintendent, Air Regulations.

Encls.

/SEK

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3960

NATIONALITY AND REGISTRATION MARKS CF-EEN

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation, Ltd. Hamilton, Ont.
3. Constructor's serial number	214C
4. Name of owner	NELSON, George,
5. Address of owner	Dinsmore, Sask.
6. Nationality of owner	British
7. Usual station of aircraft	Dinsmore, Sask.
8. Purpose	Private.

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 17th day of October 19 46, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEN and is of Canadian nationality.

Given at Ottawa this 31st day of October, 19 46.

T P S [illegible]

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Valid for day flying only

2462
7-45

46

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1441

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Nelson
2. Christian name George
3. Address Dinsmore, Sask.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp. Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-EEN

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 214C
8. Place and year of construction of aircraft Hamilton, Ont., 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a, b, c,~~ d ~~e~~ ~~f~~ 1
15. Maximum span (in flying position) 35' 2⅛"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A65

21. International power of the engine or engines at:

(Take-off) (M.E.T.O.) (a) Sea Level 65 / 50 H.P. at 2300 / 2100 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted: One Types: Sensenich No. ..... / Pitch ..... Diameter ..... }

25. Weight of aircraft empty (ncluding water in the radiators):	(a) Landplane	704 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	72 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 10 Imp. gals.	
27. Oil	9 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	265 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred & twenty pounds
Seaplane .....
Skiplane .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Oct. 17, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 31st day of October 1946

.....

Superintendent, Air Regulations.

MIM/ZC/LEM

46

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 10/47	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

CT T/M

Ottawa, Ontario, May 12th, 1947.

N-77
I-697

NELSON, George

5008-E5-14
~~5802-19398~~

REGISTERED

District Inspector, Air Regulations,
402 Blowey-Henry Building,
Edmonton, Alberta.

1. This will acknowledge your letters of April 28th and April 30th, 1947, and you are advised that the personal letter received by you from Mr. R. L. Boldue has been destroyed in accordance with your request.

2. Your office file on the subject of Mr. George Nelson is returned, herewith.

(S. Graham),
Superintendent, Air Regulations.

Enc.

Orig on 5802-19398 COPY

~~417~~ 57

DEPARTMENT OF JUSTICE

TRANSPORT-RECORDS
MAY 19 P.M. 1947
File 5008-C 5-14

Ottawa, May 17th, 1947.

No. 152338
Re: George Nelson, Dinsmore, Sask.
Violation of Air Regulations.
Your File 5802-19398 - 5008-E5-14

A 5520

Dear Sir:

I am in receipt of your letter of May 5th, 1947.

The Minister has nominated Mr. C.T. Rodman, Barrister, Biggar, Saskatchewan, as his agent herein, and has instructed him to prosecute Mr, Nelson accordingly. I would kindly ask you to instruct Mr. Bolduc to communicate with Mr. Rodman and render him all necessary assistance herein.

Yours truly,

Robert Forsyth,
for Deputy Minister.

The Secretary,
Department of Transport,
O T T A W A .

Entered on card

CTT/M

~~45~~ 52

Ottawa, Ontario, May 27th, 1947.

N-77
1-697

NELSON, George

~~5002-19396~~
5002-E5-14

AIR MAIL

District Inspector, Air Regulations,
402 Blowey-Henry Building,
Edmonton, Alberta.

1. Information has been received that Mr. C. T. Rodman, Barrister, Biggar, Saskatchewan, has been nominated by the Minister of Justice, as Agent for the prosecution of Mr. Nelson, for infractions of Air Regulations, 1938.

2. We have been asked to instruct Mr. Boldue to communicate with Mr. Rodman and render him all necessary assistance but it is suggested that before calling on Mr. Boldue you should discuss the matter with Mr. Rodman and only call Mr. Boldue at Mr. Rodman's request.

(S. Graham),
Superintendent, Air Regulations.

A 6959

M-77
1-697.

53

402 Blowey-Henry Bldg.,
Edmonton, Alberta.
May 27, 1947.

TRANSPORT-RECORDS
MAY 31 A.M.
File 5808-C5-14

Mr. C. T. Rodman, K.C.,
Barrister, Solicitor, etc.,
BIGGAR, Sask.

Dear Sir:

A 6959

We are in receipt of your letter of May 23rd, 1947, relative to George Nelson.

A 6901

It is not known what information you desire, however we point out to you that he piloted aircraft Piper Cub CF-EEN, which he owns while not in possession of a pilot's license, and in addition carried passengers on numerous occasions, which is in contravention to Air Regulations 1938, Part IV, Paragraph I (1). The flying was carried out between November 1946 and February 1947.

Under separate cover we are forwarding you Air Regulations and Information Circulars to Air Engineers and Aircraft owners. We will be pleased to supply additional information upon request.

Mr. Nelson also made many flights without carrying a Journey Log - Air Regulations 1938 Part VIII, Paragraph 9. He also damaged his aircraft and repaired same, the repairs being of an unairworthy and dangerous nature. The repairs were not in conformance with Information Circular T/5/39, which are of a mandatory nature.

Yours very truly,

KFS:h

cc: H.Q.

K. F. Saunders,
District Inspector,
Air Regulations.

5802-19398

FILE No. 5008 - E 5 - 15 VOLUME No. 1

VOL. 1

5008 - E 5 - 15

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946.

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EEO - PIPER J3C-65

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES

1
5 - 52

IMPORTANT — Do not fail to NOTIFY OFFICE SERVICES whenever a File is passed direct to another section.

3-46
.P. 58825
.L.L. Co.

FILE NO. 5008 - E5 - 15

VOLUME NO. 1

VOL. 1

5008 - E5 - 15

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946

TO

SUBJECT: AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT: REGISTRATION, INSPECTION AND OPERATION

FILE TITLE: CF - EEO — PIPER J3C-65

CROSS REFERENCES

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SEP 24 1946		24139	S.A.R	~~23.10.46~~	GJ	SEP 25 1946
OCT 22 1946	BFO d 23		S A R	18.12.46	GJ	DEC 3 1946
DEC 17 1946	BK Dec 18		SAR		GJ	
FEB 18 1947			CAI ①			FEB 8
			Treas ②			FEB 19 1947
		71980	C.A.R.			
MAR 12 1947			Treas		D	MAR 13 19
MAY 12 1947		4540	C A R		H.P.	JUN 3 - 1947
			CAI ①			JUN 3 - 194
JUN 3 - 1947			CRI ②			JUN 28 194
JUN 17 1947			Treas ③			JUN 28 194
2/7		8397	CAR			
SEP 10 47		18553	CAR			JUL 24 194
NOV 18 47		26285	CAR			SEP 27 47
			Cal.			NOV 19 4
MAY 30 1949		8342	CAR		GJ	MAY 31 1949
JUN 2 - 1949		8969	CAR			JUN 4 - 1949
			CAE			JUN 4 - 1949
JUN - 1949		8951	PAR		GJ	JUN 8 - 194
MAY 20 1950			CAE			JUN 8 - 194
MAY 20 1950		7273	CAR		GJ	MAY 23 1950
			CAE			
NOV 21 1952		41397	CAR			NOV 25 1952
NOV 4 1953		47913	CAR		GJ	DEC 2 1953
DEC 2 1953			CAE			DEC 3 1953
DEC 3 1953			RFL			DEC 4 1953
DEC 4 1953			CAJ			DEC 4 1953


CORRECTION

FILE No. 5008 - E 5 - 15 VOLUME No. 1

VOL. 1

5008 - E 5 - 15

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946.
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF - EEO - PIPER J3C-65

CROSS REFERENCES

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1
5 - 59

IMPORTANT — Do not fail to NOTIFY OFFICE SERVICES whenever a File is passed direct to another section.

3-46
P. 58825
L.L. Co.

FILE NO. 5008 - E5 - 15

VOLUME NO. 1

VOL. 1

5008 - E5 - 15

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - EEO — PIPER J3C-65

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SEP 24 1946	24139	S.A.R.	~~23.10.46~~	GJ	SEP 25 1946
OCT 22 1946	BFO d 23	SAR	~~18.12.46~~	GJ	DEC 3 1946
DEC 17 1946	BF Dec 18	SAR		GJ	
FEB 18 1947		CAI (1)			FEB 19 1947
		Treas (2)			
	71980	C.A.R.			MAR 1 1947
MAR 11 1947		Treas		D	MAR 13 1947
MAY 12 1947	4540	CAR		HSP	JUN 3 - 1947
		CAI (1)			JUN 3 - 1947
JUN 3 - 1947		CRI (2)			JUN 28 1947
JUN 17 1947		Treas (3)			JUN 28 1947
2/7	8397	CAR			JUL 24 1947
SEP 10 47	18553	CAR			SEP 27 47
NOV 18 47	26285	CAR			
		Cal.			
MAY 30 1949	8342	CAR		GJ	MAY 31 1949
JUN 2 - 1949	8969	CAR			JUN 4 - 1949
		CAE			
JUN - 1 1949	8951	CAR		GJ	JUN 8 - 1949
MAY 20 1950		CAE			
MAY 20 1950	2273	CAR		GJ	JUN 8 - 1949
		CAE			MAY 23 1950
NOV 21 1952	41397	CAR			NOV 25 1952
NOV 4 1953	47913	CAR		GJ	DEC 2 1953
		CAE			DEC 3 1953
DEC 2 1953		RFL			DEC 4 1953
DEC 3 1953		CAI			
DEC 4 1953					DEC 4 1953

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, September 21st, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-15	Piper Cub CF-EEO	5008-E5-15

A24139

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

TRANSPORT-RECORDS
SEP 23 A.M.

5008-E-5-15

1. Attached hereto are the following papers relating to the registration of Piper Cub, CF-EEO, Serial No. 215C, in the name of the Cub Aircraft Corporation:-

(a) Application form in duplicate.
(b) $10.00 fee (See page 177 in Cash Book, Receipt No. 76210).
(c) Inspection Release Certificate.
(d) Copy of letter of temporary authority.

C A Brethour

for (D. G. Joy),
District Inspector, Air Regulations,
Toronto.

CAB/AC

2

241.3
6-39

CANADA

CF-EEO

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Cub Aircraft Corp. Ltd.

Signature of Applicant.....

Date of Application.....Sept. 17, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Cub Aircraft Corporation Ltd.,	Municipal Airport, Hamilton, Ontario	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Walton B. St. John	Director	Piper Aircraft Corp. Lock Haven, Penna.	American
Marshal Cleland	Director	Box 32 St. Catherines, Ont.	Canadian
David Saunderson	Director	45 Dickens Ave. Toronto, Ont.	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

Commercial

Usual Station.....Hamilton, Ontario.

Date of manufacture or reconstruction.....Sept. 17, 1946.

Crew required.....1

Accommodation for what number of passengers.....1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corp. Ltd

Type Piper Cub J3 Maker's No. 215C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 710 lbs.

Total weight authorized (fully loaded) in lbs 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed(Aeromarine) Compass(Airpath) Altimeter(Aeromarine) Tachometer(Stewart-Warner)
2. Gauges Oil pressure & temperature
3. Lights
4. Signals
5. Fire Extinguishers One quart
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8 Ser. # 5008368			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration **CF-EEO**

Aeroplane Type **Piper Cub** Landplane / Seaplane / Skiplane Model **J-5**

Manufacturer **Cub Aircraft Corporation Ltd.** Serial No. **2150**

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

A~~xxxxxxxx~~

A~~xxxxxxxx~~
S~~xxxxxx~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~xxxxxxxxxxxxxxxxxx~~
(~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	**Continental**	
Model	**A65-8**	
Serial No.	**5008368**	
Take-off Power	**65 h.p.**	
Take-off R. P. M.	**2350**	
Take-off Manifold Pressure ...	———	
Take-off Octane Rating of Fuel	**73 or better**	
Maximum Power (Continuous operation)	**50 h.p.**	
Maximum Power R. P. M.	**2350**	
Maximum Power Manifold Pressure	———	
Maximum Power Octane Rating of Fuel	———	

5

PARTICULARS OF AIRSCREWS

Maker	Sensenich				
Type	fixed wood				
Blade Drawing No	72CK44				
Blade Serial Nos.	K-7598				
Hub Drawing No.					
Hub Serial No.					
Blade Settings					
Diameter	72"				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800 x 4

FLOATS Installation Assembly Drawing No. _____

SKIIS Installation Assembly Drawing No. _____

Tail Ski _____

POSITION AND CAPACITY OF FUEL AND OIL TANKS

FUEL Position	Capacity Imp. Gals.	OIL Position	Capacity Imp. Gals.
(1) In fuselage just aft	9	(1) In. sump at tached	5/6
(2) of fire wall		(2) to rear section	
(3)		(3) of crank case	
(4)		(4)	
(5)		(5)	
(6)		(6)	

RECORD OF BASIC INSTRUMENTS AND EQUIPMENT
(Essential for C. of A. for any class of operation)

DESCRIPTION	MAKER	MODEL	REMARKS
Airspeed Indicator	**Aeromarine**		
Altimeter	**Aeromarine**		
Compass	**Airpath**		
Engine Speed Indicator	**Stewart-Warner**		
Oil Pressure Gauge	**Stewart-Warner**		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	**Air Associates**		
Fire Extinguisher(s)	**1 quart**		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator, etc.			
Aircraft Operating e.g., Cabin Temperature Outside " Flap Indicators, etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIPMENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

RECORD OF WEIGHT AND C. G. POSITION
(See Information Circulars M/8/37 and M/1/38)

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	1220 lbs.	lbs.	lbs.
Tare weight as determined	710 lbs.	lbs.	lbs.
Disposable load	261 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 16.5 ... inches behind ~~in front of~~

..... leading edge of main plane .....

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

2

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J.F. Gibson Chief Inspector Date SEP 17 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed S. Henderson Air Engineer J.F. Gibson Chief Inspector

SEP 17 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed J.F. Gibson Test Pilot Date SEP 17 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category normal Subdivision a,b,c,d,e, is recommended.

Signed H.S. Maguire
Resident Inspector A.I.D.,
Department of Transport.

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING A.I.D. CANADA

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) 21/9/46

Signed A.A. Bretton
District Inspector, Civil Aviation.

1

5008-E5-15

1 Montgomery Avenue, Toronto,
September 18th, 1946.

Cub Aircraft Corporation, Ltd.,
Municipal Airport,
HAMILTON, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for registration of Piper Cub, CF-EEO, Serial No. 215C, with the following papers:-

(a) Application form in triplicate.
(b) $10.00 fee.
(c) Inspection Release Certificate in duplicate.

Receipt No. 76210 for the $10.00 fee is attached hereto.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EEO as a commercial aircraft on day visual flying, until November 18th, 1946. The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

/AC

Headquarters.

ORIGINAL ON FILE

COPY

FOR FILE TOR:5008-E5-15

TRANSPORT RECORDS
NOV 22 A.M. 1946
5008-E 5-15
File

1 Montgomery Avenue, Toronto.
November 21st, 1946.

58012

Mr. J.F. Gibson,
Chief Engineer,
Cub Aircraft Corporation Limited,
HAMILTON, Ontario.

Dear Sir:

This letter will be an extension of the temporary authority granted you in our letter of September 18th/46, to operate Piper Cub, CF-EEO as a commercial aircraft (landplane) on day visual flying, until January 20th/47.

The all-up weight of the aircraft is not to exceed 1220 pounds.

Yours truly,

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

5001 (R)
1547 (A)

DGJ/HT
c.c.H.Q:

CB

2462A
6-41

13

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5001

NATIONALITY AND REGISTRATION MARKS CF-EEO

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation, Ltd., Hamilton, Ontario
3. Constructor's serial number	215C
4. Name of owner	Cub Aircraft Corporation, Ltd.
5. Address of owner	Municipal Airport, Hamilton, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Hamilton, Ontario
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 18th day of September 19 46, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEO and is of Canadian nationality.

Given at Ottawa this 30th day of December 19 46

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

14

5008-E5-15

1 Montgomery Avenue, Toronto,
January 8th, 1947.

TRANSPORT-RECORDS
JAN 10 A.M.
5008 E 5-15
File

Cub Aircraft Corporation Ltd.,
Municipal Airport,
HAMILTON, Ontario.

Dear Sirs:

This letter will constitute a further extension of the temporary authority granted you in our letter of September 18th, 1946, to operate Piper Cub, CF-EEO, as a commercial aircraft (landplane) on day visual flying, until February 28th, 1947.

The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

c.c. Headquarters

ORIGINAL ON FILE

COPY

FOR FILE

TOR:5008-E5-15

1 Montgomery Avenue, Toronto.
February 13th, 1947.

70478

FEB 1
File 5008 C 5-15

Cub Aircraft Corporation Ltd.,
Municipal Airport,
HAMILTON, Ontario.

Dear Sirs:

This letter will constitute an extension of the temporary authority granted you in our letter of January 8th/47 to operate Piper Cub CF-EEO, as a commercial aircraft (landplane) day visual flying, until April 12th, 1947.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/H .
c.c.H. Q:

16

3008-EO-A

REGISTERED

OTTAWA, Ontario.
February 17th, 19 47.

Cub Aircraft Corporation, Ltd.,
Municipal Airport,
Hamilton, Ont.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5001 and Certificate of Airworthiness No. 1547 for your Piper J3-C65 aircraft CF- ~~HED~~ EEO, Serial No. 215C.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Toronto.

Already on (C 20) 18/2/47 (20)

D

TGS/M

19

5008-E5-15

Ottawa, Ontario,
February 22nd, 1947.

Cub Aircraft Corporation, Limited,
Municipal Airport,
Hamilton, Ontario.

Dear Sirs:

It is regretted that an error was made in the Certificates of Registration and Airworthiness issued for Piper J3-C65, Serial No. 2150.

The nationality and registration marks should read "CF-HEO" instead of CF-HED" and if you would be good enough to return the Certificates to this office or direct them to the District Inspector, Air Regulations, Toronto, the necessary corrections will be made.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

DIAR TORONTO

TGS/M

18

Ottawa, Ontario, February 22nd, 1947.

CF-EEO 5008-E5-15

District Inspector, Air Regulations,
No. 1 Montgomery Avenue,
Postal Station "K",
Toronto, Ontario.

1. Attached hereto is copy of our letter of today's date to the Cub Aircraft Corporation, Limited, Hamilton, Ontario, which is self-explanatory.

2. Should the Certificates be presented to you, please make the necessary corrections.

(S. Graham),
Superintendent, Air Regulations.

Enc.

CABLES — "CUB. HAMILTON"

Cub Aircraft Corporation Limited

Hamilton Ontario Canada

19

TELEPHONE
★ 5-1133

February 21, 1947.

71980

TRANS. DEPT. - RECORDS
FEB 24 A.M.
File 5008-E5-15

Department of Transport,
Civil Aviation Branch,
Ottawa, Canada.

Ref. File #5008-E5-15

Gentlemen:

On February 18, along with a letter of the above file dated February 17, we received here Certificate of Registration #5001, and Certificate of Airworthiness #1547. This is for Piper J-3C65 aircraft serial #2150, which was manufactured in September, 1946.

This C. of A. and C. of R. show the registration of this aircraft to be CF-EED, whereas it is actually CF-EEO. To confirm this, we checked with the aircraft which is still here and found this to be so.

Apparently, a typographical error has taken place in the paper work showing CF-EED, whereas it actually should be CF-EEO.

The C. of A. and C. of R. in question are being returned herewith for rectification.

Yours very truly,

CUB AIRCRAFT CORPORATION LTD.

J. F. Gibson,
Chief Engineer.

JFG/te
Encls.

5008-E5-15

TGS/TH

REGISTERED

Ottawa, Ontario,
March 8th, 1947.

Chief Engineer,
Cub Aircraft Corporation Ltd.,
Municipal Airport,
Hamilton, Ontario.

Dear Sir,

Apparently your letter, dated Feb. 21st, 1947, addressed to the Department of Transport, Ottawa, and our letter of Feb. 22nd, 1947, addressed to you, crossed in the mail.

The Certificates of Registration and Airworthiness for Piper CF-EEO are returned herewith, both Certificates having been corrected to show the correct nationality and registration marks-CF-EEO.

Yours truly,

(S. Graham),
Superintendent, Air Regulations

Encls.

cc DIAR TORONTO

2/1

TOR:5008-E5-15.

1 Montgomery Avenue, Toronto.
May 9th, 1947

Messrs. A.A. & A.G. Flieler,

CLOYNE, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for registration of C F/ EEO, Serial No. 215 C, which you recently purchased from Cub Aircraft Corp.

Receipt is acknowledged, also, of the following papers:

(a) Application forms.
(b) Bill of Sale.
(c) Fee of $5. OO (Receipt No. 2716, in the name of Cub Aircraft Corp., was forwarded to that Company)
(d) Old Certificate of Registration No. 5001
(e) Old Certificate of Airworthiness No. 1547

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate Piper C F/ E E O as a commercial aircraft, under the conditions given in the old Certificate of Airworthiness No. 1547.

This authority is valid until July 9th, 1947, and does not include permission for the operation of radio apparatus.

Yours truly,

C.A.Brethour/KC

(for D.G. Joy)
District Inspector, Air Regulations,
Toronto.

CB

22

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5001

NATIONALITY AND REGISTRATION MARKS CF-EED

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation, Ltd., Hamilton, Ontario
3. Constructor's serial number	215C
4. Name of owner	Cub Aircraft Corporation, Ltd.
5. Address of owner	Municipal Airport, Hamilton, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Hamilton, Ontario
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 18th day of September 19.46, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EED and is of Canadian nationality.

Given at Ottawa this 30th day of December 19.46.

T. P. Coleman

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

23

Date May 7th, 1947....

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

Arnold, Alfred Flieler, & Cloyne, Ontario,
Arthur Gordon Flieler, Cloyne, Ontario.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via:

Airplane **CF-EEO**

Serial # **215C**

Engine **Continental A 65**

Engine # 5008368

CUB AIRCRAFT CORPORATION LIMITED

Signed J. F. Blow

CANADA

CF-EEO
Cub Aircraft Corp
Page 305e
APR 10 1947
Receipt #9716
Amt. $5.00

2413

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant Arnold A. Flieler arthur G. Flieler

Date of Application April 8th-1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ARNOLD ALFRED FLIELER	CLOYNE, ONTARIO.	CANADIAN
ARTHUR GORDON FLIELER	CLOYNE ONTARIO	CANADIAN

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial.

Usual Station (Lake Kashawakamak) HAMILTON

Date of manufacture or reconstruction September, 1946

Crew required 1

Accommodation for what number of passengers 1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corporation, Ltd.

Type Piper Cub J-3 Maker's No. 215 C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon) ------

Weight equipped, but without load, fuel, or oil 710 lbs.

Total weight authorized (fully loaded) in lbs 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type). Tachometer (Stewart-Warner)

1. Instruments Airspeed (Aeromarine) Compass (Airpath) Altimeter (Aeromarine)
2. Gauges Oil Pressure & Temperature (Stewart-Warner)
3. Lights -----
4. Signals -----
5. Fire Extinguishers 1 quart
6. Parachutes -----
7. Tools -----
8. Other Equipment -----

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65 #5008368			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

1 Montgomery Avenue, Toronto, May 10th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Re-Registration of Aircraft CF-EEO	5008-E5-15

A 4540

TRANSPORT-RECORDS
MAY 12 A.M.
5308-C
File

5-15

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to re-registration of Piper Cub J-3 CF-EEO serial No. 215 C recently purchased by Messrs. A.A. & A.G. Flieler from Cub Aircraft Corporation:-

(a) Application form.
(b) Fee of $5.00 (See page 3056 in Cash Book, Receipt No. 9716 for the $5.00 fee paid by Cub Aircraft Corporation).
(c) Bill of Sale.
(d) Old Certificate of Registration No. 5001.
(e) Old Certificate of Airworthiness No. 1547.
(f) Copy of letter of temporary authority.

G.F.
OK for re-registration
5/1
12.5.1

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb

5755 (R) A
15-47
Logbook

/RM

27

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5755

NATIONALITY AND REGISTRATION MARKS CF-KEO

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Ltd., Hamilton, Ontario.
3. Constructor's serial number	215C
4. Name of owner	A.A. Flieler and A.G. Flieler
5. Address of owner	Cloyne, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Hamilton, Ontario.
8. Purpose	Commercial.

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 9th day of May 19 47 in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-KEO and is of Canadian nationality.

Given at Ottawa this 30th day of May 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after September 18th, 1947, unless endorsed.

26

VALID FOR DAY FLYING ONLY

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1547

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) (9.5.47) FLIELER and ~~Cub Aircraft Corp. Ltd.~~ FLIELER
2. Christian name A.A. A.G.
3. Address ~~Municipal Airport, Hamilton, Ontario~~ Cloyne, Ont.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation, Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-REO

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 2150
8. Place and year of construction of aircraft Hamilton, Ont., 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land and Marine (15.7.47)
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d, & e
15. Maximum span (in flying position) 35'2½"
16. Maximum length (in flying position) 22'5 "
17. Total height (with and without trolley in case of seaplanes) 6'8 "

Engines

18. Number installed: One

19. Makes: Continental

20. Types: A-65

21. International power of the engine or engines at

(Take off) (M.E.T.O.) (a) Sea Level 65 / 50 H.P. at 2300 / 2100 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: One — Types: Sensenich — No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):
(a) Landplane ..... 710 lbs.
(b) Seaplane ..... (31.5.49) 991 ~~865~~ lbs. (15.7.47)
(c) Skiplane ..... lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)		72 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	10 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		9 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	1 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	(C.P.) ~~186 lbs.~~ 158 lbs.	(L.P.) 259 lbs.
32. Maximum total weight authorized	(15.7.47) (31.5.49)	lbs.
Landplane		1220 lbs.
Seaplane		1300 lbs. (15.7.47)
Skiplane		lbs.

(19.5.50 altered)

Compulsory Conditions

33. Maximum total weight authorized (write in full)
Landplane ..... Twelve hundred & twenty pounds
Seaplane ..... Thirteen hundred pounds (15.7.47)
Skiplane .....

34. Minimum crew necessary ..... One .....

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated September 10, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 30th day of December 1946

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

TO

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant
Life preserver for each occupant when operating as a marine aircraft (15.7.47)

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (31.5.49)

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		~~Sept 28/47~~ Aug 28/48 17.5.50 15/5/51.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

/RM

28

5008-E5-15

Ottawa, Ontario.
May 30th, 1947.

REGISTERED

Messrs. A.A. Flieler and A.G. Flieler,
Cloyne,
Ontario.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5755 and Certificate of Airworthiness No. 1547, together with Engine and Journey and Aircraft Log Books, for your Piper J3-C65 aircraft, CF-KBO.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Toronto, Ontario.

TO BE ATTACHED TO LOG BOOK OF CF-EEO

Our Work Order C 393

...m model 1200 floats, serial No. 464 and 465, installed on CF-EEO in accordance with ...llam drawing No. 10093. Bungee installation on elevator control made in accordance ...th Piper drawing C-85. All up authorized weight in accordance with C.A.A. spec. A-691-6 1300 lbs.

Weight Sheet

Empty weight of aircraft	710 lbs.	
For Wollam float installation	153 lbs.	863
Fuel and Oil	79 lbs.	
Pilot	170 lbs.	
Total	1,112 lbs.	

All up authorized weight on Wollam Floats	1,300 lbs.
Weight of aircraft fully loaded with Pilot	1,112 lbs.
Pay Load	188 lbs.

I hereby certify that all work listed has been done with certified material according to accepted practices; that all manufacturer's service bulletins affaction safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.

MAY 21 1947. J. R. Gibson
CUB AIRCRAFT CORPORATION LTD.

Mr. Flieler Note:

29

If your Certificate of Airworthiness on item 9 does not show "Convertible" this write up attached to your log book, along with the C.of A. and C. of R. should be forwarded to the Department of Transport to have item 9 amended in accordance with the C.A.A. specification A-691-6.

J. F. Gibson

J.F. Gibson,
Chief Engineer.

June 10th. 1947

Arnold & Arthur Flieler,
Cloyne,
Ont.

AR

A 8397

The Dept. of Transport,
Ottawa,
Ontario.

TRANSPORT-RECORDS
JUN 18 AM
File 5008.C5-15

Dear Sirs:-

We received the log books from you.

We have had the aeroplane converted to a seaplane now.

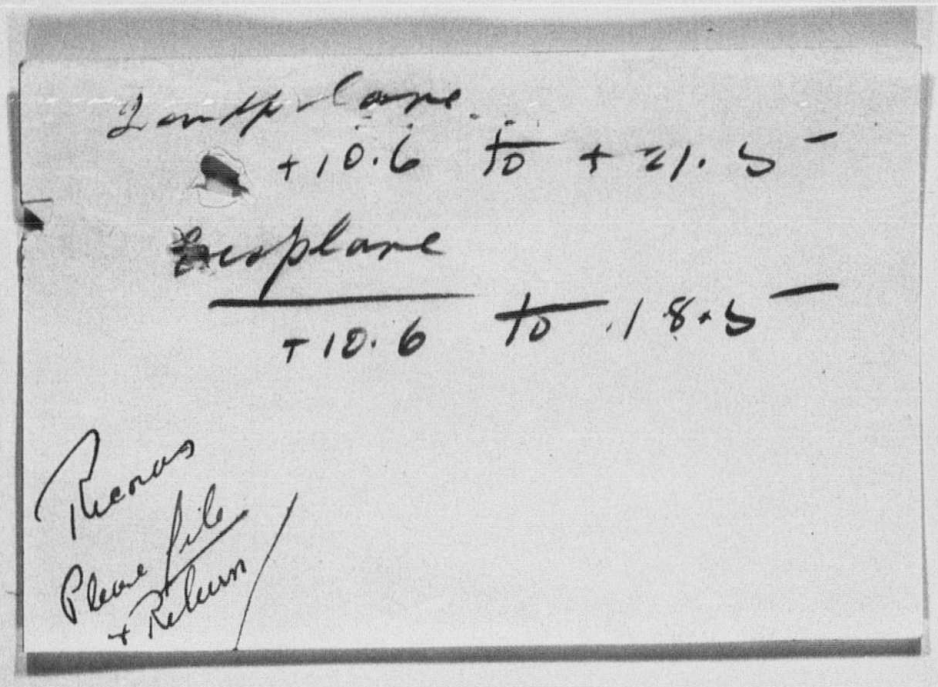
Could you make these books over so that they are for a plane with floats?

We would like to have skiis put on this winter and would like to know if this can also be put in the books now

Yours truly

Messrs. Arnold A., and Arthur S. Flieler

ENTERED ON CARDS


Lamp-Cape.
+10.6 to +21.5
Aeroplane
+10.6 to 18.5
Thanks
Please file
+ Return

32

TOS/HS 5008-E5-15

Ottawa, Ontario,
July 15, 1947.

REGISTERED

Messrs. A.A. Flieler and A.G. Flieler,
Cloyne, Ontario.

Dear Sirs:

We are returning to you herewith, Certificates of Registration and Airworthiness for Piper aircraft CF-EEO. The Certificate of Airworthiness has been amended to include the following:

Item 9 "Marine" ✓
Item 25 (b) Weight Empty - 863 lbs. ✓
Item 31 maximum load, Seaplane - 186 lbs. ✓
Items 32 & 33 maximum total weight authorized, Seaplane 1,300 ✓
Page 3, section D "Life preserver for each occupant when operating as a Marine aircraft". ✓

F.C. pos note + PA F.C.

The Log Books are also returned, the Journey and Aircraft Log Book having been amended to coincide with the Certificate of Airworthiness.

We are unable to amend the Certificate to include authority to operate as a Skiplane until we have received an Air Engineer's report covering particulars of the Ski Installation and the weight report.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Enc.
TORONTO

Sept 5th. 1947.

Arnold A. Fleiber.
Cloyne.
Ont.

Dept. of Transport.
Ottawa,
Ont

TRANSPORT-RECORDS
SEP 9 A.M.
File 5008.C

A18553

5-15'

Dear Sirs:-

I have been advised to copy everything from the old logbooks and put it in the new ones. I was told at Cub Aircraft to do this and send in the books for a renewal of Certificate of airworthiness and certificate of Registration.

I hope this is satisfactory.

Yours truly
Arnold A Fleiber.
Cloyne.
Ont.

ENTERED
ON CARDS

34

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 5008-E5-15

Place O.W.

Date 10/9/47 194

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type Piper J3C-65

Registration Markings C-FFEO

Private or Commercial Com.

Date of Inspection

Previous C. of A. Expires 18/7/47

Present C. of A. Expires 28/8/48

Remarks

Sup. Leader 215

Aircraft certificated c.f.w.

by J. F. Gilman

Cert. A/C Canfax

Handled

District Inspector.

C
O
P
Y

TO BE ATTACHED TO LOG BOOK OF CF-EEO

36

(Our Work Order # C435)

Pi[illegible] J3 CF-EEO was received at Cub Aircraft Corp. Ltd. for inspection and repair of damage received and that the C. of A might be renewed. Total time according to Log Book is 269 hours, 30 min.

The following work was carried out:

STARBOARD WING

Rear strut and front root fitting replaced
Nose of tip rib and leading edge repaired

PORT WING

Front root fittings replaced
Minor scratch marks on spars cleaned up and varnished

EMPENNAGE

Rudder patched at top

UNDERCARRIAGE

All water removed from floats.
Starboard float repaired at step and outboard chine aft of nose repaired.
Rough spots on floats smoothed and refinished.

ENGINE INSTALLATION

Port and starboard cold air flexible tubes replaced
Engine washed down and inspected.
Ignition checked and three spark plugs replaced

FUSELAGE

Replacements
Rear starboard window frame
Port longeron in # 5 bay # 10572
Member rear of door in #4 bay # 21346-23
Seat support in # 3 bay #21346-41
Stbd. side dahlstrum cowl supports #22222-25 R.H.
Front Stbd. longeron in #1 bay # 21346-16
Diagonal member in #2 bay # 21346-20
" " " #1 " # 21346-19
" " " #1 " # 21346-17
" " " #1 " # 21346-7
Tube # 21346-9
Front Wing Fitting
Front tail skid fitting # 20611
Channel at front upper door #21966-13
Channel at rear upper door #10053

Left hand rear rudder pedal
Fuselage cowling
Skylight
Port sliding window

FUSELAGE

Replacements
Stbd. windshield trim strip
Stbd. lower wing root fairing
Windshield
Lower Door
Upper enclosure window
Trim strip at front of stbd. window.

LABOUR

Fuel tank tested
Upper door member straightened
Fire extinguisher refilled
Wing root and undercarriage fittings checked for alignment in jig
Super structure repaired as required
Complete fuselage sandblasted and reprimed after repair
Fuselage recovered and refinished after first assembly.

Aircraft reassembled and prepared for test flight

I hereby certify that all work listed has been done with certified material according to accepted practices; that all manufacturer's service bulletins affaction safety have been complied with to date, that no unapproved modification have been incorporated and that the aircraft is airworthy.

Sgd. J.F. Gibson
.....

All controls checked for soundness, correct action, and for the presence of all locking safety devices.

....Sgd. H.J. Wilks.....

This is to certify that I have this day test flown aircraft CF-EEO and I consider that it flew in a satisfactory manner.

....Sgd. J.F. Gibson.....

TGS/HMC

37

5008-E5-15

Ottawa, Ontario,
September 26, 1947

REGISTERED

Messrs. A.A. Flieler and A.G. Flieler,
Cloyne, Ontario

Gentlemen:

Certificate of Registration No. 5755 and Certificate of Airworthiness No. 1547 and Journey and Aircraft & Engine Log Books issued for Piper CF-EEO are returned to you herewith.

The Certificates of Registration and Airworthiness have been endorsed valid until August 28, 1948.

Yours truly,

(S. Graham),
Superintendent, Air Regulations

CC DIAR TORONTO

Encls.

Nov. 13th, 1942

38

A26285

Arnold A. Fliesler
Cloyne,
Ont.

TRANSPORT-RECORDS
NOV 17 A.M.
File 5008. E 0= 15'

Dept of Transport
Ottawa,
Ont.

Dear Sirs:-

I have decided to leave CF-EEO aircraft in storage for the winter in Oshawa.

The float strut bracket has broken off while taxiing on very rough water so I have decided to not run it anymore until next spring.

Yours truly,
Arnold A. Fliesler.

ENTERED ON CARDS

NW

COPY

39

ORIGINAL ON FILE.....

COPY FOR FILE.....

TOR:5008-E5-15

BY HAND

260 Richmond St. W., Toronto,
May 27th, 1949.

TRANSPORT-RECORDS
MAY 30 A.M.
5008-E5-15
File

Messrs. A.A. Flieler & A.G. Flieler,
CLOYNE, Ontario.

8347

Gentlemen:

Pending receipt of the Weight and Balance Report, as required in accordance with Information Circular T/14/48, this letter will constitute your authority to operate C F - E E O as a commercial aircraft (landplane & seaplane) on day visual flying only under the conditions of issue as stated in the present Certificate of Airworthiness No. 1547 and valid until June 27th, 1949.

Certificates of Registration No. 5755 and Airworthiness No. 1547 are being held in this office pending renewal. The Journey and Aircraft and Engine Log Books are herewith returned.

Yours truly,

(D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

/alb
CC:Headquarters

8
2-47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

40 2 6-47

Toronto, Ontario, May 31st, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-15	Piper J3-C65 aircraft CF-EEO	5008-E5-15

TRANSPORT-RECORDS
JUN 1 P.M.
File 5008-E5-15

8969

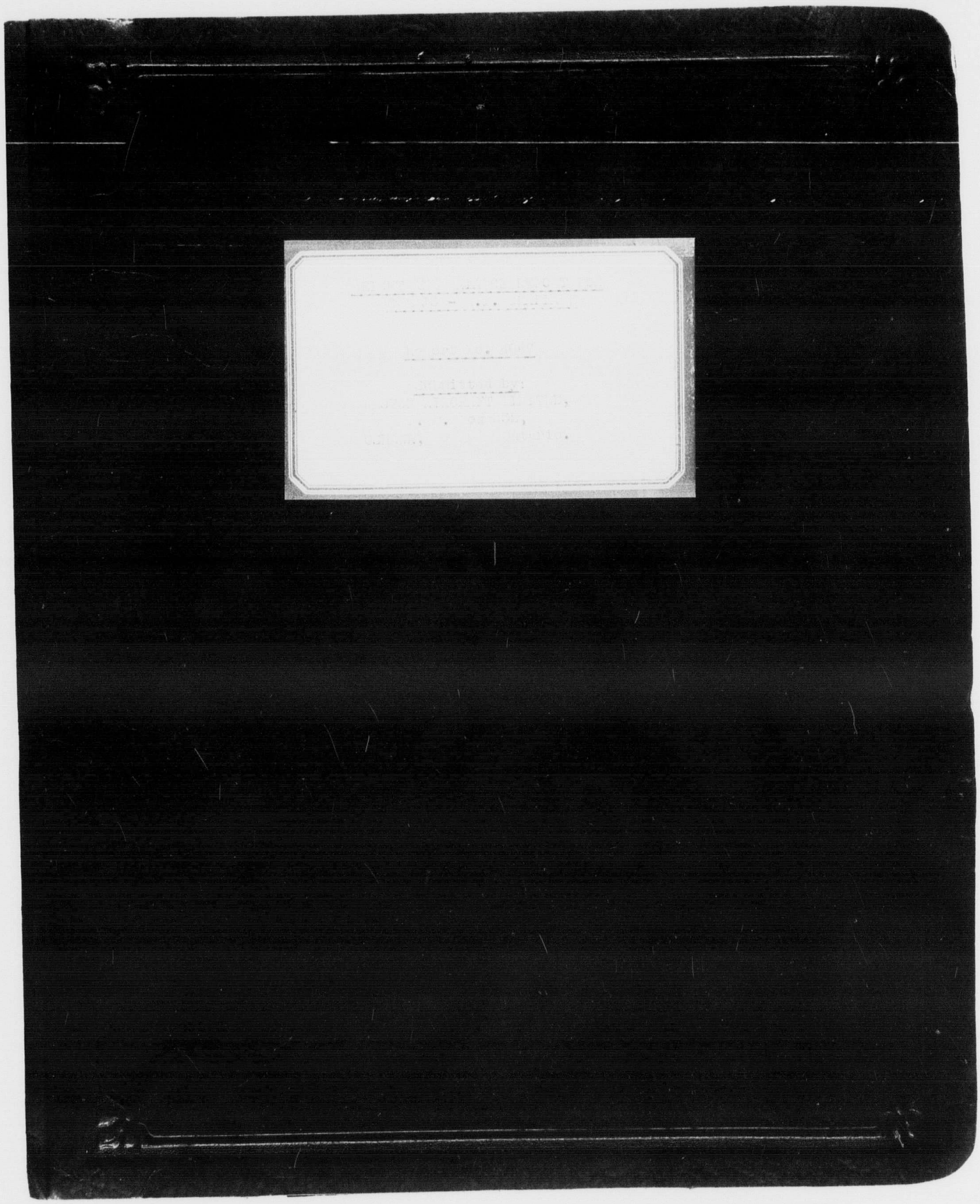
Director of Air Services,
Department of Transport,
OTTAWA.

1. Please be advised that the Certificate of Airworthiness No. 1547 has been amended this date as follows:-

Item 25.	Seaplane	891 lbs. ✓
Item 31.	"	158 lbs. ✓

Noted
JMS

A ST Grant
(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.



WEIGHT AND BALANCE REPORT

Prepared By:

WESTON AIRCRAFT LIMITED,

P. O. Box 332,

OSHAWA, Ontario.

Report No.	-	4067
Type of Aircraft	-	Cub J3 - H.P. Seaplane
Serial No.	-	2150
Registration	-	CF-HEO
Operation	-	Commercial
No. of Passengers	-	2
Owner	-	A. A. Flieler

Date: May 16, 1949

No. of Pages 5

Prepared by: Harry B. Picken

H. B. Picken, B.Sc. (A.E.)
Aeronautical Engineer,
Registered Professional
Engineer, Province of Ontario.
Member of Institute of
Aeronautical Sciences.

REGISTERED PROFESSIONAL ENGINEER
H. B. PICKEN
PROVINCE OF ONTARIO

Weighing Witnessed by: R. Seaton

R. Seaton,
Chief Inspector - A-1890

WEIGHT & BALANCE REPORT FOR PIPER CUB SEAPLANE J3-65C - CF-EEC

Abstract

The purpose of this report is to determine if the C.G. travel of Seaplane CF-EEO stays within the prescribed limits set by the Manufacturer for various loading conditions.

Procedure

1. The seaplane CF-EEO was weighed on floats in the hangar of Weston Aircraft Limited, Monday, May 16, 1949.

2. The following conditions applied at the time in accordance with U.S. Air Commerce Manual CAR-04, App. II.

(A) The aircraft CF-EEO was in a level landing position. This was determined by placing a level on the top longeron between the front and rear seats as outlined on C.A.A. Bulletin 691-4.

(B) The datum point used for the C. G. determination and reference point was the leading edge of the wing as outlined in the C.A.A. Service Manual, Chapter XVIII.

(C) The points chosen on the floats where the scales were placed in the determination of the empty C. G. were arbitrary. The distance from these points was determined by dropping a plumb-bob from the leading edge and measuring the distances of the points in question.

(D) The following items of fixed equipment were in the aircraft at the time of weighing:

1. Seat cushions for front and rear seats.
2. Two Safety Belts.
3. Fire Extinguisher.
4. Normal complement of instruments.
5. Set of Wooiam floats, water rudder and controls.

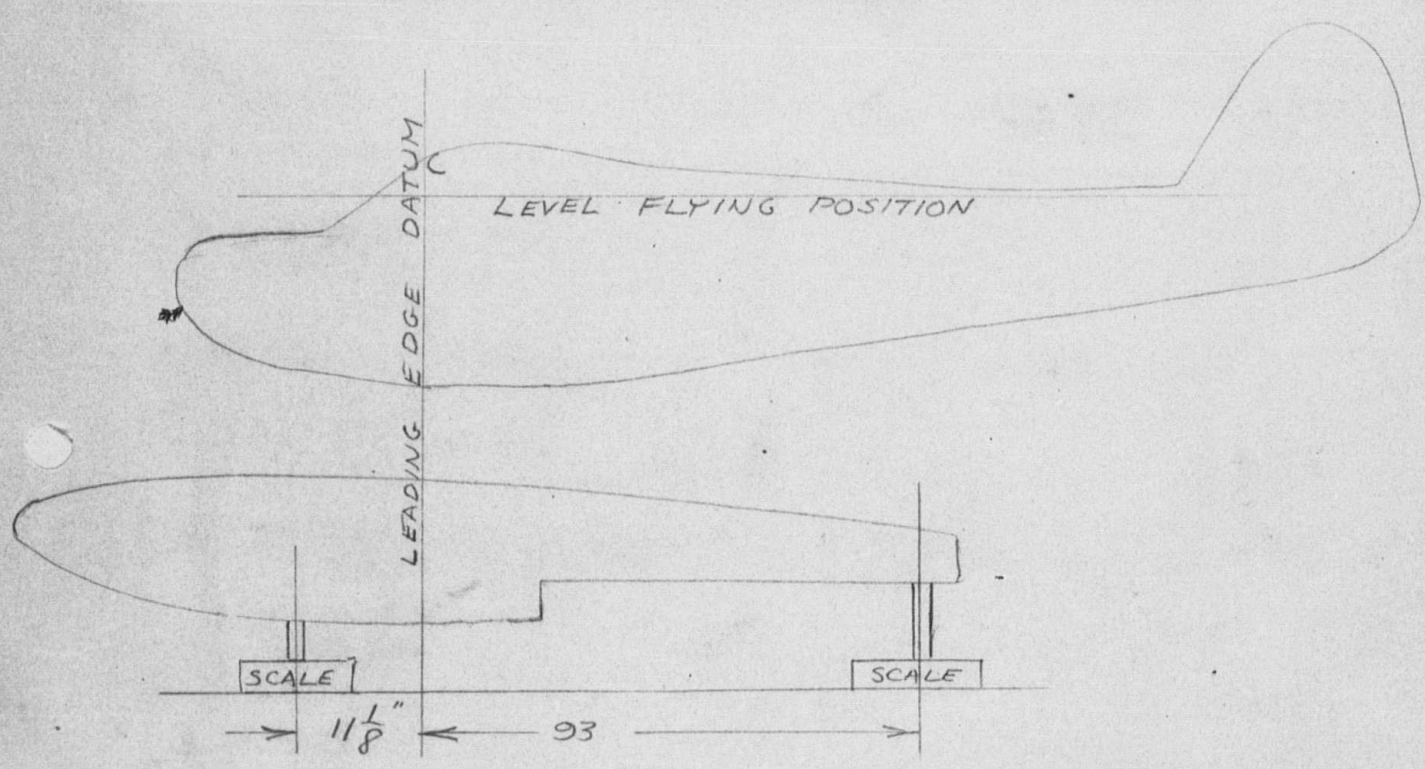
3. The Center of Gravity limits for a Cub seaplane J3-65 H.P. on Wooiam floats as shown in the C.A.A. Inspection Handbook are as follows:

Forward limit - 10.6" aft of the leading edge.
Aft limit - 19.7" aft of the leading edge.

4. The maximum total weight of a Cub J3-65 Seaplane is 1300 lbs.

5. The scales used for the weighing operations are the property of Weston Aircraft Limited, Oshawa, Ontario.

WEIGHT & BALANCE REPORT FOR PIPER CUB SEAPLANE J3-65C - CF-EEO



Item	Scale Reading	Tare	Net Weight	Arm in Inches	Post. Moment Inch Lbs.	Neg. Moment Inch Lbs.
Left Main Float Front	315	---	315	- 11-1/8		- 3500
Right Main Float Front	315	---	315	- 11-1/8		- 3500
Floats(rear together)	340	79	261	- 93	+ 24,300	
Gross Weight & Moment	970	79	891	+19.4	+ 24,300	- 7000

C.G. Empty = $\frac{+ 24,300 - 7000}{891} = \frac{17,300}{891}$ = 19.4" aft of datum (leading edge)

Item	Weight Lbs.	Arm Inches	Post. Moment Inch Lbs.	Neg. Moment Inch Lbs.
1. C.G. for most forward loading Condition				
Empty Weight of Aircraft	891	+ 19.4	+ 17,300	
Fuel - 10 Gal. @ 7.2 lbs.	72	- 18*		- 1296
Oil - 1 Gal. @ 9 lbs.	9	- 29*		- 261
Pilot - 1 front seat at 170 lbs.	170	+ 9*	+ 1530	
Gross Weight & Moment	1142	15.1"	+ 18830	- 1557

C.G. for most forward loading condition:

$$= \frac{17273}{1142} = 15.1\text{" aft of the datum}$$

*Arms may be checked in C.A.A. Bulletin.

WEIGHT & BALANCE REPORT FOR PIPER CUB SEAPLANE J3-65C - CF-KEO

Item	Weight Lbs.	Arm Inches	Post. Moment Inch Lbs.	Neg. Moment Inch Lbs.
2. C.G. for most rearward Loading Condition				
Empty Weight of Aircraft	891	+ 19.4	17,300	
Fuel - 45 minutes = 3.5 Gals @ 7.2 Lbs. per Gal.	25.2	- 18*		- 455
Oil - 1 Gal. @ 9 Lbs.	9	- 29*		- 261
Pilot - Front Seat @ 170 Lbs.	170	+ 9*	+ 1530	
Pilot - Rear Seat	170	+ 36*	+ 6120	
Gross Weight & Moment	1265.2	19.15"	+ 24,950	- 714

C.G. for most rearward Loading condition = $\frac{24,950 - 714}{1265.2} = \frac{24,236}{1265.2}$ = 19.15" aft of the datum.

*Arms may be checked in C.A.A. Bulletin.

WEIGHT & BALANCE REPORT FOR PIPER CUB SEAPLANE J3-65C - CF-EEO

Conclusion

As apparent in schedule 2 for rearward loading conditions, Cub J3-65, CF-EEO cannot be flown solo from the rear seat or the C.G. will not stay within the limits set out for this Seaplane.

No baggage may be carried unless the machine is being flown solo.

It is the responsibility of the pilot to see that this loading schedule outlined in this report is complied with.

41

JUN - 3 1949

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q: 5008-E5-15

8951

TOR: 5008-E5-15

Toronto, Ontario.

TRANSPORT-RECORDS
JUN 1 P.M. 15
5008-E5-15
File

TO: Director of Air Services,

ATTENTION: Superintendent, Air Regulations.

FROM: District Inspector, Air Regulations.

SUBJECT: Renewal of Certificates of Registration and Airworthiness

Registration Markings C.F.-.E.E.O.....

Aircraft Type .....Piper.J3-C65.....

Owner .....A.A..Flieler.and.A.G..Flieler.....

Place of Inspection ..Weston.Aircraft.Ltd..Oshawa..Ont...

Date of Inspection ....May.17th,.1949.....

Satisfactory inspection report has been received from Air Engineers .....R..Seaton.and.F..Clarke..... and Test Pilot .....C.A..Parkin.....

C. of R. No. ..5755..... and C. of A. No. 1547.....

were renewed on ..May.31st,.1949.... valid until .....

.....May.17th,.1950

Remarks Certificate.of.Airworthiness.endorsed.to.read:-...

.....|"The.Weight.and.Balance.Report.forms.part.of.this.

.....|.Certificate.of.Airworthiness.and.must.be.carried.

.....|.in.the.aircraft.during.flight."...

Noted
SG

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

Piper Cub J3, Serial #2150, Registration CF-EEC was received at [illegible]on Aircraft Ltd. for repair and renewal of the Certificate of Airworthiness. The following work was carried out:

Fuselage

Right front landing gear fitting repaired.
Fuselage diagonal brace tube right side at Station #2 was straightened.
Right side fuselage cowl support channel repaired.
Fuselage Cowling repaired.
New fabric placed over repaired area and doped.

Starboard Wing

Trailing edge repaired.
Trailing edge of ribs #4 and #5 repaired.

Port Wing

Trailing edge of rib #4 repaired.

Right Float

Copper stripping repaired at step.

Left Float

Inboard chine strip repaired.

Float Undercarriage

Left rear diagonal members repaired.
Right front diagonal member repaired.
Wings and Fuselage were given two coats of pigmented dope.
Aircraft assembled using new bolts where necessary.
Fire Extinguisher renewed.
Tension Spring added to fuel shut-off cock.
Aircraft re-rigged.
All controls checked for security.
Aircraft weighed and empty weight and Centre of Gravity computed.

r Cub J5

I hereby certify that all work listed has been done with certified material according to accepted practice; that all airworthiness directives (or equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date, and that no unapproved modifications have been incorporated and that the aircraft is airworthy.

WESTON AIRCRAFT LIMITED.

R. Seaton
A-1890

All controls checked for soundness, correct action and for presence of all locking devices.

R. Seaton
A-1890

F. Clarke
A-2525

This is to certify that I have test flown Piper Cub J5 aircraft, CF-EEO, and that it performed in a satisfactory manner.

C.A. Parker.
T-1067

Date: May 17, 1949.

(OTTAWA)

42

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q:5008-E5-15 7273 TOR:5008-E5-15

Toronto, Ontario.

TRANSPORT - RECORDS
MAY 19 P.M.
File 5008-E5-15

TO: Director of Air Services,

ATTENTION: Superintendent, Air Regulations.

FROM: District Inspector, Air Regulations.

SUBJECT: Renewal of Certificates of Registration and Airworthiness

Registration Markings C.F.-.E.E.O.....

Aircraft Type .....Piper.J3-C65.....

Owner .....A.A..Flieler.and.A.G..Flieler.....

Place of Inspection ..Weston.Aircraft,.Oshawa,..Ont.....

Date of Inspection ...May.15th,.1950.....

Satisfactory inspection report has been received from Air

Engineers .....R..Seaton..... and

Test Pilot .....A.A..Flieler.....

C. of R. No. ....5755..... and C. of A. No. ....1547....

were renewed on .May.17th,.1950./... valid until .....

.....May.15th,.1951.

Remarks ...Items.26.to.32.inclusive.on.the.Certificate.of.

.....Airworthiness.have.been.deleted.....

.....

.....

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

43

Refer to File Number 5008-E5-15

DEPARTMENT OF TRANSPORT

260 Richmond St. W., Toronto,

November 19, 1952.

TRANSPORT - RECORDS
NOV 21 A.M. 1952
File 5008-E5-15

Mr. A.A. Flieler,
Flieler Skyways,
CLOYNE, Ontario.

41397

Dear Sir:

According to our records you are the registered owner of aircraft, CF-EEO Piper L4B Serial Number 215-C with certificates lapsing during the year of 1951

Please advise this office re disposal of this aircraft:-

(a) is the aircraft to be used again,

(b) if not, the certificates should be forwarded for cancellation,

(c) if the certificates are not available, a statement from you as to their loss.

If at present you do not own this aircraft please advise to whom it was sold, the date and the present location of the aircraft, if known.

This information is necessary to complete the records of this aircraft and your immediate attention would be appreciated.

Yours truly,

D.W. Saunders

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

P.S. Please advise regarding paragraphs (b) and (c).

94.2 ✓

47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 47
9-50

Toronto, Ontario, November 3rd 1953.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-15	Piper L4-B aircraft CF-EEO	5008-E5-15

47913

TRANSPORT - RECORDS
NOV 4 P.M. 1953
File 5008-E5-15

Director of Air Services,
Department of Transport,
OTTAWA, Ontario.

Attention: C.A.R.

1. Attached hereto is copy of letter received from Mr. Arnold A. Flieler owner of the m/n aircraft, giving the details of the fire which destroyed the aircraft at Merril Lake in September 1950.

2. After several requests as to the loss of the Certificates, the attached letter dated November 17, 1952 is Mr. Flièler's final answer.

3. Submitted for cancellation, please.

Miss Jones
Please cancel registration CF-EEO. aircraft destroyed by fire at Merrit Lake in September 1950. 5/11/52.

Attach 2.

H. W. Finlay
(D.W. Saunders)
District Superintendent, Air Regulations,
for(District Controller, Air Services)
Toronto

Noted

ARNOLD A. FLIELER
CLOYNE ONTARIO

NOVEMBER 17th 1952.

Department of Transport,
260 Richmond St.,W.
Toronto, Ontario

Dear Sirs;

I notified your office in September 1950 that our Cub aircraft CF-EEO was destroyed by fire at Merril Lake on September 12th 1950.

Yours truly,

Arnold A. Flieler.

COPY 45

Sept. 14, 1950

Arnold A. Flieler
Cloyne, Ontario.

Dept. of Transport
260 Richmond St.W.
Toronto, Ontario.

Dear Sirs:

I have written this letter to explain all the details of the fire.

I went alone into Merril Lake, on a fishing trip, which is between Genter and Cloyne. I was supposed to have a party of three fishermen to take in on the 20th of September. Since I had not taken anyone in to this lake before I went in mainly to look the Lake over for rock bars, and possibility of taking off with a load.

In beaching the aircraft I broke a hole in the right float on a small rock. As I had had the aircraft overturned on Buckshot Lake because of a hole in the floats, I proceeded to repair the float. Since my trouble on Buckshot Lake I had carried material and equipment to repair a float as I often go in to these lakes in the wilderness. I had the float off and had dragged it some distance from the aircraft. I had it all ready to patch with the patches out and glue made and was standing with my maps trying to locate Genter on it as the fishermen were having their supplies brought in from Genter on Sept. 20 by horse and wagon. I had built a fire near the float to dry out the damaged spot so that the glue would stick and believed the wind to be in the right direction. I was studying the map when I noticed the plane all aflame at the centre section. The doorway was all a mass of flame so I had no chance to get to the fire extinguisher. I had five gallons of gas in the plane cans so I was not able to put fire out until it had burned for some time and had gone down enough so that I could get near it. One can drifted to shore and I cut top out of it and finally got all the fire out. I waited for nearly an hour to watch for bush fires and started out toward Genter believing that it to be the closest way.

. 2

44

I spent the night along the long arm of Merril Lake after walking about 2 hours. I walked for over five hours this forenoon to get out. I expected you would have the office closed this afternoon so I did not send telegram then. I think fire must have occured about 5:00 or 5:15 P.M.

I dont expect that we will be able to have things ready to operate this fall before the middle of October so I have asked the Air Transport Board to cancel our license until next spring.

How must I go about getting a new license, I think my log book had about 420 or 425 hours in it.

Hoping that this is satisfactory information for you.

Yours truly

Signed: Arnold A. Flieler.

1.
3-46
K.P. 58825
D.L.L. Co

FILE No. 5008 - E 5 - 17

VOLUME NO. 1

VOL. 1
5008 - E5 - 17

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EEQ — PIPER J3C-65

CROSS REFERENCES
5-002-174

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
SEP 23 1946	23873	R.A.L.	~~2 10.46~~	L.J.	SEP 23 1946
OCT 19 1946	BF Oct 21	S.A.R.	~~11.12.46~~	L.J.	DEC 4 1946
DEC 10 1946	B2 16-12-46	S.A.R.			MAR 12 1947 MAR 20
MAR 12 1947		C.A.I. ©			MAR 20 19
MAY 8 1947 OCT 8 47	11371	C.A.R.		MAY 10 1947	
	21615	C.A.R.		L.J. OCT 8 - 47	
		C.A.R.		OCT 8 - 4	
DEC - 1 47	28072	C.A.R.		L.J. DEC -9 47	
MAY 25 1948	Reg Mr Funkle (2105)	C.A.R.		L.J. MAY 29 48	
AUG 2 1948	Eg. Mr. Pattinson	C.A.R.		AUG 24 1949	

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

5008-E5-17 Piper Cub CF-EEQ 5008-E5-17

A23673

TRANSPORT-RECORDS
SEP 21 A.M.
File 5008-E5-17

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of **Piper Cub, CF-EEQ,** Serial No. **217C** recently purchased by **Mr. H. Howard from the Cub Aircraft Corporation:-**

(a) Application forms.
(b) $10.00 fee (See page **177** in Cash Book, Receipt No. **76211**
(c) Bill of Sale, dated **September 17th, 1946.**
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

for D.G. Joy,
District Inspector, Air Regulations,
Toronto.

CAB/AC

2413
6-39

CANADA

CF-EEQ

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant H. Howard

Date of Application Sept. 16, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
H. Howard	Hanley, Sask.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)
Commercial

Usual Station Hanley, Sask.

Date of manufacture or reconstruction Sept. 17, 1946.

Crew required 1

Accommodation for what number of passengers 1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.
certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on cha
without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corp. Ltd.

Type Piper Cub J3 Maker's No. 217C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 714 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed(Aeromarine) Compass(Airpath) Tachometer(Stewart-Warner) Altimeter(Aeromarine)
2. Gauges Oil pressure & temperature
3. Lights
4. Signals
5. Fire Extinguishers One quart
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8 Ser. # 5013768			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

7

DATE Sept. 17, 1946.

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

H. Howard, Hanley, Sask.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels viz;

Airplane CF-EEQ

Serial # 217C

Engine Continental A65-8

Engine Serial # 5013768

CUB AIRCRAFT CORPORATION LIMITED

Signed J. F. Gibson

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-EEQ

Aeroplane Type Piper Cub (Landplane / Seaplane / Skiplane) Model J3

Manufacturer Cub Aircraft Corp. Ltd. Serial No. 217C

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

~~[illegible]~~

~~[illegible]~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~[illegible]~~
(~~[illegible]~~

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65-8	
Serial No.	5013768	
Take-off Power	65 h.p.	
Take-off R. P. M.	2350	
Take-off Manifold Pressure ...	----	
Take-off Octane Rating of Fuel	73 or better	
Maximum Power (Continuous operation)	50 h.p.	
Maximum Power R. P. M.	2350	
Maximum Power Manifold Pressure	----	
Maximum Power Octane Rating of Fuel	----	

5-

PARTICULARS OF AIRSCREWS

Maker	Sensenich Bros.				
Type	Fixed wood				
Blade Drawing No	72.CK.44				
Blade Serial Nos.	K.2048				
Hub Drawing No.					
Hub Serial No.					
Blade Settings					
Diameter	72."				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800 x 4

FLOATS Installation Assembly Drawing No. _____

SKIIS Installation Assembly Drawing No. _____

Tail Ski _____

POSITION AND CAPACITY OF FUEL AND OIL TANKS

FUEL Position	Capacity Imp. Gals.	OIL Position	Capacity Imp. Gals.
(1) In fuselage just	9	(1) In sump attached	5/6
(2) aft of fire wall		(2) to lower rear	
(3)		(3) section of crank case	
(4)		(4)	
(5)		(5)	
(6)		(6)	

4

RECORD OF BASIC INSTRUMENTS AND EQUIPMENT
(Essential for C. of A. for any class of operation)

DESCRIPTION	MAKER	MODEL	REMARKS
Airspeed Indicator	**Aeromarine**		
Altimeter	**Aeromarine**		
Compass	**Airpath**		
Engine Speed Indicator	**Stewart-Warner**		
Oil Pressure Gauge	**Stewart-Warner**		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	**Air Associates**		
Fire Extinguisher(s)	**One quart**		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator, etc.			
Aircraft Operating e.g., Cabin Temperature Outside " Flap Indicators, etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIPMENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

RECORD OF WEIGHT AND C. G. POSITION
(See Information Circulars M/8/37 and M/1/38)

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	1220 lbs.	lbs.	lbs.
Tare weight as determined	714 lbs.	lbs.	lbs.
Disposable load	257 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight .16.3.. inches behind / in front of

.....leading.edge.of.main.plane.....

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J. R. Gibson Chief Inspector Date SEP 17 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed S. Henderson Air Engineer J. R. Gibson Chief Inspector

SEP 17 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

SEP 17 1946

Signed J. R. Gibson Test Pilot Date

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category normal Subdivision a,b,c,d,e is recommended.

Signed H. S. Alguire Resident Inspector, A.I.D., Department of Transport.

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING A.I.D. CANADA.

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) 20 Sept 1946

Signed for R. McGordon District Inspector, Civil Aviation.

Air Services
Civil Aviation Division
DEPARTMENT OF TRANSPORT

5008-E5-17

1 Montgomery Avenue, Toronto,
September 18th, 1946.

Mr. H. Howard,
HANDLEY, Saskatchewan.

Dear Sir:

Receipt is acknowledged of your application for registration of **Piper Cub, CF-EEQ, Serial Number 2170,** recently purchased by you from **the Cub Aircraft Corporation.**

With the following papers:

(a) Application forms
(b) $10.00 fee
(c) Bill of Sale, **dated September 17th, 1946.**
(d) Aeroplane Inspection Release Certificate

Receipt No. **76211 for the $10.00 fee in the name of the Cub Aircraft Corporation, is being sent to that company.**

Pending the issue of the formal certificates of Registration and Airworthiness, this letter will be your authority to operate **CF-EEQ** as a commercial aircraft on day visual flying, until **Nov. 18/46** The all-up-weight of the aircraft is not to exceed as **1,220 lbs.** landplane ~~seaplane~~ ~~skiplane~~.

yours truly

(D.G.Joy)
District Inspector Air Regulations
Toronto

DGJ/im

10

1-691

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Oct. 24, 1946.

Mr. D. W. Coulter,
PIAPOT, Sask.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Piper Cub aircraft CF-HEQ, for a period of sixty days, to be not valid after December 23, 1946.

The aircraft must be operated within the following conditions:

VFR
Day flying only
Landplane all-up weight.....1220 lbs.
Privately

This authority must be renewed on the expiration date if you are not in possession of the formal Certificates from our Headquarters by that time.

As the aircraft is registered privately, you are not permitted to fly it for hire or reward of any kind.

Yours truly,

J. J. Currie,
Resident Inspector A.I.D.
for D.I.A.R.

JJC/M
Ch

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

13 2 8-45

Edmonton, Alta. Oct. 24, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-17	Piper Cub CF-EEQ Serial #217C	1-691

A30130

TRANSPORT-RECORDS
NOV 5 A.M.
FILE 5008-E5-17

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for re-registration privately of the subject aircraft in the name of Mr. D. W. Coulter of Piapot, Saskatchewan, together with:

(a) Bill of Sale from Mr. H. Howard to Mr. Coulter.
(b) Copy of our letter of temporary authority issued Mr. Coulter this date which is self-explanatory.

2. Fee of $5.00 has been received and will be forwarded to Headquarters under Folio #6, Receipt No. 75114.

3. We recommend that formal Certificates be issued this aircraft in the name of Mr. Coulter and that they be forwarded direct to the Owner, please.

J. J. Currie,
Resident Inspector A.I.D.
for D.I.A.R.

JJC/M
Enc.

2413

12

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant W. Coulter

Date of Application Oct - 10th - 46

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
~~W. W. COULTER~~ COULTER, William Donn	PIAPOT, SASK.	CANADIAN.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

PRIVATE

Usual Station PIAPOT, SASK.

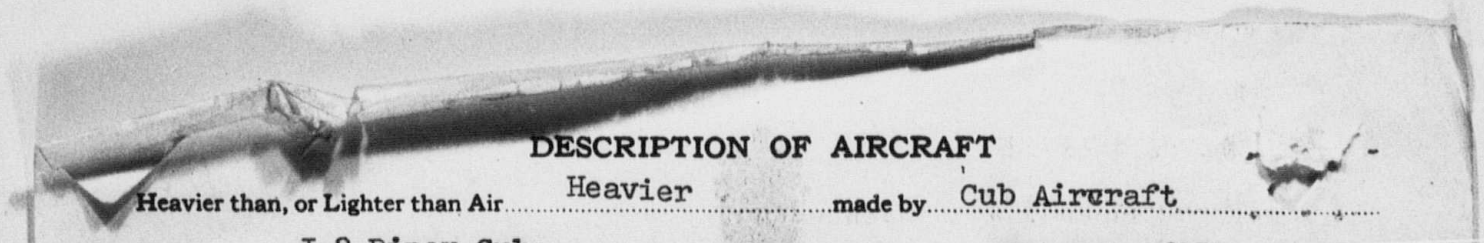
Date of manufacture or reconstruction Sept. 17 1946

Crew required One

Accommodation for what number of passengers One

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.0 certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on cha without further fee.

$5.00 fee rec'd,
Folio #6, Rec. # 75114



DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft

Type J 3 Piper Cub Maker's No. 2170

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	680	
Total weight authorized (fully loaded) in lbs 1220	Air speed 80	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass. Airspeed. Altimeter.
2. Gauges Oil pressure. Oil temp. Tachometer.
3. Lights nil
4. Signals nil
5. Fire Extinguishers one
6. Parachutes nil
7. Tools nil
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

craft inspected on

iculars accurate as corrected

ications from type are indicated on annexed sheet

ation recommended with the following special conditions

t is recommended that Certificates be issued as applied for please.

Signature J. J. Currie

Regis[illegible]ved and Registration Mark C.F. allotted.

Oct. 24, 1946.

pproved or

for D.I.A.R.

pproved for reasons annexed. E E Q

Superintendent, Air Regulations

1-691
11

Howard's Service Station

H. HOWARD, PROP.

SALES and SERVICE

PHONE 53

Hanley, Sask.
October 10th 1946

BILL OF SALE

Province of Saskatchewan, Canada

KNOWN ALL MEN BY THESE PRESENTS: That in the consideration of the sum of Three Thousand one hundred and Sixty two dollars, the receipt of which is hereby acknowledged, we or I do grant, sell, transfer and deliver unto..George Nelson..... heirs, executors, administrators and assign, all rights, title and intrest in and to the following goods and chattels via:

One J-3 Cub Special Aeroplane Registration CF-EEQ

Serial No. 2170

Engine No. 5013768

Signed..H. Howard.....

Witness..M. Howard.....

OCT 15 1946

Know all men by these presents: That I/we the undersigned of the city of Toronto in the Province of Ontario and Province of Canada

Province of Saskatchewan, Canada

BILL OF SALE

October 10th 1946

Harvey Cook

PHONE 23

SALES and SERVICE

H. HOWARD, Prop.

Howard's Service Station

One 1-3 cub Special Aerodyne Registration CF-EEQ

Serial No. 2132

Engine No. 6078168

Signed.....

Witness.....

Witness.....

following goods and chattels viz:

undisturbed and sealed, all rights, title and interest in and to the

delivery made..... paying, executing

after the period aforesaid, we or I do hereby covenant and

to time forthwith and furnish and duly give and deliver, the receipt of

which is hereby acknowledged, we or I do hereby, sell, transfer and

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21

8-45

Edmonton, Alta. Dec. 19, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub CF-EEQ ✓	1-691

TRANSPORT RECORDS
DEC 24 A.M. 1946
5008-E 5-17
File

Controller of Civil Aviation,
Ottawa.

1. Herewith, copies of the following correspondence all of which is self-explanatory:

(a) Letter from Mr. W. D. Coulter of Piapot, Sask. owner of Piper Cub aircraft CF-EEQ, dated Dec. 9/46.
(b) Our reply to Mr. Coulter dated December 11/46.
(c) Our letter to Agent Mr. Howard dated Dec. 12/46.
(d) Mr. Howard's reply to us dated Dec. 14/46.
(e) Wire from Airport Manager Regina dated Dec. 16/46.
(f) Our letter to Pilot J. A. Dugans dated Dec. 11/46.

63387

2. We have been unable to contact Pilot Dugans and we recommend that the RCMP Regina be requested to contact him on our behalf.

3. Will Headquarters advise please if any further action is required by this district office to curb these continuing flagrant violations of Air Regulations.

K. F. Saunders,
A/D.I.A.R.

KFS/M
Enc.

COPY

20

PIAPOT, Sask.
Dec. 9/46

D.I.A.R.
Blowey-Henry Bldg.
Edmonton

Dear Sir:

Sometime ago I purchased from H. Howard of Hanley, Sask. a Piper Cub aircraft new.

It is registered privately in my name registration CF-EEQ and letter of Airworthiness good to Dec. 23, 1946.

Howard sent a Pilot with plane to the ranch and he taught me to fly it.

Just before this last storm, I phoned Medicine Hat Flying School and asked them how to procure a licence. They told me to bring the plane up and they could prepare me for licence when I flew up there I found out that they didn't have any instructor who could instruct on a Cub so they said to go home and one of them would go to Calgary and get a rating on a Cub & notify me to come back. They gave me a book to study on Air Regulations and I haven't heard from them since.

I then found out that Jim Short in Moose Jaw instructs on Cubs and so I phoned him today and told him the story. He said that you have to get the Licence from an Inspector of Air Regulations and said to phone you to see if I could get permission to fly to Edmonton for licence.

I then phoned you at Edmonton and you said to write the details and send them on to you.

The snow is quite deep on the ranch and I've been able to put in quite a few hrs. chasing coyotes and looking for cattle. I have a set of Federal Skiis on it and it works very nice.

I have flown about 40 hrs. solo since Pilot left me.

Have done spins and forced landings but can't say that I like them.

Hoping you will set me straight on just how to get a licence soon as possible because I've really been told a lot of poor information so far.

I have medical assessment from Ottawa and four pictures of myself of proper size.

Trusting this is the information you desire,

I remain,

Respectfully ,

W. D. Coulter

P.S. Pilot who taught me James Dugans
Don't know where he lives.

18

Copi sent to: Headquarters - Air Mail
RCMP REGINA, - AIR MAIL

1-691

402 Blowey-Henry Bldg.,
Edmonton, Alta.,
Dec. 11, 1946.

REGISTERED - AIR MAIL

Mr. W. D. Coulter,
Piapot, Sask.

Dear Sir:

We have for acknowledgment your letter of the 9th instant relative to flights made by yourself or with Pilot J. Dugans. From your letter, it is obvious that you are very unfamiliar with the requirements of flying under Air Regulations 1938 and have committed several violations.

(1) You have been flying under instruction from an unlicenced airport.
(2) Your instruction has been from a Pilot who, according to the records in this district office has no authority to instruct.
(3) You have flown solo without a licence and apparently not under the supervision of an authorized instructor.
(4) You have flown your aircraft as a Skiplane when it is only licenced as a Landplane.

In view of the foregoing, the whole matter is being referred to our Headquarters, and pending their decision, of which you will be advised, you are not permitted to do any flying with your aircraft Piper Cub CF-EBQ exception from a licenced airport and under the supervision of a licenced instructor.

If it is your intention to do the latter type flying mentioned, it will be necessary for you to have the aircraft flown to the licenced airport by a licenced Pilot, but not before the Certificate of Airworthiness is amended for Skiplane. This may be done by forwarding the Certificate to this district office.

Yours truly,

KFS/M

K. F. Saunders,
A/District Inspector, Air Regulations

12

D-109

REGISTERED AIRMAIL

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
December 11, 1946.

Mr. J. A. Dougans,
49 College Court,
REGINA, Saskatchewan.

Dear Sir:

In conversation with Mr. W. D. Coulter of Piapot, Saskatchewan, he informs us that you gave him instruction on Piper Cub CF-EEQ, and in this connection we desire your explanation of this instruction, as according to our records, you are not in possession of Instructor's authority. When forwarding your explanation, kindly forward your pilot's certificate at the same time.

Yours truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/mp
cc: Hqs.
Airport Manager - Regina.

Private 3527.
3502-2290 / appears to be L. J. Dougans.
49 College Court

COPY

HOWARD'S SERVICE STATION

16

HANLEY, SASK.
December 14, 1946

K. F. Saunders
A/District Inspector,
Air Regulations.

File # 1-161

Dear Sir:

Replying to your letter of December 12th, regarding the sale of EEQ to Mr. W. D. Coulter.

With regards to Dugan the pilot who delivered the plane to Coulter I was there when delivery was made, however when Dugans phoned me from Regina prior to this asking for a job, he told me that he had a commercial license and was an instructor, later on I found that he did not have an instructors license when I asked him for it.

The day that Coulter phoned me to deliver the plane I was going to fire this man Dugans and on second thought I was stuck for a pilot for delivery of the plane to Coulter at Piapot, so with Dugans and the plane we flew to Piapot, and I left Dugans there and told him that his services with me were no longer required.

I told Coulter that this man would be a good pilot for him to hire, as Coulter had a large ranch of some fourty sections and had purchased the plane for this use.

I told Coulter that he could familiarize himself with the plane when he was riding with Dugans, however I made it clear to him that he could come to Saskatoon and take his dual flying from Mitcheson or if Chasmar was not attending University at the time he could give him lessons which would be free, and Coulter phoned me one day and had me make arrangements for him at Saskatoon to take instructions but this he never carried out.

I don't know what arrangements he made with Dugans with regards to taking instructions off his farm.

I also told Coulter that he must get a license before he could fly in and out of an Airport.

Yours truly,

H. Howard

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	✓
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on the back hereof, which are hereby agreed to 1946 DEC 16 AM 11 00

YA110 14

REGINA SASK 16 1053A

K SAUNDERS DIAR

402 BLOWEY HENRY BLDG EDMN

THIRTY RETEL NO INFORMATION AVAILABIE FROM DOUGAN OTHER THAN HE IS OUT OF TOWN

R A JOBERTY AIRPORT MANAGER.

PHONE 24141

14

1-691

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
December 12, 1946.

Mr. H. Howard,
HANLEY, Saskatchewan.

Dear Sir:

Further to our telephonic communication of yesterday's date, relative to your sale of EEQ to Mr. W. D. Coulter.

Will you kindly forward us by return mail further details, such as, was your pilot Dugans an instructor, had you made any arrangements with Coulter to take instruction, where at, and under whom? Did Coulter know he had to have a pilot's licence before he was allowed to fly more or less at will? When Coulter's aircraft was delivered to him at Piapot, Saskatchewan, did you know it, did you know he was going to take instruction on the aircraft under Dugan and from off Coulter's farm?

Yours truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/mp
cc: Hqs.

TRANSPORT RECORDS
DEC 24 A.M. 1946
File 5008 E 5-17 1-691

2117

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Dec. 19, 1946.

63381

Mr. W. B. Coulter,
PIAPOT, Sask.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Piper Cub aircraft CF-EEQ for a further period to be not valid after February 28, 1947.

The aircraft must be flown within the following conditions:

VFR
Day flying only
Landplane and Skiplane empty weight.....680 lbs.
Landplane and Skiplane gross weight.....1220 lbs.
Privately

This authority must be renewed on the expiration date if you are not in possession of the formal Certificates from our Headquarters by that time.

As the aircraft is registered privately, you are not permitted to fly same for hire or reward of any kind. This authority must be carried aboard the aircraft on all flights.

Yours truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

S/M

HTP/HMC

22

~~5002-2290~~
5008-E5-17

Piper Cub CF-EEQ

1-691

AIR MAIL

Ottawa, Ontario,
January 3, 1947

District Inspector, Air Regulations,
402 Blowey Henry Building,
Edmonton, Alberta

1. With reference to your letter of December 19, 1946, may we have the following clarified:

(a) After persuing our records at these Headquarters it is found that we have only one Mr. Dougans, Leslie James, residing at 49 College Court, Regina, Saskatchewan, who is the holder of Limited Commercial Certificate No. C-3121. Your letter refers to Pilot J.A. Dugans.

(b) If these two people are the one and the same person, may Headquarters be informed so that action may be carried out on your letter of December 19th, 1946.

(S. Graham),
Superintendent, Air Regulations

HTP/CS

Ottawa, February 14, 1947.

Unauthorized Flight Instruction — 8802-2290
Leslie James Dougans — 8008-55-17

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

1. With reference to your letters of December 19, 1946 and January 13, 1947.

2. May the assistance of the Royal Canadian Mounted Police be sought and requested to trace Mr. Leslie James Dougans, Limited Commercial Pilot No. 3121.

3. His certificate is to be seized and forwarded to Headquarters for further action.

(S. Graham)
Superintendent, Air Regulations.

5134(R)
1635(A)

24

COPY

INCOMING CORRESPONDENCE

7132

TRANSPORT - RECORDS
FEB 10 A.M. 1947
5008-E5-17
File

ORIGINAL ON FILE 5802-2290 COPY FOR FILE

LEJC CAR.

DEPARTMENT OF TRANSPORT

Edmonton, Alta. Feb. 6, 1947.

YOUR FILE 5802-2290
5008-E5-17

Piper Cub CF-EEQ ✓

Our file 1-691

69802

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. Reference to your letter of January 3, 1947.

2. According to our records, it would appear that the Pilot in question is Leslie James Dougans, 49 College Court, Regina, Saskatchewan, holder of Limited Commercial Air Pilot's Cert. No. C-3121.

3. Submitted.

K. F. Saunders,
A/D.I.A.R.

KFS/M

8
11-46

DWS/JS

Ottawa, February 19, 1947.

5802-2290
1-691

Unauthorized Flying Instruction -
Leslie James DOUGANS

~~5802-2290~~
5008-35-17

AIR MAIL

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

1. With reference to yur letters of December 19, 1946 and January 13, 1947, the assistance of the Royal Canadian Mounted Police should be requested in an effort to locate Mr. Leslie J. Dougans, in order to get his statement in respect to the unauthorized flying instruction which he may have given.

(S. Graham),
Superintendent, Air Regulations.

25

TRANSPORT - RECORDS
MAR 1 A.M.
5008-E5-17

1-691

CAR

72871

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
February 26, 1947.

Mr. W. D. Coulter,
PIAPOT, Saskatchewan.

Dear Sir:

ct-46

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Piper Cub aircraft CF-EEQ, to be not valid after April 30th, 1947.

The aircraft must be flown within the following conditions:

VFR
Day flying only
Landplane and Skiplane empty weight.....680 lbs.
Landplane and Skiplane gross weight.....1220 lbs.
Privately

7711

This authority must be renewed on the expiration date if you are not in possession of the formal Certificates from our Headquarters by that time.

As the aircraft is registered privately you are not permitted to fly same for hire or reward at any time. This authority to be carried on board the aircraft on all flights.

If at any time the aircraft is fitted with Radio, you must notify us immediately supplying us with the following information: (1) Transmitter or Receiver or both (2) Make (3) Model (4) Serial Number (5) Frequency Coverages.

Yours truly,

K. F. Saunders,
A/D.I.A.R.

KFS/mp
cc: Hqs.

CB

22

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5134

NATIONALITY AND REGISTRATION MARKS CF-EEQ

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp., Ltd., Hamilton, Ont.
3. Constructor's serial number	217C
4. Name of owner	William Donn Coulter
5. Address of owner	Piapot, Sask.
6. Nationality of owner	British
7. Usual station of aircraft	Piapot, Sask.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 24th day of October 1946 in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEQ and is of Canadian nationality.

Given at Ottawa this 30th day of January 1947

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

VALID FOR DAY FLYING ONLY

26

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1635

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Coulter
2. Christian name William Donn
3. Address Piapot, Sask.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp. Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-BRQ

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 217 C
8. Place and year of construction of aircraft Hamilton, Ont., 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a, b, c, d + e~~ 5
15. Maximum span (in flying position) 35'2½"
16. Maximum length (in flying position) 22'5"
17. Total height (with and without trolley in case of seaplanes) 6'8"

ENGINES

18. Number installed ..... One .....

19. Makes ..... Continental .....

20. Types ..... A65 .....

21. International power of the engine or engines at .....

(Take-off) 65 H.P. at 2500 revolutions per minute.
(M.E.T.O.) 60 H.P. at 2100 revolutions per minute.
(a) Sea Level ..... H.P. at ..... (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted ..... One ..... Types Sensenich ..... No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators): (a) Landplane ..... 714 lbs.
(b) Seaplane ..... lbs.
(c) Skiplane (28.11.47) 716 lbs.

WEIGHT OF FUEL AND OIL

26. Fuel ..... 65 lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks ..... One .....
(b) Capacity of tanks ..... 9 ..... Imp. gals.

27. Oil ..... 8 lbs.
(at 9·0 lbs. per gallon)
(a) Number of tanks ..... One .....
(b) Capacity of tanks ..... 8/8 ..... Imp. gals.

28. Weight allowed for crew ..... 170 lbs.

29. Weight allowed for equipment, excluding wireless apparatus ..... lbs.

30. Weight of wireless apparatus ..... lbs.

31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (Skiplane) 259 lbs. (28.11.47) (L.P.) 365 lbs.

32. Maximum total weight authorized ..... lbs.
Landplane ..... 1220 lbs.
Seaplane ..... lbs.
Skiplane (28.11.47) 1220 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full) .....
Landplane ..... Twelve hundred & twenty pounds .....
Seaplane .....
Skiplane ..... Twelve hundred & twenty pounds (28.11.47 .....

34. Minimum crew necessary ..... One .....

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed ..... 2100 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2500 ..... r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... October 24, 1946 ..... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this ..... 30th ..... day of ..... January 19 47

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	Engine Revolution Counter
Altimeter	Oil Pressure Gauge
Airspeed Indicator	Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 18-47 Sept 24/48	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

/RM

28

5008-E5-17

REGISTERED

OTTAWA, Ontario.
March 10th, 19 47.

Mr. William Donn Coulter,
Piapot,
Saskatchewan.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5134 and Certificate of Airworthiness No. 1635 for your Piper J3-C65 aircraft CF- KEQ , Serial No. 217 C.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

K.S. Graham,
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Edmonton, Alta.

cancelled (CAW) 12-3-47

2

L.P.

COPY

INCOMING CORRESPONDENCE

11371

ORIGINAL ON FILE 5702-2290 COPY FOR FILE

TRANSPORT-RECORDS
MAR 25 P.M. 1947
5008-E5-17
File

29

DEPARTMENT OF TRANSPORT

Edmonton, Alberta, March 20, 1947.

Unauthorized Flying Instructions -
Leslie James DOUGANS

Controller of Civil Aviation,
Ottawa.

1. Further to ours of March 15, undated, received on the 20th instant.

2. We find his statements questionable but enough for Headquarters to take the necessary disciplinary action please.

3. If any further action is required or you wish the incident closed insofar as the R.C.M.P. are concerned will you please so advise.

K.F. Saunders,
A/District Inspector,
Air Regulations.

KFS/p
Encls.

8
11-46

COPY 10714

INCOMING CORRESPONDENCE

TRANSPORT - RECORDS
MAR 19 A.M. 1947
File 5008-E5-17

ORIGINAL ON FILE 5802-2290 COPY FOR FILE

LEJG. CAR

DEPARTMENT OF TRANSPORT

30

Edmonton, Alberta, March 15, 1947.

YOUR FILE
5802-2290
5008-E5-17

Unauthorized Flying Instructions -
Leslie James DOUGANS

OUR FILE
D-109
1-691

LAR
Jas. Walker

Controller of Civil Aviation,
Ottawa.

1. Reference your letter of February 19th, 1947 herewith copy of R.C.M.P. report dated March 8th, 1947, from Regina, which is self-explanatory.

2. It would appear this elusive pilot is going to be hard to catch up with.

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/p
Enc.

8
11-46

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

PLACE ..... DATE .....

YOUR FILE	SUBJECT	OUR FILE
	-2-	31

8. Due to the nature of the terrain in southern Saskatchewan and Alberta it is a simple matter for small aircraft to be flown off the various farms or ranches, and due to the size of the Edmonton district, the staff is not adequate to properly check all the flying that is going on. There have been cases also, where aircraft dealers, in order to make a sale, have either misrepresented the requirements of Air Regulations to the purchaser, or have neglected to mention them.

9. SUMMARY: There are two courses open:

(a) Action through the courts against Mr. Dougans and Mr. Coulter under Air Regulations, 1938, with amendments to November 3, 1945, Part VIII, paragraphs 16 and 18, or,

(b) In as much as Dougans' Limited Commercial Pilot's Certificate No.3121 has been destroyed by fire, it could be recommended that a replacement certificate should not be issued for an extended period, and a letter of warning sent to the owner of the aircraft, respecting any future violations.

10. RECOMMENDATION: It is recommended that the action suggested in paragraph "b" should suffice, and that the R.C.M.P. be informed accordingly, and thanked for their assistance in this matter.

11. Your instructions would be appreciated, please.

(D. W. Saunders),
Inspector, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Ottawa, April 17, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Leslie James Dougans - Unauthorized Flying Instruction Piper J3 CF-EEQ, William Donn Coulter, Owner.	~~5802-2290~~ 5008-E5-17

32

MEMO - S.A.R.

1. Mr. Dougans was issued with Limited Commercial Pilot's Certificate No.3121 on June 19, 1946, which did not include authority for him to give dual flying instruction. At the time of illegal flying, this certificate was valid, but he now reports that the certificate was destroyed by fire which occurred in the Barry Hotel, at Prince Albert, Sask.

2. Piper J3 aircraft CF-EEQ is owned by Mr. Wm. Donn Coulter of Piapot, Sask., and was operating under temporary authority issued by the D.I.A.R. Edmonton October 24, 1946, valid until December 23, 1946. Mr. Coulter did not hold a civil air pilot's certificate.

3. It would appear that this aircraft was sold to Mr. Coulter by H. Howard of Hanley, Sask., on October 10, 1946. Mr. Dougans flew with Mr. Howard to deliver this aircraft to Mr. Coulter, and Dougans remained, apparently to familiarize the new owner with certain aspects of the care of aircraft, etc.

4. It was reported that Dougans was giving Coulter dual flying instruction, and on December 12th the District Inspector wrote Howard in order to ascertain what arrangements had been made, and Howard replied on December 14, 1946, that he had suggested to Coulter that Dougans would be a suitable person for him to employ as a pilot, but stated that he should take any dual flying by a person at Saskatoon who was authorized to give flying instruction.

5. Dougans has been very difficult to locate, as after he left Coulter he did a considerable amount of travelling, and on February 14, 1947, instructions were issued to the District Inspector to ask theR.C.M.P. to assist in locating him, and it is apparent from the R.C.M.P. report dated March 8, 1947, that he was a very illusive gentleman.

6. Apparently he finally received the District Inspector's letter dated December 15th at Camp 9, Pt. Alberni, B.C., and a copy of his undated letter is attached to the District Inspector's letter of March 20, 1947, in which Dougans admits giving Coulter (possibly under duress) a limited amount of dual flying instruction, knowing at the time that it was illegal.

7. Mr. Coulter, the owner of the aircraft is a farmer at Piapot, Sask., who bought this aircraft and considered the whole transaction as similar to that of buying a motor car or tractor. He new little about Air Regulations and cared less. Having bought the aircraft, he took the easiest method in his opinion, to learn to fly it.

5802-2290
5008-E5-17

DWS/TH

33

REGISTERED

AIR MAIL

Ottawa, Ontario,
5th May, 1947.

Mr. William Dean Coulter,
Piapot, Saskatchewan.

Dear Sir:-

The District Inspector, Air Regulations, Edmonton, called to our attention that you, as the owner of Piper J3 aircraft CF-KEQ, permitted Mr. Leslie James Dougans, who was not an authorized flying instructor, to give you dual flying instruction.

This type of illegal flying cannot be condoned, and is a breach of Air Regulations 1938, with Amendments to November 3rd, 1945, Part VIII, Paragraph 18. Under paragraph 16 in the same regulations, you, as the owner of the aircraft, as well as the pilot, are considered to be a party to the breach and shall be liable therefor. You are, therefore, warned that Air Regulations are promulgated for the safety in flying and must be adhered to at all times.

Any future violation on your part will be dealt with more severely.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

CC:DIAR EDMONTON

5802-2290
5008-E5-17

REGISTERED

AIR MAIL

Ottawa, Ontario,
5th May, 1947.

34

Mr. Leslie James Dougans,
c/o Camp 9,
Bloedel Stewart & Welch,
Port Alberni, B.C.

Dear Sir:-

A copy of your letter sent to the District Inspector, Air Regulations, Edmonton, in which you admit having given duel flying instruction to Mr. William Donn Coulter, the owner of Piper J3 aircraft CF-EEQ, has been received and reviewed.

You are advised that such breaches of Air Regulations cannot be treated lightly and in so acting you exposed yourself to court action under Air Regulations, 1938, with Amendments to November 3rd, 1945, Part VIII, Paragraphs 16 and 18.

However, as you state that your Limited Commercial Pilot's Certificate No. C-3121 was destroyed by fire in the Barry Hotel, Prince Albert, Saskatchewan, a replacement certificate, should you desire one, will not be issued for an indefinite period. You will, therefore, refrain from flying as pilot until such time as a new certificate is issued.

Yours truly,

(S. Grahsm),
Superintendent, Air Regulations.

CC:DIAR EDMONTON

DWS/TH

5802-2290
5008-#5-17

5th May, 1947.

35

Re: Leslie James Dougans

Copies of letters dated March 8th and 12th, 1947, addressed to the District Inspector, Air Regulations, Edmonton, by your Superintendent in Charge of "F" Division, in respect to the illegal flying done by Mr. Leslie James Dougans at Piapot, Saskatchewan, have been forwarded from our Edmonton office.

Mr. Dougans has finally been located at Camp 9, Bloedel Stewart & Welch, Port Alberni, B.C. He admits giving dual flying instruction to Mr. William Donn Coulter in Piper J3 CF-EBQ aircraft, and also states that his Limited Commercial Pilot's Certificate No. 3121 was destroyed by fire which occurred in the Barry Hotel at Prince Albert, Saskatchewan.

In view of the above, Mr. Dougans has been advised that a replacement of his Pilot's Certificate, should he desire one, will not be made for an indefinite period. Mr. Coulter, the owner of the aircraft, has been warned that any future infractions of Air Regulations 1938 will be dealt with more severely.

No further action against these gentlemen is contemplated at this time, and I desire to express my thanks for the assistance rendered by your Regina Detachment in trying to locate Mr. Dougans.

Original Signed by
A. T. COWLEY

for (C.P. Edwards),
Deputy Minister.

The Commissioner,
Royal Canadian Mounted Police,
Ottawa, Ontario.

CC:DIAR EDMONTON

39

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-691
H.Q. File: 5008-E5-17
Place ..Edmonton.....

Date.....Oct..3.....194.7..

A21615

TRANSPORT-RECORDS
OCT 6 P.M.
File 5008-E5-17

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type .....Piper Cub CF-EEQ.....J3.....

Registration Markings .....CF-EEQ.....

Private or Commercial ..Private.....

Date of Inspection .....Sept. 25, 1947.....

Previous C. of A. Expires .....

Present C. of A. Expires ..Sept. 24. 1948..... C of R #5134 C.of.A.#1635

Remarks ..Attached.hereto,..AID.report.dated.the.1st.instant covering inspection of this aircraft at Medicine Hat on Sept. 25, 1947 together.with.Engineer's.inspection.reports.covering.aircraft and engine.

.....

.....

.....

.....

.....K.F.Saunders.....
District Inspector.
Air Regulations.

KFS/M
Enc.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

38 2

6-46

Edmonton, Alberta, October 1, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-17	Piper Cub CF-EEQ	1-691

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected in detail as a landplane at Medicine Hat on September 25, 1947.

AIRCRAFT: Total time: 170 hrs.

ENGINE: Continental Engine No. 5013768.
Total time: 170 hrs.

PROPELLOR: Sensenich.
Drg. No. 72CK44,
Serial No. K2048.

2. The aircraft and engine were found in good condition and considered airworthy on this date. Dual controls were fitted to this aircraft at this inspection.

3. Attached copies of Log Book entries covering work carried out before renewal of certificates.

J. J. Currie

J. J. Currie,
Resident Inspector, A.I.D.

JJC/p
C/CAE

37

MEDICINE HAT AIR SERVICE

Major Inspection for C of A Renewal CF-EEQ Piper Cub

Aircraft Reg..... CF-EEQ
Time Since Manufacture...170:00
Time Since Overhaul.....N.A.

Propeller Serial No. K 2048
Drg wing No.....Sensenich
Time Since Manufacture...170:00
Time Since Overhaul.....N.A.

The following Work Carried Out and Parts Replaced.

Aircraft washed and cabin vacum cleaned.
Control cables treated with rust resistant.
Fuselage patched. 3 small holes.
Right Inner tube repaired.

Aircraft weighed.

Average total weight empty on two readings.....

Wheels.....720½ lbs. Skis.....

Certifying that aircraft has been inspected. That all manufacturers service bulletins have been complied with to date, that no unauthorized modiciations have been incorporated and that the aircraft is, in my opinion, airworthy.

Date: Sept. 22/47 Engineer: H. W. Francis A-654

36

MEDICINE HAT AIR SERVICES

Inspection and Service for C of A Renewal Continental

Type:.....Continental Serial No:.....5013768
Time Since Manufacture:.....170:00
Time Since Overhaul.....N.A.
Time Since Top Overhaul.....N.A.

The following work carried out and parts replaced:

Engine checked

Engine run up.....O.K. Remarks....Airworthy

Engineer: H. W. Francis Licence No. A-654 Date: 22/9/47

TRANSPORT-RECORDS
DEC 1 A.M.
File 5008-E5-17

40

1-691

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
November 28, 1947.

REGISTERED

A28072

Mr. William Donn Coulter,
PIAPOT, Sask.

Dear Sir:

Returned herewith Certificate of Airworthiness No. 1635, covering your Piper J3-C65 aircraft, CF-EEQ, which has been endorsed this date as follows:

Item 25: (c) Skiplane ..... 716 lbs. ✓

Item 31: Skiplane ..... 259 lbs. ✓ — 261 lbs.?

Item 32: Skiplane ..... 1220 lbs. ✓

Item 33: Skiplane .....
Twelve hundred & twenty pounds. ✓

Noted EJ

Yours very truly,

G.N.S.

for K. F. Saunders,
District Inspector,
Air Regulations.

KFS-H
Encl.
Ch

PS: Log books have been amended accordingly.

HQ File: 5008-E5-17

41

AC-5-61 /RM

5008-E5-17

OTTAWA, Ontario,
February 10th, ~~1947~~ 1948.

REGISTERED

Mr. Wm. Donn Coulter,
Piapot,
Saskatchewan.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-~~HEQ~~.

The Certificates of Registration and Airworthiness must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

cc. D.I.A.R. Edmonton, Alta.

JOURNEY and AIRCRAFT
LOG BOOK

Price, $1.75

AIRCRAFT

1. Nationality CF 2. Registration marks EEQ
3. Certificate of Airworthiness No. 1635 dated 30th day Jan 1947
4. Certificate of Registration No. 5134 dated 30th day Jan 1947
5. Classification of Aircraft (Category, Subdivision) normal (D) 6. Station Prapost Sask
7. Owner D Bloomfield 8. Address Prapost Sask 9. Nationality Canadian

DESCRIPTION OF THE AIRCRAFT

10. Builder Cub Aircraft Corp. Ltd. 11. Type of aircraft Piper J3 C65 12. Series No. 21?C
13. Maximum span (flying position) 35' 2½" 14. Maximum length (flying position) 22' 5"
15. Total height 6' 8" 16. Lifting surface

17. Maximum total weight authorized	Landplane 1220 lbs.	18. Weight empty	Landplane 714 lbs.	19. Pay load (with crew and full tanks)	Landplane 263 lbs.
	Seaplane lbs.		Seaplane lbs.		Seaplane lbs.
	Skiplane 1220 lbs.		Skiplane 716 lbs.		Skiplane 259 lbs.

20. Compulsory crew One 21. Maximum number of persons to be carried (including crew) Two
22. Fuel 23. Capacity of fuel tanks 9 Imp gals 65 lbs 24. Oil 5/6 Imp gals 8 lbs
25. Flying hours at normal power (2½ pts. per B.H.P. hour)
26. Marks and types of engines Continental A65C 27. Normal revolutions 1980 with 44 pitch prop 2180 with 42 pitch prop 28. Normal horse power 50 at 2100
29. Airscrews Sensenich 44 pitch 30. Apparatus for landing by land or sea
31. Licence for wireless apparatus issued (date) 32. Number 33. Type of wireless apparatus

Done at Ottawa day of

34. Superintendent Air Regulations

ENGINE No. 5013768	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equipment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
10-2-46	Piper Factory	Brought forward										
10-2	Ft Erie	Jim Dougans				:35						
10-2	Buffalo	"				:15						
10-3	Erie	"				1:35						
10-3	Sandusky	"				2:05						
10-3	Ancola	"				1:40						
10-3	Mich City	"				1:20						
10-4	Hammond	"				:45						
10-4	Janesville	"				1:35						
10-4	Laerosse	"				1:50						
10-4	Lake City	"				:45						
10-4	St Paul	"				:35						
10-4	St Cloud	"				:55						
10-5	Local	"				:15						
10-6	Alexandria	"				1:30						
10-6	Fargo	"				1:40						
10-7	New Rockford	"				1:30						
10-7	Minot	"				1:25						
10-8	Estevan	"				1:30						
10-8	Regina	"				1:45						
10-9	Hanley	"				2:05						
10-10	Rapot	"				2:00						
10-13	Local	D Bowles				3:00						
10-15	Local	D Bowles				1:00						
		Carried forward				31:35						

Copied by Boulet

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
Airspeed check		

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE 46	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward				31:35						
10-16		D.D. Coulter				:40						
10-17	local flights	D.D. Coulter				2:10						
10-18	on ranch	D.D. Coulter				1:20						
10-19	& around	D.D. Coulter				:30						
10-26	practicing	D.D. Coulter				2:35						
10-30	landings	D.D. Coulter				1:15						
11-3		D.D. Coulter				2:30						
11-4		D.D. Coulter				2:20						
11-6		D.D. Coulter				1:20						
11-8		D.D. Coulter				1:30						
11-13		D.D. Coulter				1:10						
11-16		D.D. Coulter				1:20						
11-30		D.D. Coulter				2:10						
12-1		D.D. Coulter				1:30						
12-2		D.D. Coulter				1:00						
12-8		D.D. Coulter				1:40						
12-16		D.D. Coulter				2:10						
12-18		D.D. Coulter				1:20						
12-19		D.D. Coulter				2:40						
12-20		D.D. Coulter				3:00						
12-22		D.D. Coulter				:25						
12-24		D.D. Coulter				:40						
12-25		D.D. Coulter				1:00						
		Carried forward										

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
put patch on right elevator		

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward				67:50						
12-26	Local	D.D. Coulter				2:30						
12-28	Local	D.D. Coulter				:30						
12-30	Local	D.D. Coulter				1:00						
12-31	Local	D.D. Coulter				2:30						
47 1-1	Local	D.D. Coulter				:30						
1-2	Local	D.D. Coulter				1:30						
1-3	Local	D.D. Coulter				:30						
1-4	Local	D.D. Coulter				2:00						
1-5	Local	D.D. Coulter				1:30						
1-10	Local	D.D. Coulter				1:20						
1-12	Local	D.D. Coulter				1:25						
1-13	Local	D.D. Coulter				:35						
1-15	Local	D.D. Coulter				:30						
1-18	Local	D.D. Coulter				:15						
1-19	Local	D.D. Coulter				:40						
1-20	Local	D.D. Coulter				2:10						
1-21	Local	D.D. Coulter				1:30						
1-22	Local	D.D. Coulter				1:25						
1-23	Local	D.D. Coulter				1:20						
1-24	Local	D.D. Coulter				:15						
1-25	Local	D.D. Coulter				:20						
1-26	Local	D.D. Coulter				:35						
1-29	Local	D.D. Coulter				:40						
		Carried forward										

:PAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
Taxied into truck box ripped gash left underside wing tip		
patch underside fuselage between landing gear ripped by brush landing in Sand Hills		

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHT					
DATE	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equipment Lbs.	Fuel Gals.			
		Brought forward				93:20						
2-1	Local	D. Beaulieu				:25						
2-2	Local	D. Beaulieu				:15						
2-3	Local	D. Beaulieu				1:20						
2-4	Local	D. Beaulieu				:40						
2-7	Local	D. Beaulieu				:45						
2-8	Local	D. Beaulieu				1:10						
2-9	Local	D. Beaulieu				:30						
2-10	Local	D. Beaulieu				1:55						
2-11	Gull Lake, return	D. Beaulieu				1:30						
2-13	Local	D. Beaulieu				:15						
2-16	Local	D. Beaulieu				50						
2-19	Consul, return	D. Beaulieu				2:35						
2-20	Local	D. Beaulieu				1:25						
2-21	Local	D. Beaulieu				50						
2-22	Local	D. Beaulieu				20						
2-23	Local	D. Beaulieu				1:00						
2-24	East End. return	D. Beaulieu				2:35						
2-26	Local	D. Beaulieu				:20						
3-1	Local	D. Beaulieu				:20						
3-2	Local	D. Beaulieu				:15						
3-5	East End return	D. Beaulieu				2:15						
3-6	Local	D. Beaulieu				:20						
3-7	Local	D. Beaulieu				1:00						
		Carried forward				116:10						

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
patch underside right wing tip caught on picket Taxiing Through fence		

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equipment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward				116:10						
3-8	Local	W.W. Caullin				:45						
3-9	Local	W.W. Caullin				:40						
3-13	Local	W.W. Caullin				:55						
3-14	Local	W.W. Caullin				1:45						
3-15	Local	W.W. Caullin				:15						
3-16	Local	W.W. Caullin				:20						
3-19	Local	W.W. Caullin				1:10						
3-23	Local	W.W. Caullin				50						
3-26	Local	W.W. Caullin				1:15						
3-30	Local	W.W. Caullin				1:10						
4-3	Local	W.W. Caullin				1:20						
4-4	Local	W.W. Caullin				2:00						
4-6	Local	W.W. Caullin				1:05						
4-9	Maple Creek return & over ranch	W.W. Caullin				2:25						
4-10	Local	W.W. Caullin				:30						
4-13	Local	W.W. Caullin				1:35						
4-15	Local	W.W. Caullin				:55						
4-17	Local	W.W. Caullin				:35						
4-22	Local	W.W. Caullin				:20						
4-23	Local	W.W. Caullin				:40						
4-24	Local	W.W. Caullin				:10						
4-28	Local	W.W. Caullin				:20						
5-3	Local	W.W. Caullin				:20						
		Carried forward				137:30						

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
patch on right stabilizer. Kids fooling around		
removed skis installed wheels fixed brakes		

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equipment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward				137:30						
5-4	Local	W D Coulter				1:10						
5-7	Local	W D Coulter				:15						
5-22	Cypress park return	W D Coulter	1			3:00	160		9	1	160	-
5-23	Local	W D Coulter				:15						
5-29	Med Hat	W D Coulter	1			1:20	160		9	1	160	
5-31/47												
5-31	Ranch	W D Coulter	1			1:25	160		9	1	160	-
6-5	Piapot & local flying	W D Coulter				3:10						
6-13	Med Hat return	W D Coulter	1			2:20						
6-17	Local	W D Coulter				1:20						
6-18	Piapot return	W D Coulter				:20						
6-22	Local	W D Coulter				1:25						
6-23	Maple Creek return	W D Coulter				2:10						
6-24	Maple Creek & local	W D Coulter				3:00						
6-25	Hurst farm	W D Coulter				:20						
6-26	Ranch	W D Coulter				:10						
6-29	Local	W D Coulter				1:00						
6-30	Local	W D Coulter				1:20						
7-14	Maple Creek return	W D Coulter				:50						
7-16	Shaunavon return	W D Coulter				1:40						
7-21	checking cattle	W D Coulter				:25						
8-5	Piapot - twice	W D Coulter				:30						
8-10	Cypress Hills	W D Coulter				1:45						
		Carried forward				166:40						

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
Aircraft inspected controls checked, Tail wheel tightened. greased, Brakes checked, Tabs checked —		W.D.B. [illegible]
Fluid added to brake cylinders		

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
~~8-17~~	~~Maple Creek return~~	Brought forward				166:40						
8-17	Maple Creek return	D Dlouhy?				1:30						
8-30	Local	D Dlouhy				:50						
8-31	Local	D Dlouhy?				:15						
9-8	Local	D Dlouhy				:20						
						169:35						

Carried forward

MEDICINE HAT AIR SERVICE

Major Inspection for C of A Renewal CF-EEQ Piper Cub

Aircraft Reg.... CF-EEQ ..... Propeller Serial No. K 2048 ....
Time Since Manufacture 170.00 Drawing No. Sensenich .....
Time Since Overhaul.. N.A. .... Time Since Manufacture. 170.00 .
Time Since Overhaul.. N.A. .....

The Following Work Carried Out and Parts Replaced:

~~Instruments calibrated. -- Record on File -- (Company office)~~
~~Compass Swung. -- Card Installed.~~
Aircraft washed and cabin vacum cleaned.
Control cables treated with rust resistant.
Fuselage patched. 3 small holes.
Right inner tube repaired.

Aircraft weighed.

Average total weight empty on two readings.....

Wheels....720½ lbs..... Skis.....

Certifying that aircraft has been inspected. That all manufacturers service bulletins have been complied with to date, that no unauthorized modifications have been incorporated and that the aircraft is, in my opinion, airworthy.

Engineer. [signature]
Lic No: A.654
Date: Sept 22/47

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Carg Lbs.
		Brought forward				169:35						
9-15	med Hot	D D Coulter				1:20						
9-25	Ranch	D D Coulter				1:10						
9-26	Local	D D Coulter				:20						
9-28	Local	D D Coulter				:35						
10-3	Willow Creek, return	D D Coulter				2:45						
10-16	Local	D D Coulter				:20						
10-25	Local	D D Coulter				:50						
10-28	Local	D D Coulter				:40						
11-2	Local	D D Coulter				1:20						
11-3	Local	D D Coulter				1:00						
11-11	Local	D D Coulter				1:40						
11-18	Local	D D Coulter				:30						
11-19	Local	D D Coulter				:25						
11-22	Local	D D Coulter				:30						
11-23	Local	D D Coulter				1:10						
11-26	Local	D D Coulter				1:30						
11-27	Local	D D Coulter				:30						
11-28	Local	D D Coulter				:20						
11-29	Local	D D Coulter				:15						
11-30	Local	D D Coulter				:55						
12-8	Local	D D Coulter				1:30						
12-9	Local	D D Coulter				1:15						
12-11	Local	D D Coulter				1:20						
~~12-21~~	~~Local~~	Carried forward				191:45						

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
		D D Coulter
removed wheels & installed skiis meter replaced & skiis, welded under pedestal on both skiis safety cable clips renewed on rear of skiis.	D D Coulter	D D Coulter

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
Dec 25-47		Brought forward				191:45						
12-21		DDCoulter				:45						
12-23	Maple Creek	DDCoulter				:35						
12-24	Ranch via Bryant	DDCoulter				:30						
12-26	Local	DDCoulter				1:00						
12-30	Local	DDCoulter				:55						
1948												
1-2	Local	DDCoulter				:40						
1-4	Local	DDCoulter				:45						
1-6	Local	DDCoulter				1:20						
1-10	Local	DDCoulter				:25						
1-11	Local	DDCoulter				:50						
1-12	Cypress Hills to Maple Creek	DDCoulter	1			1:10						
1-14	Ranch via Bryant	DDCoulter				:40						
1-15	Local	DDCoulter				:25						
1-16	Local	DDCoulter				1:00						
1-17	Local	DDCoulter				20						
1-18	Local	DDCoulter				1:10						
1-21	Local	DDCoulter				50						
1-23	Local	DDCoulter				30						
1-27	Local	DDCoulter				20						
1-28	Local	DDCoulter				40						
1-30	Local	DDCoulter				25						
1-31	Local	DDCoulter				20						
		Carried forward				207:20						

ENGINE No. / DATE	JOURNEY: FROM PREVIOUS LINE TO	CREW AND PASSENGERS: NAMES OF PILOTS AND CREW	No. of Passengers	TIME IN AIR: Up	Down	Hrs. Min.	WEIGHTS CARRIED: Pilot and Crew Lbs.	Equipment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward				207:20						
2-1	Stone Pile School returned	D D Coulter	1			1:00						
2-2	Local	D D Coulter				:25						
2-4	Local	D D Coulter				:30						
2-5	Local	D D Coulter				:35						
2-7	Local	D D Coulter				:20						
2-8	Local	D D Coulter				:30						
2-9	Local	D D Coulter				:45						
2-10	Local	D D Coulter				:20						
2-11	Local	D D Coulter				:20						
2-12	Local	D D Coulter				:20						
2-13	Local	D D Coulter				:30						
2-16	Local	D D Coulter				:35						
2-20	Local	D D Coulter				:25						
2-21	Local	D D Coulter				:15						
2-22	Local	D D Coulter				:20						
2-24	Maple Creek Via Big Stick Lake + to Home	D D Coulter	1			1:35						
2-26	Local	D D Coulter				:25						
3-1	Local	D D Coulter				1:20						
3-5	Local	D D Coulter				:20						
3-8	Local	D D Coulter				:20						
3-10	Local	D D Coulter				:25						
3-11	Local	D D Coulter				:20						
3-13	Local	D D Coulter				:30						
		Carried forward				219:35						

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
undercarriage bolts inspected wagging on skis checked Stabilizer worm oiled tail ends checked	D.R. Coulter	

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE	FROM PREVIOUS LINE TO	NAMES OF PILOTS AND CREW	No. of Passengers	Up	Down	Hrs. Min.	Pilot and Crew Lbs.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward				219:35						
3-14	Local	D D Bowlin				:10						
3-15	Local	D D Bowlin				:20						
3-26	Local	D D Bowlin				:25						

Carried forward

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

HWF/TH

OTTAWA, May 26th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
		5008-E5-17

MEMO FOR FILE

1. Piper Cub aircraft CF-EEQ was written off in an aircraft accident at Maple Creek, Sask., on April 30, 1948.

2. C. of A. and C. of R. on file 5002-174 pending completion of Board of Enquiry.

H. W. Finkle

(H. W. Finkle)

Miss Jones
To make
noted
ESJ

43

8006-125
8006-25-17

WW/TE

Ottawa, Ontario,
June 26th, 1945.

REGISTERED

Mr. Harry G. Coulter,
Maple, Saskatchewan.

Dear Sir:

As requested by the District Inspector, Air Regulations in Edmonton, we are forwarding herewith cancelled Private Pilot's Certificate No. 6390.

The Journey and Aircraft, and Engine Log Books are retained on file for our records.

Yours truly,

C.T.

(C. T. Travers),
Assistant Superintendent, Air Regulations.

Encl.

EDMONTON

HTP/HMC

44

~~5002-174~~
5008-E5-17;

REGISTERED

Ottawa, Ontario,
August 23, 1949

Mr. L.J. McKenna,
Canadian Aircraft Company,
REGINA, Saskatchewan

Dear Sir:

Complying with your request submitted through the District Inspector, Air Regulations, Winnipeg, Manitoba, we enclose herewith Engine Log Book for Continental A65 engine, Serial No. 5013768, which was installed in a Piper JB-C65 aircraft. This aircraft was damaged in an accident at Maple Creek, Saskatchewan, on April 30, 1948, and was written off.

Yours very truly,

HTP
(C.T. Travers), per ZC
Superintendent, Air Regulations.

CC DIAR WINNIPEG

Encl.

K.P. 56825 — Co.

FILE No. [illegible]

VOLUME No. [illegible]

VOL. 1 — 5008 - E5 - 18

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946

TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EER — PIPER J3C65

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
SEP 23 1946	23672	S.A.R	~~21.10.46~~	SJ	SEP 23 1946
OCT 19 1946	BF Oct 21	S.A.R	~~11.11.46~~	SJ	DEC 5
DEC 10 1946	B2 11-12-46	S.A.R		SJ	JAN
JAN 10 1947		Insp. C.A.R.		D.	JAN
MAR 19 1947	74854	C.A.R.		B.	MAR 17
FEB 13 1940	Requested	C.A.R.		SJ	FEB 7 - 48
FEB 14 48	36707	C.A.R.		SJ CCR 14	
		C.A.R.		D	FEB 16

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

8 2
8-45

TORONTO, September 20th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-18	Piper Cub CF-EER	5008-E5-18

TRANSPORT-RECORDS
SEP 21 A.M.
File 5008-E5

18/A23672

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of Piper Cub J3, CF-EER, Serial No. 218C, in the name of the Cub Aircraft Corporation, Ltd.:-

(a) Application form in duplicate.
(b) $10.00 fee (See page 178 in Cash Book, Receipt No. 76219).
(c) Inspection Release Certificate.
(d) Copy of letter of temporary authority.

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

RWG/AC

4065 (R)
1512 (A)

7

2413
6-39

CANADA

CF-EER

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

AVIATION TORONTO
SEP 20 1946
File.....

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note)

The particulars given below are true in every respect.

Cub Aircraft Corp. Ltd.

Signature of Applicant.....

Date of Application Sept. 18, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Cub Aircraft Corporation Ltd.,	Municipal Airport, Hamilton, Ontario	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Walton B. St. John	Director	Piper Aircraft Corp. Lock Haven, Pa.	American
Marshall Cleland	Director	Box 32 St. Catherines, Ont.	Canadian
David Saunderson	Director	45 Dickens Ave. Toronto, Ont.	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

Commercial

Usual Station Hamilton, Ontario

Date of manufacture or reconstruction Sept. 19, 1946.

Crew required 1

Accommodation for what number of passengers 1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corp. Ltd.

Type Piper Cub J3 Maker's No. 218C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 714 lbs.

Total weight authorized (fully loaded) in lbs 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed(Aeromarine) Tachometer(Stewart-Warner) Compass(Airpath) Altimeter(Aeromarine)
2. Gauges Oil Pressure & Temperature
3. Lights
4. Signals
5. Fire Extinguishers One quart
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8 Ser.# 5013968			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration **CF-EER**

Aeroplane Type **Piper Cub** Landplane / Seaplane / Skiplane Model **J-5**

Manufacturer **Cub Aircraft Corporation Ltd.** Serial No. **2186**

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

[redacted]

[redacted]

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(f [redacted]
(g [redacted].

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	**Continental**	
Model	**A65-8**	
Serial No.	**5013968**	
Take-off Power	**65 h.p.**	
Take-off R. P. M.	**2350**	
Take-off Manifold Pressure ...	———	
Take-off Octane Rating of Fuel	**73 or better**	
Maximum Power (Continuous operation)	**50 h.p.**	
Maximum Power R. P. M.	**2350**	
Maximum Power Manifold Pressure	———	
Maximum Power Octane Rating of Fuel	———	

TRANSPORT - TORONTO
AVIATION
SEP 20 19[illegible]
File.....

PARTICULARS OF AIRSCREWS

Maker	Sensenich Bros.				
Type	fixed wood				
Blade Drawing No	72 CK 44				
Blade Serial Nos	J-0687				
Hub Drawing No.					
Hub Serial No.					
Blade Settings					
Diameter	72"				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800 x 4

FLOATS Installation Assembly Drawing No. _____

SKIIS Installation Assembly Drawing No. _____

Tail Ski _____

POSITION AND CAPACITY OF FUEL AND OIL TANKS

FUEL Position	Capacity Imp. Gals.	OIL Position	Capacity Imp. Gals.
(1) In fuselage just aft	9	(1) In sump attached	5/6
(2) of fire wall		(2) to rear section	
(3)		(3) of crank case	
(4)		(4)	
(5)		(5)	
(6)		(6)	

TRANSPORT - TORONTO
AVIATION
SEP 20 19[illegible]
File

4

RECORD OF BASIC INSTRUMENTS AND EQUIPMENT
(Essential for C. of A. for any class of operation)

DESCRIPTION	MAKER	MODEL	REMARKS
Airspeed Indicator	**Aeromarine**		
Altimeter	**Aeromarine**		
Compass	**Airpath**		
Engine Speed Indicator	**Stewart-Warner**		
Oil Pressure Gauge	**Stewart-Warner**		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	**Air Associates**		
Fire Extinguisher(s)	**1 quart**		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator, etc.			
Aircraft Operating e.g., Cabin Temperature Outside " Flap Indicators, etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIPMENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

TRANSPORT - TORONTO
AVIATION
SEP 20 1946
File.....

RECORD OF WEIGHT AND C. G. POSITION
(See Information Circulars M/5/37 and M/1/38)

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	1220 lbs.	lbs.	lbs.
Tare weight as determined	714 lbs. ✓	lbs.	lbs.
Disposable load	257	lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 16.5 ..... inches behind ~~XXXXXXXXXX~~

leading edge of main plane

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

TRANSPORT - TORONTO
AVIATION
SEP 20 1946
File.....

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J.R. Gibson Chief Inspector Date SEP 19 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed L.T. Anderson Air Engineer J.R. Gibson Chief Inspector

SEP 19 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed J.R. Gibson Test Pilot Date SEP 19 1946

CUB AIRCRAFT CORPORATION LTD Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category **normal** Subdivision **a,b,c,d,e.** is recommended.

Signed _____
Resident Inspector, A.I.D.,
Department of Transport.

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) 20 Sept 1946

Signed _____
District Inspector, Civil Aviation.

TRANSPORT - TORONTO
AVIATION
SEP 20 1946
File.....

1 Montgomery Avenue, Toronto.
September 20th, 1946.

Cub Aircraft Corporation Ltd.,
Municipal Airport,
HAMILTON, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for registration of Piper Cub J3, CF-EER, with the following papers:-

(a) Application form in triplicate.
(b) $10.00 fee.
(c) Inspection Release Certificate in duplicate (one copy is returned you herewith).

Receipt No. 76219 for the $10.00 fee is returned you herewith.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EER as a commercial aircraft (landplane), on day visual flying, until November 20th, 1946. The all-up-weight of the aircraft is not to exceed 1,220 lbs.

Yours truly,

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

RWG/AC

c.c. Headquarters

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

12 2
8-45

TORONTO, December 4th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-18	Piper Cub J3 - CF-EER	5008-E5-18

TRANSPORT RECORDS
DEC 5 A.M. 1946
5008-E 5-18
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

60210

1. Attached hereto are the following papers relating to an application for re-registration of Piper Cub J3, CF-EER, Serial No. 218C, recently purchased by Aero Services from Cub Aircraft Corporation Limited:-

(a) Application form in duplicate.
(b) Fee of $5.00 (See page 189 in Cash Book, Receipt No. 76474).
(c) Bill of Sale, dated November 29th, 1946.
(d) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

4065-(R)
151x(A)

Not an Inc. Co.

P189
7647 5.00

2413
6-39

CANADA

CF–EER

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant M Gain AERO SERVICES

Date of Application November 28, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
AERO SERVICES	134 St. Paul St., St. Catharines, Ontario.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
MORLEY GAIN	PARTNER	134 St. Paul St.	British Subject
DOUGLAS STEWART	PARTNER	R. R. #4	BRITISH SUBJECT
DOUGLAS CLELAND	PARTNER	JORDAN WINE CO.	BRITISH SUBJECT
MARSHAL CLELAND	PARTNER	JORDAN WINE CO.	BRITISH SUBJECT

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

COMMERCIAL, PASSENGER, FREIGHT.

Usual Station ST. CATHARINES AIRPORT

Date of manufacture or reconstruction 1946, September 19,

Crew required ONE

Accommodation for what number of passengers ONE

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

Not incorporated

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corporati[illegible]td.

Type Piper Cub J-3 Maker's No. 218C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)	———	

Weight equipped, but without load, fuel, or oil 714 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type). Tachometer (Stewart-Warner)

1. Instruments Airspeed (Aeromarine) Compass (Airpath) Altimeter (Aeromarine)
2. Gauges Oil Pressure & Temperature (Stewart-Warner)
3. Lights ———
4. Signals ———
5. Fire Extinguishers one quart
6. Parachutes ———
7. Tools ———
8. Other Equipment ———

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8F #5013968			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

10

DATE November 29, 1946.

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

Aero Services, 134 St. Paul St., St. Catharines, Ontario.
heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane **CF-EER**

Serial # **218C**

Engine **Continental A65-8F**

Engine Serial # **5013968**

CUB AIRCRAFT CORPORATION LIMITED

Signed J. T. Gibson

ORIGINAL ON FILE

COPY

FOR FILE 9 8/6-44

5008-E5-18

1 Montgomery Avenue, Toronto,
December 4th, 1946.

Aero Services,
134 St. Paul St.,
St. Catharines, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for re-registration of Piper Cub J3, CF-EER, Serial No. 2186, which you recently purchased from the Cub Aircraft Corporation, with the following papers:-

(a) Application form in triplicate.
(b) Fee of $5.00.
(c) Bill of Sale - Cub Aircraft Corporation to Aero Services, dated November 29th, 1946.

Receipt No. 76474 for the $5.00 fee in the name of Cub Aircraft Corporation, is being mailed to that company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EER as a commercial aircraft (landplane), on day visual flying, until February 2nd, 1947. The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

c.c. Headquarters
Cub Aircraft Corporation

Valid for day flying only.

14

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1512

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Gain (Operating under the name of
2. Christian name M. Aero Services)
3. Address 134 Paul St., St. Catharines, Ont.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp. Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-KHR

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 2188
8. Place and year of construction of aircraft Hamilton, Ontario, 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d, & e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A.65

21. International power of the engine or engines at

(Take-off) (M.E.T.O.) (a) Sea Level 65 / 50 H.P. at 2300 / 2100 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted: One Types: Sensenich No. ..... ; Pitch ..... Diameter ..... }

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	714 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	72 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 10 Imp. gals.	
27. Oil	9 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	255 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred & twenty pounds
Seaplane .....
Skiplane .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Sept. 30, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 31st day of October 19 46

.....

Superintendent, Air Regulations.

13

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept.19,1947	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/SEK

15

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4065

NATIONALITY AND REGISTRATION MARKS CF-EKR

1. Type and description	Piper J5-C65
2. Name and address of constructor	Cub Aircraft Corporation, Ltd.
3. Constructor's serial number	2180
4. Name of owner	M. Gain (Operating under the name of Aero Services)
5. Address of owner	134 Paul St., St. Catharines, Ontario.
6. Nationality of owner	British
7. Usual station of aircraft	St. Catharines Airport
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 4th day of December, 19 46 in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks ..... and is of Canadian nationality.

Given at Ottawa this 31st day of December, 19 46

.....
for Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

16

CS

5008-E5-18

REGISTERED

Ottawa, January 15 , 1946. 7.

M. Gain (Operating under the name
of Aero Services)
134 Paul St.,
St. Catharines, Ontario.

Dear Sir:-

Enclosed please find Certificate of Registration No. 4065 and Certificate of Airworthiness No. 1512 for your Piper J3-C65 aircraft CF-EER , Serial No. 218C.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

DIAR-TORONTO

(S. Graham),
Superintendent, Air Regulations.

Encls.

2

17 8 6-44

ORIGINAL ON FILE 5008-B2-25 COPY FOR FILE

St. Catharines Flying Club,
Box 416
ST. CATHARINES Ontario. 74854

TRANSPORT - RECORDS
MAR 13 P.M.
5008-E5-18
File

District Inspector,
Civil Aviation Branch,
Dept. of Transport,
21 Montgomery Avenue,
TORONTO Ontario.

Dear Sir:

In respect to telegram last night

Aircrafts:

Piper Cub	J2	CF BBY
	J3	CF KBR
	J3	CF DGQ
Tiger Moth		CF DGR
		CF CTQ
		CF CTR (RCAF 3945)
		CF CTS (RCAF 1116)
Fleet Canuck		CF DZD

and remains of a Puss Moth airframe CF ASV were destroyed by fire.

All log books and records concerning aircraft and Club were destroyed.

N.A. McCallum
Air Engineer

/RM

AC-5-61

18

5008-E5-18

OTTAWA, Ontario,
February 5th, ~~1947~~ 1948.

REGISTERED

Mr. M. Cain,
c/o Aero Services,
134 Paul Street,
St. Catharines, Ontario.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- KER.

The Certificates of Registration and Airworthiness must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

cc. D.I.A.R. Toronto, Ont.

ENGINE LOG BOOK

ENGINE TYPE _____ No. _____

PRICE $1.75

JOURNEY and AIRCRAFT
LOG BOOK

Price, $1.75

AIRCRAFT

1. Nationality CANADIAN 2. Registration marks CF-EER
3. Certificate of Airworthiness No. 1512 dated SEPTEMBER 30TH 1946
4. Certificate of Registration No. 4065 dated DECEMBER 4TH 1946
5. Classification of Aircraft (Category, Subdivision) COMMERCIAL 6. Station ST. CATHARINES AIRPORT
7. Owner M. GAIN 8. Address 134 PAUL STREET 9. Nationality CANADIAN
(OPERATING UNDER THE NAME OF ST. CATHARINES, ONTARIO
AERO SERVICES)

DESCRIPTION OF THE AIRCRAFT

10. Builder CUB AIRCRAFT CORPORATION, LTD. 11. Type of aircraft PIPER J3-C65 12. Series No. 21 8 C
13. Maximum span (flying position) 35' 3 1/3" 14. Maximum length (flying position) 22' 5"
15. Total height 6' 8" 16. Lifting surface

17. Maximum total weight authorized	Landplane 1220 lbs.	18. Weight empty	Landplane 714 lbs.	19. Pay load (with crew and full tanks)	Landplane 255 lbs.		
	Seaplane lbs.		Seaplane lbs.		Seaplane lbs.		
	Skiplane lbs.		Skiplane lbs.		Skiplane lbs.		

20. Compulsory crew ONE 21. Maximum number of persons to be carried (including crew) TWO
22. Fuel 23. Capacity of fuel tanks 10 GALS. 24. Oil 1 GAL.
25. Flying hours at normal power (pts. per B.H.P. hour)
26. Marks and types of engines CONTINENTAL A-65 27. Normal revolutions 2100 28. Normal horse power 50
29. Aircrews SENSENICH 30. Apparatus for landing by land or sea LAND
31. Licence for wireless apparatus issued (date) — 32. Number — 33. Type of wireless apparatus —

Done at Ottawa 5th day of FEBRUARY 1948

H. Patterson
34. Superintendent Air Regulations

19

Aero SERVICES ST. CATHARINES, ONTARIO

Post Office Box 155:

HEAD OFFICE ~~404 St. Paul Street Phone 6-7063~~ · AIRPORT PHONE 5-5170

FLIGHT INSTRUCTION
AIRCRAFT RENTAL
PASSENGER FLIGHTS
CHARTER SERVICE

February 11th, 1948.

TRANSPORT-RECORDS
FEB 12 P.M.
File 5008-E5-18

Mr. H. Patterson,
Department of Transport,
Air Services,
Civil Aviation Division,
Ottawa, Ontario.

A36707

Dear Sir: Your File 5008-E5-18

We return herewith Engine and Air Frame Log Books for Piper Cub CF-EER. This Aircraft was completely burned on March 10th, 1947 when the hangar at the St. Catharines Airport was destroyed by fire.

Your Branch in Toronto are aware of the fate of this aircraft.

Yours very truly,

AERO SERVICES

W. Marshal Cleland.

WMC:M
Enc.

Miss Jones
for cancellation
Reg.
H.P. 13-2-48

Noted

ENTERED ON CARDS

FILE No. [illegible] VOLUME No. 1

VOL. 1
5008 - E5 - 22

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF - EEV - PIPER J3C-65

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) SERVICES DATE LEFT OFFICE	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES

1.
3-46
P. 58825
L.L. Co.

FILE NO. 5008 - E5 - 22

VOLUME NO. 1

VOL. 1
5008 - E5 - 22

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EEV PIPER CUB

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
	24986	[illegible]		GJ	OCT 2 1946
OCT 3 1946	25133	[illegible]	FC 28.10.46	GJ	OCT 3 1946
	28146	[illegible]		GJ	OCT 28 1946
OCT 28 1946	BF 28-10-46	SAR	FC 16.12.46	GJ	DEC 8 1946
DEC 17 1946	BF Dec 18	SAR		GJ	
		CAI ①			FEB 19 1947
FEB 19 1947		Treas ②		D.	MAR 4 1947
MAR 6 1947					
	72783	CAR			
JUL 15 1947	12095	CAR		HLP	JUL 28 1947
		CAO ①			
JUL 28 1947		CRO ②			JUL 28 1947
JUL 28 1947		Treas ③			AUG 1 - 1947
OCT 4 - 47	20240	CAR		GJ	OCT 7 - 47
		CAE		2 mod	
DEC 29 47	30967	CAR		HLP	7 - 47
		CAE		4 mo	DEC 31
FEB 13 48	36752	CAR		GJ	FEB 23
FEB 23 48		CA I.			FEB 24 48
MAR 6 MAR 2 - 48	32809	CAR		BW	MAR 10 48
MAR 6 - 48	33166	CAR		BW	MAR 10 48
MAR 10 48		CAI			MAR 11 48
MAR 16 48	Mr. Requested	Mr. Walker C.A.R.O.		BW	MAR 17 48
MAR 24 48	34542	CAR		BW	MAR 27 48
APR 9 48	BF 10/4/48	CAR		BW	APR 10 48
	(5008-E4-22) 17053.	G.L		CL	JUL 26 1948
AUG 14 1950	16483.	CAR		JBT	AUG 18 1950

airplane.

model CF-EEN

serial no 2141

motor no 4918568

DINSMORE SASK
MAR 21. 47

Dear Sirs

I Purchased Piper Cub. plane # CF-EEN from H Howard of Hanley Sask on Oct. 10th 1946 I have no record of flying time since that date. other than that it has used 225 gals of gas. flying time would be about 40 hours.

The plane is in Moose Jaw at the present time for repairs. It was taken there on Feb 22. 47.

It was damaged about Dec 10, 46

This letter is to be part of Temporary Log Book supplied by H Howard.

George Nelson

1946	GROUND TIME	AIR TIME
SEPT-26 - MOOSE JAW TO HANLEY	.10	1:20
OIL CHANGED - 3½ qts # 30		
28 - HANLEY TO MOOSE JAW	.15	1.10
28 - M-JAW TO DINSMORE	10.	1.00
29 - DINSMORE TO SHAUNAVON	10	1:50
CT-3 - SHAUNAVON TO RAVENSCRAG	.05	:35
5 RAVENSCRAG TO SHAUNAVON	10.	:35
6. SHAUNAVON TO SWIFT CURRENT	10	1:00
7 - SWIFT CURRENT TO SHAUNAVON	10	1:00
9 SHAUNAVON TO DINSMORE	10	2:10
TOTAL GROUND TIME	1.30	11:20
" AIR "		1120

This is the complete history of Piper Cub C.F. BEN while it was in my possession —
Sept 26 - 1946 to October 9 - 1946

H. Howard

Hanley, Sask

PIPER CUB

REGISTRATION
NO. CF-EEN

AIRFRAME NO. _____

ENGINE NO. _____

DATE OF
MANUFACTURE

CLASS OF SERVICE

Full Rate	
Day Letter	
Night Message	
Night Letter	
Evening and Sunday Message	

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER

CHECK 1

TIME FILED

STANDARD TIME

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

TRANSPORT RECORDS
OCT 1 [illegible]
5888.C 522

A24986

TORONTO, September 30th/46.

CUB AIRCRAFT CORPORATION LIMITED
HAMILTON, Ontario.

T 565 THIS WIRE YOUR AUTHORITY TO OPERATE PIPER CUB J-3 CF/BEV AS A COMMERCIAL AIRCRAFT (LAND PLANE) UNTIL OCTOBER 30th/46 PENDING ISSUE OF FORMAL CERTIFICATES ALL UP WEIGHT NOT TO EXCEED 1220 lbs.

CIVIL AVIATION.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

13 2

5-45

TORONTO, October 19th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER CUB J-3 CF-EEV Serial No. 222C	5008-E5-22

A28146

TRANSPORT-RECORDS
OCT 22 A.M.
File 5008-E5-22

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to re-registration of Piper Cub J-3 CF-EEV, Serial No. 222C recently purchased by Mr. H. Howard from Cub Aircraft Corporation Limited:

(a) Application forms.
(b) Bill of Sale dated October 8th/46.
(c) Fee of $5.00 (See page 182 Cash Book Receipt No. 76315)
(d) Copy of letter of temporary authority.

A. Brethour

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

4098 (R)
1544 (A)

12

2413
6-39

CANADA CF-EEV

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(~~To be sent in duplicate~~)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant H. Howard

Date of Application October 7, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
H. Howard	Hanley, Sask.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) PRIVATE

Usual Station HANLEY, SASK

Date of manufacture or reconstruction September 28, 1946.

Crew required 1

Accommodation for what number of passengers 1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft

Type Piper Cub J-3 Maker's No. 222C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 711 lbs.

Total weight authorized (fully loaded) in lbs 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed(Aeromarine) Compass(Airpath) Tachometer(Stewart-Warner) Altimeter(Aeromarine)
2. Gauges Oil pressure & temperature (Stewart-Warner)
3. Lights
4. Signals
5. Fire Extinguishers One quart
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8 Ser. # 5173468			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

11

DATE October 8, 1946.

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

Mr. H. Howard, Hanley, Sask.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane **CF-EEV**

Serial # **222C**

Engine **Continental A65-8**

Engine Serial # **5173468**

CUB AIRCRAFT CORPORATION LIMITED

Signed J. R. Gloss

10

TOR:5008-E5-22

1 Montgomery Avenue, Toronto.
October 21st, 1946.

Mr. H. Howard,
HANLEY, Sask.

Dear Sir: Re CF-EEV.

Receipt is acknowledged of your application for Re-registration of Piper Cub CF-EEV, Serial No. 222C which you recently purchased from Cub Aircraft Corporation Limited with the following papers:

(a) Application forms.
(b) Fee of $5.00
(c) Bill of Sale dated October 8th/46.

Receipt # 76315 for the $5.00 fee in the name of Cub Aircraft Corporation Limited, was sent that Company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EEV as a Private aircraft (land-plane) on day visual flying until December 20th/46.

The all-up weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

9 2
5-45

TORONTO, October 1st, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CF-EEV Piper Cub J-3 Serial No. 222C	5008-E5-22

A25133

TRANSPORT-RECORDS
OCT 2 A.M.
File 5008-E 5-22

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the Registration of Piper Cub J-3, CF-EEV Serial No.222C owned by Cub Aircraft Corporation Limited:

(a) Application forms.
(b) Fee of $10.00 (See page 180 Cash Book Receipt No. 76261)
(c) Aeroplane Inspection Release Certificate.
(d) Copy of letter of temporary authority.

9/7

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

8.

8

241.3
8-39

CANADA

CF-EEV

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. CUB AIRCRAFT CORPORATION LTD.

Signature of Applicant.....Per J E Gleason.....

Date of Application.....September 27, 1946.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Cub Aircraft Corp. Ltd.	Municipal Airport, Hamilton, Ontario.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Walton B. St. John	Director	Piper Aircraft Corp. Lock Haven, Penna.	American
Marshal Cleland	Director	Box 32, St. Catharines, Ont.	Canadian
David Saunderson	Director	45 Dickens Avenue, Toronto, Ontario.	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....Commercial.....

Usual Station.....Hamilton, Ontario.....

Date of manufacture or reconstruction.....September 28, 1946.....

Crew required.....1.....

Accommodation for what number of passengers.....1.....

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier — made by: Cub Aircraft Corporation Ltd.

Type: Piper Cub J-3 — Maker's No.: 222C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2 1/2 "	
Length o/a in feet	22' 4 1/2 "	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon): ———

Weight equipped, but without load, fuel, or oil: 711 lbs.

Total weight authorized (fully loaded) in lbs: 1220 — Air speed: 80 — miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Airspeed (Aeromarine) Compass Airpath) Altimeter (Aeromarine) Tachometer (Stewart-Warner)
2. Gauges: Oil Pressure & Temperature (Stewart-Warner)
3. Lights: ———
4. Signals: ———
5. Fire Extinguishers: 1 quart
6. Parachutes: ———
7. Tools: ———
8. Other Equipment: ———

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8 #5175468			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

7

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-EEV

Aeroplane Type Piper Cub — Landplane / Seaplane / Skiplane — Model J-3

Manufacturer Cub Aircraft Corporation Ltd. Serial No. 222C

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

~~Acrobatic~~

~~Acrobatic~~
Special

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~Towing~~
(~~Research or experimental~~.

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65-8	
Serial No.	5173468	
Take-off Power	65 h.p.	
Take-off R. P. M.	2350	
Take-off Manifold Pressure ...	———	
Take-off Octane Rating of Fuel	73 or better	
Maximum Power (Continuous operation)	50 h.p.	
Maximum Power R. P. M.	2350	
Maximum Power Manifold Pressure	———	
Maximum Power Octane Rating of Fuel	———	

6

PARTICULARS OF AIRSCREWS

Maker	Sensenich Brothers.				
Type	fixed wood				
Blade Drawing No	72CK44				
Blade Serial Nos.	K-9907				
Hub Drawing No.					
Hub Serial No.					
Blade Settings					
Diameter	72"				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800 x 4

FLOATS Installation Assembly Drawing No. _____

SKIIS Installation Assembly Drawing No. _____

Tail Ski _____

POSITION AND CAPACITY OF FUEL AND OIL TANKS

	FUEL Position	Capacity Imp. Gals.		OIL Position	Capacity Imp. Gals.
(1)	In fuselage just	9	(1)	In sump attached	5⅓
(2)	aft of fire wall		(2)	to rear section	
(3)			(3)	of crank case	
(4)			(4)		
(5)			(5)		
(6)			(6)		

5

RECORD OF BASIC INSTRUMENTS AND EQUIPMENT
(Essential for C. of A. for any class of operation)

DESCRIPTION	MAKER	MODEL	REMARKS
Airspeed Indicator	Aeromarine		
Altimeter	Aeromarine		
Compass	Airpath		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	Stewart-Warner		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	Air Associates		
Fire Extinguisher(s)	1 quart		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator, etc.			
Aircraft Operating e.g., Cabin Temperature Outside " Flap Indicators, etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIPMENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

4

RECORD OF WEIGHT AND C. G. POSITION
(See Information Circulars M/8/37 and M/1/38)

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	1220 lbs.	lbs.	lbs.
Tare weight as determined	711 lbs.	lbs.	lbs.
Disposable load	260 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight ..17.1/4.. inches behind ~~XXXXXXXXX~~

.....leading edge of main plane.....

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
------		-----	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
-----		-----	

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J.F. Glass Chief Inspector Date SEP 28 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed S Henderson Air Engineer J.F. Glass Chief Inspector

SEP 28 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed J.F. Glass Test Pilot Date SEP 28 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category **normal** Subdivision **a,b,c,d,e.** is recommended.

Signed H Bate

Resident ~~Inspector~~, A.I.D.,
Department of Transport.

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) 1.10.46

Signed

District Inspector, Civil Aviation.

2

TOR:5008-E5-22

1 Montgomery Avenue, Toronto.
October 1st, 1946.

Cub Aircraft Corporation Limited,
Hamilton Municipal Airport,
HAMILTON, Ontario.

Dear Sirs: Re CF-EEV.

Receipt is acknowledged of your application for Registration of Piper Cub J-3 CF-EEV, Serial No. 222C, with the following papers:

(a) Application forms.
(b) Fee of $10.00
(c) Aeroplane Inspection Release Certificates.

Receipt No. 76261 for the $10.00 fee also copy of the Aeroplane Inspection Release Certificate is attached hereto.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EEV as a Commercial aircraft (land-plane) on day visual flying until December 1st/46.

The all-up weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4098

NATIONALITY AND REGISTRATION MARKS CF-EEV

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation, Ltd., Hamilton, Ontario.
3. Constructor's serial number	222C
4. Name of owner	H. Howard,
5. Address of owner	Hanley, Saskatchewan
6. Nationality of owner	British
7. Usual station of aircraft	Hanley, Saskatchewan
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 1st day of October, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEV and is of Canadian nationality.

Given at Ottawa this 30th day of December, 1946.

TPS

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

1-726

3545

402 Blowey-Henry Bldg.,
Edmonton, Alberta.
Dec. 26, 1946.

TRANSPORT - RECORDS
DEC 30 A.M.
File 5008-E5-22

Mr. H. Howard,
HANLEY, Sask.

Dear Sir:

Pending issue of formal Certificates by our Headquarters, this letter will constitute your temporary Certificate of Registration and Certificate of Airworthiness for Piper Cub aircraft CF-EEV, for a further period to be not valid after February 28, 1947.

This authority to include the use of Skiis.

Yours truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/M
Ch

18

5008-E5-22

REGISTERED

Mr. H. Howard,
Henley,
Sask.

OTTAWA, Ontario.
February 17th, 19 47.

Dear Sir:-

Enclosed please find Certificate of Registration No. 4098 and Certificate of Airworthiness No. 1544 for your Piper J3-C65 aircraft CF-KEV, Serial No. 2220.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Calgary, Alta.

CAR

19

1-726

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Feb. 25, 1947.

TRANSPORT - RECORDS
MAR 1 A.M.
5008-E5-22
File

REGISTERED

72783

Mr. H. Howard,
HANLEY, Sask.

Dear Sir:

Returned herewith the C of R No. 4095 and C of A No. 1544 covering Piper J3-C65 aircraft CF-MEV.

The C of A has been endorsed this date as follows:

Item 25: Weight of aircraft empty:
(c) Skiplane.....711 lbs.
Item 31: Max. commercial load:
Skiplane.....258 lbs.
Items 32 & 33: Max. total weight authorized:
Skiplane.....1220 lbs.

Yours truly,

K. F. Saunders,
A/D.I.A.R.

KFS/M
Ch
Enc.

H.Q. File: 5008-E5-22
For your information and records please.

20

1-726

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
July 4/47

Mr. John Pander,
Candiac, Sask.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Piper J3-C65
Serial No.: 2220
Registration Marks: CF-HEV

VFR
Day flying only
Weights:

This authority is issued for:

	Empty	Commercial	Gross
Landplane	711 lbs.	258 lbs.	1220 lbs.
Seaplane			
Skiplane			

Fuel..... 72 lbs.
Oil..... 9 lbs.
Crew.....170 lbs.

Minimum number of crew.....One
Number of passengers permitted.....One
Commercial ~~NO~~ Yes
Private ~~YES~~ N.A.
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after...September 3, 1947.....unless extended or renewed.

If aircraft is registered commercially you must be in possession of a Charter as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

per K. F. Saunders,
District Inspector,
Air Regulations.

KFS/M
Ch

21

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4098

NATIONALITY AND REGISTRATION MARKS CF-EEV

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation, Ltd., Hamilton, Ontario.
3. Constructor's serial number	222C
4. Name of owner	H. Howard,
5. Address of owner	Hanley, Saskatchewan
6. Nationality of owner	British
7. Usual station of aircraft	Hanley, Saskatchewan
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 1st day of October, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEV and is of Canadian nationality.

Given at Ottawa this 30th day of December, 1946.

T. G. Stephens

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate for which there shall be payable a fee of $5.

2. In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

To be not valid after October 1, 1947.....

Department of Transport
Civil Aviation
CANADA

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister of Transport.

Date..June 6-1947

22

BILL OF SALE

Province of Saskatchewan, Canada

KNOWN ALL MEN BY THESE PRESENTS; That in consideration of one Dollar and other considerations, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto..John Lander.... heirs, executrs, administratorers and assign, all rights, title and interest in and to the following goods and chattels via:

Airplane..Piper Cub J3C65.....

Serial....2222C.....

Engine..5173468.....

Registration Marks..CF-EEV.....

Signed..A. Howard.....

23 2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... ✓ $5.00 1-726

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant John Pander

Date of Application June 6, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
JOHN PANDER	CANDIAC, SASK.	~~Polish Subj~~ Naturalized Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ~~Private~~ Commercial

Usual Station Candiac, Sask.

Date of manufacture or reconstruction September 28, 1946

Crew required one

Accommodation for what number of passengers one

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

P. Fee of $5.00 rec'd
Folio # 4
Rec'# 26569

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier **made by** Cub Aircraft Corp

Type J3-C-65 Piper **Maker's No.** 222C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'2½"	
Length o/a in feet	22'5"	
Height o/a in feet	6'8"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	711 lbs.	
Total weight authorized (fully loaded) in lbs 1220 **Air speed** 80 **miles per hour**		

EQUIPMENT—(Give number and type).

1. **Instruments** Air Speed Indicator, Tachometer,
2. **Gauges** Oil Presure; Oil Temp. Altimeter, Compass,
3. **Lights** —
4. **Signals** —
5. **Fire Extinguishers** one (hand type)
6. **Parachutes** —
7. **Tools** —
8. **Other Equipment** — no radio

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental			
Pusher or Tractor	Tractor			
Right or Left Hand	Right hand			
No. of Cylinders	four			
H.P.	65			
Bore	—			
Stroke	—			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

We recommend that Certificates be issued as applied for please and forwarded direct to owner.

Date July 5/47 **Signature** H V Smitley Jr for DIAR

Registration approved and Registration Mark C.F.- E E V **allotted.**

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

JUL 4 1947

2 4

A12095

Edmonton July 10/47

Piper J3-C65 CF-EEV
Serial No. 2220

TRANSPORT-RECORDS
JUL 14 A.M.
File 5008-E5-22

5008-E5-22

1-726

AIR MAIL / REGISTERED

Controller of Civil Aviation,
Ottawa.

1. Herewith, for your approval please, application in duplicate for:

Registration..... N.A.
Re-registration.....Yes
Commercially.....Yes
Privately.....No

of the subject aircraft in the name of..... Mr. John Pander of Candiac, Sask.

2. Attached also, the following documents in connection with the application:

(a) Bill of Sale from H. Howard to Mr. John Pander.

(b) Weight and Balance report N.A.
Customs' Declaration Bl N.A.
Copy of our temporary C of R and C of A issued this aircraft dated dated July 4/47 yes
Inspection report dated.. N.A.
Weighing report dated N.A.
C of R No. 4098.....for Cancellation.
C of A No...1544....for change of name.
Work Report covering Engine No. N.A.
Work report covering aircraft... N.A.
Release Certificate A1-1 N.A.
Release Certificate AI-6 Issue 3 N.A.
Naturalization Cert. (Please return this to Mr. Pander when it has served its purpose)

Log Book

3. Fee of $5.00.....has been received and will be forwarded to H.Q. under Folio #.4.....Receipt No. 26569....

4. We recommend that formal Certificates be issued as applied for please and forwarded:
(a) Direct to the Owner....Yes
(b) Direct to this district office to be handed over to the owner after our satisfactory inspection.

5942(R)
1544(A)

for K. F. Saunders,
D.I.A.R.

KFS/M Encls.

/RM

2462A
6-41

2/6

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5942

NATIONALITY AND REGISTRATION MARKS CF-EEV

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ontario.
3. Constructor's serial number	2220
4. Name of owner	John Pander,
5. Address of owner	Candiac, Saskatchewan.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Candiac, Saskatchewan.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 4th day of July 1947, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EEV and is of Canadian nationality.

Given at Ottawa this 23rd day of July 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after October 1st, 1947, unless endorsed.

Valid for day flying only.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1544

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~Howard~~ (4.7.47) PANDER
2. Christian name John
3. Address Mr- Candiac, Henley, Saskatchewan
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation, Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-FEV

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 2220
8. Place and year of construction of aircraft Hamilton, Ontario, 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal ~~A, B, C, D, E~~
14. Subdivision ~~a, b, c, d & e~~
15. Maximum span (in flying position) 35'2½"
16. Maximum length (in flying position) 22'5"
17. Total height (with and without trolley in case of seaplanes) 6'8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A65

21. International power of the engine or engines at 2300 revolutions per minute.
(Take-off) 65 H.P. at 2100
(M.E.T.O.) 50
(International number of revolutions)

(b) Rated Altitude.....H.P. at.....revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a)..... (b).....

23. Oil: (a)..... (b).....

24. Airscrews { Number fitted: One Types: Sensenich No.....
Pitch..... Diameter.....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	711 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane (25.247)	716 lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	72 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 10 Imp. gals.	
27. Oil	9 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full: Seaplane 258 (25.247)	258 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane 25.247	1220 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred and twenty pounds
Seaplane.....
Skiplane.....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of.....inches and.....inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a).....m.p.h and (b).....m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated October 1st, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 30th day of December, 19 46.

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

15

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

14

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Oct. 1/47 Sept 30/48	TP

/RR

27

5008-E5-22

Ottawa, Ontario.
July 23rd, 1947.

REGISTERED

Mr. John Pander,
Candiac,
Saskatchewan.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5942 and Certificate of Airworthiness No. 1544, together with Engine and Journey and Aircraft Log Books, for your Piper J3-C65 aircraft, CF- EEV.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights. The Certificate of Airworthiness is valid until October 1st, 1947.

Yours very truly,

Robertson Treasury
1/8/47

(C. P. Edwards)
23.7.47

(H. Graham),
Superintendent, Air Regulations.

Encls:

P.S. Your Certificate of Naturalisation is enclosed herewith.
cc. D.I.A.R. Edmonton, Alta.

28

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-726 Hq. 5008-E5-22

Place Edmonton, Alta.

Date....Sept. 30.....194.7..

TO: Superintendent, Air Regulations.

FROM: District Inspector. Air Regulations

SUBJECT: Aircraft Inspection Report.

TRANSPORT RECORDS OCT 3 AM FILE

E5-22

Aircraft Type .....Piper J3-C65.....

Registration Markings .....CF-EEV.....

Private or Commercial ....Commercial.....

Date of Inspection .....September, 1947.....

Previous C. of A. Expires ....Oct. 1/47.....

Present C. of A. Expires .....September 30, 1948.....

A21240

Remarks .....

.....

.....

.....

.....

.....

noted KFJ

.....

District Inspector.

KFS/LC

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

30

2
8-45

Edmonton, Alta. Dec. 23, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-22	Piper J3-C65 CF-EEV Serial No. 222C	1-726

A30967

TRANSPORT-RECORDS
DEC 27 A.M.
5008-E5-22
File

Controller of Civil Aviation,
Ottawa.

1. Further to our aircraft inspection report dated Sept. 30/47 covering the subject aircraft.

2. Attached hereto, AID report dated this instant covering inspection of the subject aircraft as a Skiplane at Regina on December 12, 1947, and which is self-explanatory.

K. F. Saunders,
D.I.A.R.

KFS/M
Enc.

noted & rec'd

C

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

29

2
6-46

Edmonton, Alta., Dec. 23, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-22	Piper Cub J3C65 CF-EEV	1-726

District Inspector, Air Regulations,
Edmonton, Alta.

1. The subject aircraft was inspected in detail as a skiplane at Regina on December 12, 1947.

Aircraft: Total time: 237:50 hrs.

Engine: Continental A65,
#5173468
Total time: 249 hrs.

Propeller: Wood, Sensenich
Dwg. #72CK-42,
Serial #P0945

2. The aircraft and engine were found in good condition and considered airworthy on this date.

J. J. Currie,
Resident Inspector, A.I.D.

JJC*LC
C*CAE

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

33

2
6-46

Edmonton, Alberta, February 9, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E5-22	Piper J3-C65 CF-EEV Accident Report	1-726

TRANSPORT-RECORDS
FEB 13 A.M.
File 5008-E5-22

A36752

Controller of Civil Aviation,
Ottawa.

1. Attached herewith, for your information and records please, copy of letter from Leo J. McKenna, dated February 6th, 1948 and copy of letter from R. A. Joberty, dated February 5th, 1948, covering an accident which occurred to the subject aircraft on January 20th, 1948, and both of which are self explanatory.

fm. G V Priestley
K. F. Saunders,
District Inspector,
Air Regulations.

GVP/p
Encs. 2

W

ENTERED IN ACCIDENT RECORDS
Entered on Accident Cards

c
o
p
y

32

CANADIAN AIRCRAFT CO.

Box 13,
Regina, Sask.,
6th February, 1948.

District Inspector,
Air Regulations,
402 Blowey-Henry Bldg.,
EDMONTON, Alta.

Dear Sir:- Re: Your File No. 1-726

I have for acknowledgement your letter of February 2nd, re CF-EEV.

Mr. Pander, the owner, was duly advised of the accident and we requested his instructions which we have not received to this date. The aircraft is not rented to us. We are merely using it to defray a bill Mr. Pander had with us under a lease contract.

However Mr. Pander's knowledge of aircraft operation and of aircraft is very limited and we will send you the proper information. We are enclosing a copy of the pilot's report which is self explanatory. There were no passengers in the aircraft with the pilot. The aircraft had the proper insurance coverage and equipment for charter flying and is approved on our operating certificate.

We will be leaving the aircraft out in the country until we receive instructions from the owner, Mr. Leo Pander, and the Insurance Company, as to what they want to do with it.

Yours very truly,
CANADIAN AIRCRAFT COMPANY,

LJMcK/A
Encl.

Leo J. McKenna.

c
o
p
y

REGINA, Sask. February 5th, 1948.

31

Canadian Aircraft Company,
Box 13,
REGINA, Sask.

Attention Mr. Leo McKenna.

Dear Sir:- Re accident Aircraft CF-EEV.

In connection with the accident in which the above aircraft was involved, please be advised that, apparently while attempting to land, on account of adverse weather conditions, part of the starboard landing gear collapsed causing that side of the aircraft and wing to sink in deep snow damaging same quite extensively. Almost at the same time, a gust of wind caught the aircraft suddenly lifting it off the ground and tilting same on over the other wing before it finally came to rest on the starboard wing again.

It is believed that both wing spars are damaged.

On account of the wind velocity at the time, throttle was necessary to the last moment which may explain the extent of the damage to other parts of the aircraft including the center section, fuselage and tail planes, also the reason why a visual examination did not seem to reveal any damage to the engine and propellor.

As reported by long distance telephone later on during the same day, this accident occured on January 20th, 1948 at 13.15 MDT on a farm situated approximately seven miles south and one mile west of Truax, Sask., on which resides Mr. John Duke.

The aircraft was later towed and anchored in Mr. Duke's farmyard and left under his charge pending arrangments being made for its removal.

Sgd.(R. A. Joberty)

RA/j

M.P.G.

COPY

32809

TRANSPORT-RECORDS
MAR 1 DM 194
File 5008-E5-22

34

3896

ORIGINAL ON FILE.....5802-~~7917~~.....

COPY FOR FILE.....5008-E5-22.....
5258-493

DEPARTMENT OF TRANSPORT

Edmonton, Alta.,
Feb. 23, 1948.

Piper J3-C65 CF-EEV
Accident Report
Pilot: Raymond JOBERTY - Holder of LCP Cert. #C-2154

Controller of Civil Aviation,
Ottawa.

1. Please refer to our letter of the 9th instant relative to accident report on CF-EEV.

2. On a recent inspection trip to Regina, the undersigned interviewed Mr. Joberty, our Airport Manager at Regina who was the Pilot of thás aircraft, and although his report does not mention adverse weather conditions, it was evident from his conversation, that he was flying under conditions in which he should be grounded, and it is felt that he actually hit the ground when the visibility was nil or next to nil.

3. This aircraft was being operated under the charter of Canadian Aircraft Company, and it is known that for a considerable time past, Mr. Joberty has acted as Pilot for this Firm. We believe that it is not good policy for a member of this Department to be acting as a Pilot or in any other capacity for one of the Operators holding a Charter, and furthermore, we do not believe that Mr. Joberty gets enough flying practice in to be proficient enough to fly as a commercial pilot on such charter work.

4. If you concur in our opinion on this subject, it is recommended that a letter be directed to Mr. Joberty advising him of such, but in so doing, it would be better if my name or any member of this Department's name in this district office were left out of your letter as we feel that Mr. Joberty might take an adverse opinion on such a decision and refrain from giving us his usual good cooperation in the future.

5. Submitted please.

8
11-47

K.F. Saunders,
D.I.A.R.

KFS/M

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	X
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CH PSW HXR/HMC	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS	TRANSPORT AIR 3712

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

File Nos; 5008-E5-22;
~~5802-[redacted]-3896~~
~~5258-493;~~

OTTAWA ONTARIO MARCH 2, 1948

DISTRICT INSPECTOR AIR REGULATIONS
402 BLOWEY HENRY BUILDING
EDMONTON ALBERTA

CAR 191 REURIET FEBRUARY 23 1948 STOP RAYMOND JOBERTY HOLDS CERTIFICATE NUMBER C DASH TWO ONE FIVE FOUR STOP ROBERT A JOBERTY IS MANAGER OF REGINA AIRPORT STOP REQUEST CLARIFICATION AS TO WHO PILOTED PIPER AIRCRAFT CF DASH EASY EASY VICTOR ON JANUARY 20, 1948

CIVIL AVIATION

M.P.G.

33166

TRANSPORT-RECORDS
5008-E5-22
MAR 3 P.M 1948
File 5802-3896

COPY

5802-3896

ORIGINAL ON FILE 5008-E5-22

COPY FOR FILE 5802-5896

36

DEPARTMENT OF TRANSPORT

Edmonton, Alta. March 2/48

Piper J3-C65 CF-EEV
Accident Report Pilot: Robert A. Joberty
Airport Mgr. Regina.

Air MAIL

Controller of Civil Aviation,
Ottawa.

1. Reference to your wire of this date and further to our letters of Feb. 9th and 23rd/48 relative to accident report covering CF-EEV aircraft.

2. May we at this time offer our explanation of why we advised that Raymond Joberty was the Pilot of the aircraft. The accident report dated Feb. 5/48 was signed only by R.A. Joberty. We have one and only one file on a Raymond Joberty and we assumed this to be the Airport Manager. However, we wish to advise here that the Pilot of the aircraft at the time of the accident was Robert A. Joberty, Regina Airport Manager.

3. Kindly amend your records accordingly.

K.F. Saunders,
D.I.A.R.

KFS/M

8
11-47

37

Ottawa, Ontario, March 9, 1948.

Accident to Piper J3-C65 CF-EEV. ~~5802-5896.~~ 5008-E5-22.

R. A. Joberty, Esq.,
Manager, Regina Airport,
Regina, Saskatchewan.

1. It is observed that you were piloting Piper Aircraft CF-EEV on January 28th, 1948, at the time when it was involved in an accident near Truax, Saskatchewan, I am directed to ask you to advise the circumstances in which you were piloting this aircraft - that is to say, was the aircraft being operated commercially, and were you piloting it for hire or reward or were the circumstances otherwise?

(J. R. Robertson)
Assistant Superintendent of Airways.

JRR/GJ

Regina, Sask February 5th,1948.

38

Canadian Aircraft Company,
Box. 13.
Regina. Sask.

Attention Mr Leo McKenna.

Dear Sir:- Re accident Aircraft CF-HEV.

In connection with the accident in which the above aircraft was involved, please be advised that, apparently while attempting to land, on account of adverse weather conditions, part of the starboard landing gear collapsed causing that side of the aircraft and wing to sink in deep snow damaging same quite extensively. Almost at the same time, a gust of wind caught the aircraft suddenly lifting it off the ground and tilting same on over the other wing before it finally came to rest on the starboard wing again.

It is believed that both wing spars are damaged.

On account of the wind velocity at the time, throttle was necessary to the last moment which may explain the extent of the damage to other parts of the aircraft including the center section, fuselage and tail planes, also the reason why a visual examination did not seem to reveal any damage to the engine and propeller.

As reported by long distance telephone later on during the same day, this accident occured on January 20th,1948 at 13.15 MDT on a farm situated approximately seven miles south and one mile west of Truax, Sask., on which resides Mr John Duke.

The aircraft was later towed and anchored in Mr. Duke's famyard and left under his charge pending arrangements being made for its removal.

signed (R. Joberty)
(R.A. Joberty)

RA/J

C
O
P
Y

original on 5802-3896

P.O. Box.177, Regina, March 15th, 1948.

5802-3896
5008-E5-22

Accident to Piper J3-C65 CF-EEV

1814-1-2

AIR MAIL

34542

TRANSPORT - RECORDS
MAR 17 A.M 1948
File 5008-E5-22

J.R. Robertson, Esq.,
Assistant Superintendent of Airways,
Department of Transport,
OTTAWA, Ontario.

1. Replying to your letter of March 9th, 1948, in connection with the above noted subject, please be advised that on the day in question I was approached by Mr. Leo McKenna and asked if I would fly for him, one of his friends to Ormiston, Sask., which I agreed to do. In doing so my intention was to help Mr. McKenna out and to add to my flying time at no cost.

2. While it is understood that the aircraft was licensed for Commercial purposes I cannot say if, on that trip, the aircraft was operated commercially.

3. It must be clearly understood that I never piloted any aircraft for Mr. McKenna or anyone else for hire or reward of any kind, at any time.

4. It is realized that you may not be interested so much in the accident proper. However, for your information I attach hereto, copy of the report submitted to Mr. Leo McKenna who forwarded same to the D.I.A.R. with whom this matter was also discussed verbally, during one of his visits to this Airport, shortly after the incident.

5. In closing I would like to point out that I do not make a practice of leaving the Airport during the hours of duty. It is obvious, however, that I did on that day, thinking that the time off could be charged against a considerable number of hours of overtime accumulated over a period of years here or even applied against annual leave approved last December 3rd, 1947 and which owing to circumstances over which I had no control, I have not been able to take as yet.

6. Any additional information in connection with this incident will be gladly supplied by the writer, if necessary.

RAJ/GA
Encl.

(R.A.Joberty)
Manager, Regina Airport.

CTT/M

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

40

2

6-46

Ottawa, Ontario, March 19th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident Piper J3-C65 - CF-EEV	~~5802-3896~~ 5008-E5-22

MEMORANDUM TO C.A.W.:

1. With reference to report by Mr. R. A. Joberty on the accident to Piper J3-C65, it is noted that he did not fly the above aircraft for hire or reward.

2. With reference to letter from D.I.A.R., Edmonton, dated February 23rd, 1948 (folio 157), you will note that Mr. Joberty was involved in an accident which might be attributable to an error in judgment with the result that the aircraft was seriously damaged. This would call for the issue of an official warning in the ordinary course of events but it is believed that, under the circumstances, no further action need be taken to acquaint the pilot with his responsibility in observing all precautions required by the ordinary practice of the air, etc.

(C. T. Travers),
Assistant Superintendent, Air Regulations.

41

Ottawa, Ontario, March 23rd, 1948.

1814-1-2 Accident to Piper J3-C65 CF-HEV 8802-8896
5008-25-22

R. A. Joberty, Esq.,
Manager, Regina Airport,
Regina, Saskatchewan.

1. Receipt is acknowledged of your air mail letter of March 15th reporting on the circumstances attendant on the accident to aircraft CF-HEV on January 20th, 1948.

2. Your report is considered to be adequate and no additional information is required in connection with the incident.

(J. R. Robertson),
Assistant Superintendent of Airways.

JRR/VB

42

PSW/EM

OTTAWA, Ontario, March 25, 1948.

1-726

Accident to Piper J3-C65, CF-EEW

5006-E5-22
~~5802-5696~~

AIR MAIL.

District Inspector Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alberta.

1. Reference your letter dated February 25, 1948.

2. In view of the explanations recently received from Mr. Joberty, no further action is being taken in this case.

(S. [illegible]),
Superintendent, Air Regulations.

/SEK

43

July 26th, 1950.

Lapsed Certificate

5008-25-22

District Controller of Air Services.
611 Power Building,
WINNIPEG, Manitoba.

Attention: District Superintendent, Air Regulations.

1. Aircraft CF- HEV Type Piper JS-C-65 Serial No. 222-C
Registration No. 5942 according to our records, lapsed during
the year 1948.

2. The last known address of the owner is
John Pander,
Candiac,
Saskatchewan.

3. Please investigate the disposal of this aircraft and the owner's intention re:

(a) is the aircraft to be used again,
(b) if not, the Certificates should be forwarded for cancellation,
(c) iif the Certificates are not available, a statement from the owner as to their loss.

4. This information is necessary to complete the records of this aircraft.

(C. A. Travers),
Superintendent, Air Regulations.

AC-5-96
11-49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

46 2
9-49

717 Dominion Public Bldg.,
Winnipeg, Manitoba. August 11, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-C65 - CF-EEV Lapsed Certificate	5008-E5-22

TRANSPORT - RECORDS
AUG 14 1950
5008-E5-22
File

16483

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations

1. Reference is made to Headquarters' letter dated July 28th, 1950, regarding the above noted aircraft.

2. Please find enclosed copy of a letter dated August 4th, 1950, received from the owner, Mr. J. Pander. In view of the information contained therein it is suggested that the aircraft may be considered a write-off.

B. J. Bembridge
for District Controller of Air Services.

Noted
B.J.E.
Cancel flt.

BFB/AB
Encl.

noted
A.J.

44

C
O
P
Y

Candiac, Saskatchewan.
P.O. Box 19,
August 4th, 1950.

Dear Sir:

I have your letter from July 31st re piper cub J3-C65 aircraft CF-EEV.

I have no idea where the Certificates of Registration and Airworthiness is. This aircraft has not been flown since the airworthiness lapsed in 1948 and will not be flown any more.

Wishing this is the information that you want.

Yours truly,

"John Pander"

FILE No. 5008- E 6- 14

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM OCT. 1946

TO

VOL. 1

5008- E 6- 14

SUBJECT AIRCRAFT- INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF- EFN — PIPER J3C-65

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES

-46
025
Co.

FILE NO. 5008 - E6 - 14

VOLUME NO.

VOL. 1 5008 - E6 - 14

DEPARTMENT OF TRANSPORT

FROM OCT. 1946

TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EFN PIPER CUB J3 (A)

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
NOV 18 1946	32248	S A L	~~21.12.46~~ EC	GJ	NOV 19 19[illegible]
EC 30 1946	BF Like 31	SOR			
		CAI ①			APR 9 194[illegible]
APR 9 1947		Treas			APR 21 1947
MAY 23 1947	5986	CAR			JUN 2 - 1947
JUN 2 - 1947		CAI ①			JUN 2 - 1947
		CRO ②			JUN 10 1947
JUN 4 1947		Treas ③			JUN 10 1947
NOV 5 1947	Miss Jones	Cat.		GJ NOV 5 47	
NOV 10 47	25324	Cats			NOV 18 47
		Ca. I.			NOV 18 47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, November 14th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-14	Piper J3 CF-EFN	5008-E6-14

11

A32248

TRANSPORT-RECORDS
NOV 16 A.M.
File 5008-E.6-14

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of Piper J3, CF-EFN, Serial No. 20135, recently purchased by the Cub Aircraft Corporation from the Piper Aircraft Corporation, and imported from the United States:-

(a) Application form in duplicate.
(b) $10.00 fee (See page 186 in Cash Book, Receipt No. 76397).
(c) Bill of Sale, dated September 30th, 1946.
(d) U.S. Statement of Conformity.
(e) Test Flight Affidavit.
(f) U.S. Department of State Release Certificate.
(g) Application for Certificate of Airworthiness for Export - please refer to your telegram AR17.
(h) Actual Weights and Balance Sheet.
(i) Receipt for Customs Duties - Entry No. 15371A.
(j) Copy of letter of temporary authority.

9/7

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

CANADA

CF–EFN

241.3
6-39

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... Cub Aircraft Corp. Ltd.

Date of Application..... October 31, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Cub Aircraft Corporation Ltd.	Municipal Airport, Hamilton, Ontario.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Walton B. St. John	Director	Piper Aircraft Corp. Lock Haven, Penna.	American
Marshal Cleland	Director	Box 32, St. Catharines	Canadian
David Saunderson	Director	45 Dickens Ave. Toronto	Canadian.

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)..... Commercial

Usual Station..... Hamilton, Ontario.

Date of manufacture or reconstruction..... September 24, 1946.

Crew required..... 1

Accommodation for what number of passengers..... 1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Piper Aircraft, Lock Haven, Penna.

Type Piper Cub J-5 Maker's No. 20135

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon) ———

Weight equipped, but without load, fuel, or oil 707 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimeter (Aeromarine) Airspeed (Aeromarine) Compass (Airpath/ Tachometer (Stewart-Warner)
2. Gauges Oil Pressure & Temperature gauge
3. Lights ———
4. Signals ———
5. Fire Extinguishers 1 quart
6. Parachutes ———
7. Tools ———
8. Other Equipment ———

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A-65-8 #5245268			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

Form ACA-502
(Rev. Feb. 1946)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BILL OF SALE

9

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the full legal and beneficial title to the following aircraft:

MANUFACTURER OF AIRCRAFT: Piper
MODEL: J3C-65
MANUFACTURER'S SERIAL NO.: 20135
C.A.A. IDENTIFICATION MARK: CF-EFN

That such title to said aircraft is not subject to any mortgage, or other encumbrance, except as follows:

None (Mortgage, mechanic's lien, etc.) in the sum of $ -- , in favor of

-- whose address is

--

For and in consideration of the sum of $2195.00 dollars, Piper Aircraft Corporation (Seller), the undersigned, whose address is Lock Haven, Pennsylvania, does this 30th day of September, 19 46, sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto (Purchaser)

Cub Aircraft Corporation, Limited
Hamilton, Ontario, Canada

whose address is , and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONEY WHEREOF, I have set my hand and seal this 30 day of September, 1946

PIPER AIRCRAFT CORPORATION

Virginia Hungiville [SEAL]
(Seller's signature)

Virginia Hungiville
Secretary, General Sales Mgr.

ACKNOWLEDGMENT

STATE OF Pennsylvania
COUNTY OF Clinton } ss:

(INDIVIDUAL OR PARTNER)

On this _____ day of _____, 19 ___, before me personally appeared the above-named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed.

(CORPORATION)

On this 30th day of September, 1946, before me appeared Virginia Hungiville, to me personally known, who, being by me duly sworn, says that she is the Secretary, General Sales Mgr. of the Piper Aircraft corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of the Board of Directors and said Virginia Hungiville acknowledged the foregoing bill of sale to be the free act and deed of said corporation.

Given under my hand and official seal the day and year above written.

Doris Frye
Notary Public.

MY Commission Expires January 2, 1949

My commission expires _____, 19____
[SEAL]

sices

Form ACA-217
(Rev. 8-1-46)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

8

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Piper Aircraft Corporation (Manufacturer), certify that the aircraft Piper (Make), J3C-65 (Model), 20135 (Serial number), has been manufactured, under Production Certificate No. 7,* in conformity with the data forming the basis for Type Certificate No. 691 and any revision or modification thereof approved by the Administration as of September 30, 1946 (Date), with the exception of the following deviations: None

DATE September 30, 1946

W. C. Jamouneau
(Signature)

W. C. Jamouneau, Chief Engineer
(Title)

*Delete this phrase if not applicable.

AFFIDAVIT

7

This is to certify that Piper Cub, Model J3C-65 Serial Number 20135, has been test flown at our factory this 25th day of September, 1946, and that the controls, engine and all instruments functioned satisfactorily.

PIPER AIRCRAFT CORPORATION

S. M. Metz

Test Pilot
License (2635)

State of Penna.

County of Clinton

Subscribed and sworn to before me this 30th day September, 1946.

Virginia Hungerville

Notary Public

My Commission Expires January 2, 1949

Form MC-L 14 --
(December 1942)

Form Approved
BUDGET BUREAU No. 47-R036-42

United States of America
DEPARTMENT OF STATE

RELEASE CERTIFICATE
For Unlimited License UAC

(ORIGINAL)

6

Registration No. CF-EFN

Date of Release Certificate

Registered Person's Reference No.

EXPORT—~~IMPORT~~

(Strike out word which does not apply)

Release Certificate No.	U.S. (Country of origin)	Canada (Country of destination)

DEPARTMENT OF STATE,
Washington, D. C.

Port of Entry Hamilton, Canada
Port of Exit Buffola, New York

The undersigned hereby certifies that the shipment described below consists of arms, ammunition, or implements of war as defined in the President's Proclamation of April 9, 1942; that it is being made in accordance with the rules and regulations of the Department of State pertaining to Unlimited License UAC; that all rules and regulations of the agencies of the United States Government having jurisdiction relating to priorities and allocations have been complied with; and that such priorities and allocations as are required in connection with these shipments have been obtained from the appropriate agencies of the Government. The undersigned also warrants the truth of all statements and answers herein made.

Name of registered person Cub Aircraft Corporation, Ltd. By Edwin A. Parkenson
Address Hamilton, Ontario, Canada

(1) Source of material Piper Cub Special, model J3C-65, manufactured by Piper Aircraft Corporation

(2) Purpose for which to be used Demonstration, personal use, sales, instruction, etc.

(3) Consignor * Piper Aircraft Corporation
Lock Haven, Pennsylvania

(4) Consignee * Cub Aircraft Corporation, Ltd.
Hamilton, Ontario, Canada

(5) Seller in United States * Piper Aircraft Corporation
Lock Haven, Penna. (Applies only to exports)

(6) Purchaser in country of destination * Cub Aircraft Corp. Ltd.
Hamilton, Ont., Canada

(7) Ultimate consumer * Cub Aircraft Corporation Ltd.
Hamilton, Ontario, Canada

(8) Terms of sale Payment upon presentation of invoices to Bank of Commerce, Hamilton, Ontario, Canada

Fill in before shipment			Fill in *after* shipment (on duplicate)	
(9) Commodity	(10) Quantity	(11) Value	(12) Quantity	(13) Value
V-1 Piper Cub Special, Model J3C-65	1	$1646.00		

* Give name and complete address.

16—33302-1

(14) Date of export shipment or importation
October 4, 1946

Form ACA-306
(Rev. 2-1-42)

CERTIFICATE No.

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

5

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS FOR EXPORT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is hereby made for a CERTIFICATE OF AIRWORTHINESS FOR EXPORT.

1. Name of applicant ..... Piper Aircraft Corporation
(Print or type name)
Address ..... Lock Haven, Pennsylvania

2. For export to ..... Canada
(Name of country)

3. Foreign purchaser ..... Cub Aircraft Corporation, Limited
(Print or type name)
Address ..... Hamilton, Ontario, Canada

DESCRIPTION OF AIRCRAFT, COMPONENT, OR ACCESSORY

4. Name of manufacturer and model designation ..... Piper Aircraft Corporation J3C-65

5. Type of component or accessory ..... Complete Airplane
(Complete wing, fuselage, stabilizer, etc.)

6. Manufacturer's serial No. 20135

7. Manufactured under Production Certificate No. ..... 7, in conformity with Type Certificate No. 691

8. Date of construction ..... September 24, 1946 9. Date reconstructed .....

10. Identification mark assigned aircraft ..... CF-EFN

11. ENGINES

MANUFACTURER	MODEL	SPEC. NO.	SERIAL NO.	HP
Continental Motors Corporation	A-65-8-	205	5245268	65

12. PROPELLER

MANUFACTURER	TYPE (Fixed, adjustable, controllable)	MATERIAL	HUBS—SPEC. NO. Model	HUBS—SPEC. NO. Serial No.	BLADES—SPEC. NO. Model	BLADES—SPEC. NO. Serial No.
Sensenich	Fixed	Wood	72042	L-2346		

This application should be submitted to the local Civil Aeronautics Inspector when the aircraft or component is presented for inspection

[OVER]

16—9408-1

13. The aircraft shall be flight tested immediately prior to inspection for export.

State date of such flight test September 25, 1946 During such test, did the controls, engine, and all instruments function properly? Yes

I CERTIFY that the foregoing statements are true.

Date September 30, 1946

Signature of owner(s) Piper Aircraft Corporation

Virginia Hungiville

Virginia Hungiville, Secretary General

(Title) Sales Manager

THE FOLLOWING INFORMATION SHALL BE FURNISHED

14. A weight and balance report, in duplicate, showing the empty weight of the aircraft as equipped, the weight of each removable item of equipment included therein, and the location of the center of gravity of the empty aircraft. The report should be signed by the applicant or a responsible representative of the applicant and approved by the inspector.

15. A loading schedule, in duplicate, in the case of aircraft for which such a schedule is required by the Administration.

16. Rigging information, in duplicate, where it is possible to rig wings in the field.

REMARKS

IMPORTANT

An aircraft shall be inspected and the weight empty as equipped, in level flying position, determined, and a component or accessory shall be inspected and suitably identified by an inspector of the Civil Aeronautics Administration prior to export.

Only complete aircraft or aircraft units having type approvals in themselves or major assemblies of aircraft structural parts are eligible for a certificate of airworthiness for export.

Items in this class include complete aircraft, aircraft engines, propellers, wheels, floats, skis, position lights, landing flares, safety belts, or a complete wing, tail surface, aileron or fuselage.

NOTE.—Special import requirements of Australia, Canada, Great Britain, and New Zealand may be obtained from the local Civil Aeronautics Inspector, or Washington.

U. S. GOVERNMENT PRINTING OFFICE 16—9408-1

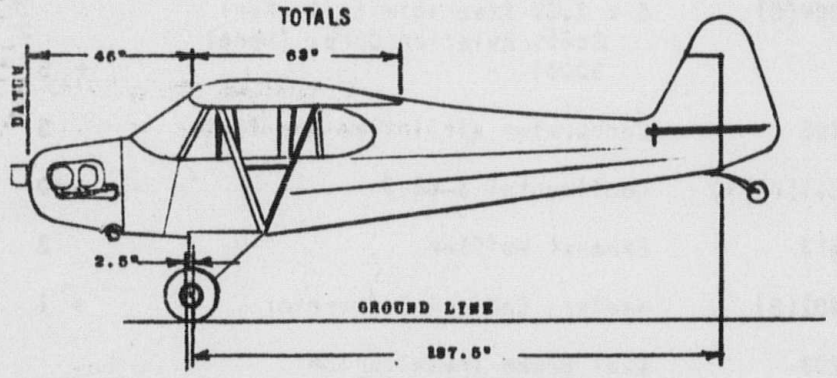
ACTUAL WEIGHTS AND BALANCE
MODEL J3C

Serial No. 20135 NC Export

EMPTY WEIGHT "As Weighed"

	Scale Reading	Tare	Net
Left Wheel	326		326
Right Wheel	331		331
Tail Post	63	13	50
TOTALS			707

4



C. G. Empty "As Weighed" is aft of Wheel C.L. = $\frac{187.5 \times 50}{707}$ = 13.3"

Distance from Datum to Wheel C.L. = 46 + 2.5 = 48.5"

C.G. Empty "As Weighed" if aft of Datum = 48.5 + 13.3 = 61.8"

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	WEIGHT	ARM	M-MOM.	WEIGHT	ARM	M-MOM.
Empty Weight "As Weighed"	707	61.8	43700	707	61.8	43700
Oil (1 Gallon)	8	17	136	8	17	136
Fuel (12 Gallons)	72	28	2016			
Fuel (4.17 Gallons)				25	28	700
Pilot (Front Seat)	190	55	10450			
Pilot & Chute (Rear Seat)				190	82	15580
Baggage				20	95	1900
TOTAL	977	57.6	56302	950	65.3	62016

Most Forward C.G. Location = 11.6" aft of Wing L.E.

Approved Most Forward C.G. Limit = 10.6" aft of Wing L.E.

Most Rearward C.G. Location = 19.3" aft of Wing L.E.

Approved Most Rearward C.G. Limit = 22.7" aft of Wing L.E.

Approved By: J. E. Crowley
Weight & Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

Date 9-25-46

612 250

EQUIPMENT INSTALLED

			WEIGHT IN LBS.	ARM ABOUT WING L.E.
[X]	101	Propeller: Sensenich 72C-42		(-51)
[X]	305(C)	8.00 x 4 (Hayes 841) with tires and expander tube brakes	+12	(+3)
[X]	304(C)	6 x 2.00 Steerable tail wheel Scott Aviation Corp. (Model 3000)	+ 5	(+197)
[X]	105	Carburetor air intake and filter	3	(-44)
[X]	311(C)(1)	Continental A-65-8	+10	(-39)
[X]	313	Exhaust Muffler	3	(-39)
[X]	302(B)	Heater, Cabin & Carburetor	+ 1	(-39)
[X]	203	Dual Brake Installation		
[X]	205	Scott Aviation Corp. brake pressure unit Model B-711		
[X]		Compass - Airpath		

HAMILTON, ONT.

Port of Oct. 7 19 46

Arriving per AIR

Imported by Cub Aircraft Corp. Ltd

Exported to Canada Direct from U S A

Via

(Country through which carried in transit if any)

NEWBURN & McHAFFIE

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

Report No. OCT 8 1946

Entry No.

Outport

Port 15371A

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	Total Customs Duty c.	Duty Paid Value $	Duty Paid Value c.	Sales Tax $	Sales Tax c.	Rate of Excise Tax	Excise Tax $	Excise Tax c.	Tariff Item Applied
	1	Piper Cub Special Model J30-65														
		serial 20135		1262.53	1263.	20	252.	60	1516.		121.	28				440L
		Aircraft not including engines, under regulations prescribed by the Minister														
		Engine No. 5245268		321.95	392.	17½	68.	60	461.		37.	88				440N
		Engines, when imported for use only in the equipment of aircraft		1654.48	1655.		321.	20			158.	16				
		Piper Aircraft Oct. 4														

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.) payable to non-residents.

Currency US Amount 164[illegible]

Cheques etc. must be made payable to the Receiver General of Canada.

The space below this line is reserved for Customs-Excise Officers' use only, and must not be filled in by the importer.

Sales Tax Licence No.

Power of Attorney No. 373 which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

CUSTOMS and EXCISE
DUTY PAID
OCT. 7, 1946
Hamilton

INITIALS

DUTY	321.20
SALES TAX	158.16
EXCISE TAX	
TOTAL	479.36

FORM 1

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of owner, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at HAMILTON, ONT. day

of 19 ,

(*Signature*).....

.....*Witness.*

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (4) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day

of 19 ,

(*Signature*).....

.....*Witness.*

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) Or affirmed.

I, (1) the undersigned importer of the (2) mentioned in this entry, do solemnly (3) that such (4) are imported by me for the manufacture of (5) in my own factory situated at (6) and that no portion of the same will be used for any other purpose or disposed of until so manufactured.

Sworn (7) before me this day of 19

(*Signature*).....

.....

Collector or Title of Official authorized to Administer Oaths.

ORIGINAL ON FILE

COPY

FOR FILE

8
6-44

5008-E6-14

2

1 Montgomery Avenue, Toronto,
November 14th, 1946.

Cub Aircraft Corporation Ltd.,
Municipal Airport,
HAMILTON, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for registration of Piper Cub J3, CF-EFN, Serial No. 20135, which you recently purchased from the Piper Aircraft Corporation and imported from the United States, with the following papers:-

(a) Application form in triplicate.
(b) $10.00 fee - Receipt No. 76397 is attached hereto.
(c) Bill of Sale, dated September 30th, 1946.
(d) U.S. Statement of Conformity.
(e) Test Flight Affidavit.
(f) U.S. Department of State Release Certificate.
(g) Application for Certificate of Airworthiness for Export.
(h) Actual Weights and Balance Sheet.
(i) Receipt for Customs Duties - Entry No. 15371A.

Pending the issue of thefformal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EFN as a commercial aircraft (landplane), day visual flying, until January 13th, 1947. The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

c.c. Headquarters

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	/
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	X
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			(TRANSPORT) (AIR) (2221)

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

OTTAWA ONTARIO OCTOBER 7 1946

DISTRICT INSPECTOR AIR REGULATIONS
1 MONTGOMERY AVENUE
POSTAL STATION K
TORONTO 12 ONTARIO

5006-26-12
-13
-14
-15

AR17 THE FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION WASHINGTON QUOTE CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10563 E-10564 E-10565 E-10566 COVERING PIPER J3C-65 AIRCRAFT SERIAL NUMBERS 20125 20134 20135 20137 CANADIAN REGISTRATIONS CF-EASY FOX LOVE CF-EASY FOX MIKE CF-EASY FOX NAN CF-EASY FOX OBOE RESPECTIVELY PURCHASED BY CUB AIRCRAFT CORP HAMILTON ONTARIO CANADA BEING PREPARED UNQUOTE

CIVIL AVIATION

DLS

FGW/BB

6

Piper J3 Cub Special

Rigging Procedure

RIGGING PROCEDURE: Raise the forward part of the airplane so that the wheels are just clear of the ground and support it by props under the front landing gear fittings. Raise the tail to approximate level flight position and support it there.

LEVELING: Level the airplane as follows:

Laterally: Using a level 30 inches long, place it across the center of the rear seat with the ends resting on the longerons. Due to the right upper longeron being 1/8 inch lower than the left, a 1/8 inch block is used under the right end of the level. Adjust the blocks under the landing gear fittings to bring the bubble to the center.

Longitudinally: Place the 30 inch level along the upper left longeron in the cockpit. Raise or lower the tail to bring the bubble to the center.

DIHEDRAL ANGLE: To check the dihedral angle at the front spar proceed as follows:

Stretch a string along the top of the wings above the front spar, from wing tip to wing tip, and draw it tight.

Check the dimension vertically from the front edge of the center section to the string. For correct dihedral this dimension should be 2-3/8 inches. On earlier models the dihedral dimension should be checked from the fuselage front spar fitting and the correct dimension should be 4-1/4 inches. Obtain this dimension by adjusting the front struts in or out.

To check for equal dihedral in each wing proceed as follows:

Using the 30 inch level (without any spacer blocks) hold it spanwise against the bottom of the wing under the front spar in the space between the jury struts and lift strut attachments. Note the position of the bubble and do the same on the other wing. Re-adjust the front struts until both wings show the same amount off-level, being careful with each adjustment to set the left strut out the same number of turns as the right one is set in, and vice versa.

WASH OUT: To adjust the wash out in the wings (dihedral of the rear spar) proceed as follows:

Set a 3/8 inch spacer block on top of the 30 inch level at one end. Working on the rib adjacent to the outer end of the aileron, hold the level fore and aft along the bottom of the rib with the spacer block at the rear and the front end of the location of the front spar. The correct wash out will exist when the bubble is centered. Adjust the rear struts in or out to obtain this condition.

TAIL ASSEMBLY: With the airplane in level position the stabilizers should be leveled at their rear spars. The hinge line should be straight from tip to tip.

Plumb the fin at the rudder hinges.

Form ACA 26
(Rev. 10-15-40)

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United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10565

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72C-42.

Actual empty weight: 707 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	PIPER AIRCRAFT CORPORATION - SEPTEMBER 24, 1946
Type	LAND MONOPLANE
Model	PIPER J3C-65
Serial No.	20135
Date	OCTOBER 3, 1946

5301 (R)
1783 (A)

Charles F. Dycer

Charles F. Dycer, Director
Aircraft & Components Service

CF EFN

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

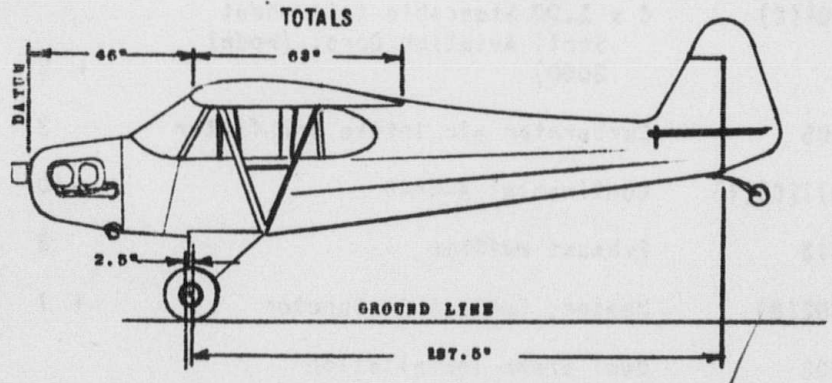
ACTUAL WEIGHTS AND BALANCE
MODEL J3C

23

Serial No. 20135 ✓ NC Export ✓

EMPTY WEIGHT "As Weighed"

	Scale Reading	Tare	Net
Left Wheel	326		326 ✓
Right Wheel	331		331 ✓
Tail Post	63	13	50 ✓
TOTALS			707



C. G. Empty "As Weighed" is aft of Wheel C.L. = $\frac{187.5 \times 50}{707}$ = 13.3"

Distance from Datum to Wheel C.L. = 46 + 2.5 = 48.5" ✓

C.G. Empty "As Weighed" if aft of Datum = 48.5 + 13.3 = 61.8" ✓

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	WEIGHT	ARM	M-MOM.	WEIGHT	ARM	M-MOM.
Empty Weight "As Weighed"	707 ✓	61.8 ✓	43700 ✓	707 ✓	61.8	43700 ✓
Oil (1 Gallon)	8	17	136	8	17	136
Fuel (12 Gallons)	72	28	2016			
Fuel (4.17 Gallons)				25	28	700
Pilot (Front Seat)	190	55	10450			
Pilot & Chute (Rear Seat)				190	82	15580
Baggage				20	95	1900
TOTAL	977 ✓	57.6 ✓	56302 ✓	950 ✓	65.3 ✓	62016 ✓

Most Forward C.G. Location = 11.6" aft of Wing L.E.

Approved Most Forward C.G. Limit = 10.6" aft of Wing L.E.

Most Rearward C.G. Location = 19.3" ✓ aft of Wing L.E.

Approved Most Rearward C.G. Limit = 22.7" aft of Wing L.E.

Approved By: J E Crowley
Weight & Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

Date 9-25-46

Approved 10-3-46
Allen Weiss CAA

412 250

EQUIPMENT INSTALLED

			WEIGHT IN LBS.	ARM ABOUT WING L.E.
[x]	101	Propeller: Sensenich 72C-42		(-51)
[x]	305(C)	8.00 x 4 (Hayes 841) with tires and expander tube brakes	+12	(+3)
[x]	304(C)	6 x 2.00 Steerable tail wheel Scott Aviation Corp. (Model 3000)	+ 5	(+197)
[x]	105	Carburetor air intake and filter	3	(-44)
[x]	311(C)(1)	Continental A-65-8	+10	(-39)
[x]	313	Exhaust Muffler	3	(-39)
[x]	302(B)	Heater, Cabin & Carburetor	+ 1	(-39)
[x]	203	Dual Brake Installation		
[x]	205	Scott Aviation Corp. brake pressure unit Model B-711		
[x]		Compass - Airpath		

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DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-691-5
PIPER
J3C-40
J3C-50
J3C-50S
J3C-65 (Army L-4, L-4A, L-4B, L-4H, L-4J; Navy NE-1)
J3C-65S

AIRCRAFT SPECIFICATION

March 13, 1946

An aircraft complying with the terms of this specification and conforming with the approved data on file with the Civil Aeronautics Administration will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer	Piper Aircraft Corporation Lock Haven, Pennsylvania

I - Model J3C-40 2 PCIM Approved July 14, 1938

Engine	Continental A-40-4 (See Item 311A)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 2575 rpm (40 hp)
Airspeed limits	Level flight or climb 85 mph True Ind. Glide or dive 115 mph True Ind.
Propeller limits	Maximum permissible diameter 81 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1025 lbs.
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-39)
Control surface movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101,102,103 and 104 (b).

II - Model J3C-50 2 PCIM Approved July 14, 1938

(Same as Model J3C-40 except engine installation)

Engine	Continental A-50-1 (See Item 311B)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	Maximum permissible diameter 81 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1100 lbs.
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal.(-29)
Control surface	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40
Required equipment	Items 101, 103 and 104(a)

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III - Model J3C-50S 2 PCSM Approved July 14, 1938

(Same as J3C-50 except landing gear)

Engine	Continental A-50-1 (See Item 311B)		
Fuel	73 min. octane (CFR) aviation gasoline		
Engine limits	For all operations, 1900 rpm (50 hp)		
Airspeed limits	Level flight or climb 90 mph True Ind.		
	Glide or dive 122 mph True Ind.		
Propeller limits	With Edo floats: Maximum permissible diameter 76 in.		
	With McKinley floats:		
	Static rpm at maximum permissible throttle setting - not more than 1850; not less than 1775		
	Diameter - not more than 83 in.; not less than 73 in.		
C.G. range	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Edo floats)		
(See NOTE 3)	(+13.7)(21.7% MAC) to (+19.7)(31.3% MAC) (With McKinley floats)		
Datum	Wing leading edge		
MAC	63 in. L.E. MAC (0)		
Leveling means	Level top longeron between front and rear seats.		
Maximum weight	1160 lbs. (With Edo floats)		
	1130 lbs. (With McKinley floats)		
No. seats	2 (one at +9 and one at +36)		
Baggage	20 lbs. maximum (+49)		
Fuel capacity	12 gals. (-18)		
Oil capacity	1 gal. (-29)		
Control surface movements	Elevators	34° up	29° down
	Rudder	30° left	30° right
	Aileron	18° up	18° down
	Stabilizer	2.5°up	4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.		
Required equipment	Items 101, 104(a) and 151.		

IV - Model J3C-65(Army L-4, L-4A, L-4B (Navy NE-1), L-4B, L-4H, L-4J - See NOTE 5)2 PCLM Approved July 6, 1939

(Same as J3C-40 except engine installation)

Engine	Continental A-65-1 (See Item 311C)		
Fuel	73 min. octane (CFR) aviation gasoline		
Engine limits	Take-off and climb, 2350 rpm (65 hp)		
	All other operations, 2150 rpm (50 hp)		
Airspeed limits	Level flight or climb 90 mph True Ind.		
	Glide or dive 122 mph True Ind.		
Propeller limits	Static rpm at maximum permissible throttle setting - not more than 2250 (See NOTE 7)		
	(1) With A-65-1 engine - not less than 2050		
	(2) With optional engines (Item 311C) - not less than 2000		
	Diameter - not more than 81 in.; not less than 69.7 in.		
C.G. range(See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)		
Empty weight C.G. range	(+85) to (+20.3)(See NOTE 10)		
Datum	Wing leading edge		
MAC	63 in. L.E. MAC (0)		
Leveling Means	Level top longeron between front and rear seats		
Maximum weight	1100 lbs. (See NOTE 4)		
No. seats	2 (one at (+9 and one at +36)		
Baggage	20 lbs. maximum (+49)		
Fuel capacity	12 gals. (-18)		
Oil capacity	1 gal. (-29)		
Control surface Movements	Elevators	34° up	29° down
	Rudder	30° left	30° right
	Aileron	18° up	18° down
	Stabilizer	2.5°up	4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40		
Required equipment	Items 101, 102, 103 and 104(a)		

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V - Model J3C-65S 2 PCSM Approved May 27, 1940

(Same as J3C-65 except landing gear)

Engine	Continental A-65-1 (See Item 311C)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	Take-off and climb 2350 rpm (65 hp)
	All other operations 2150 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind.
	Glide or dive 122 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting
	A. With Edo floats
	(1) With A-65-1 engine - not more than 2250; not less than 2050
	(2) With optional engines (311C) - not more than 2200; not less than 2000
	B. With McKinley floats
	(1) With A-65-1 engine - not more than 2250; not less than 2150
	(2) With optional engines (311C) - not more than 2200; not less than 2100
	C. With Wollam floats
	(1) With any engine of item 311C - not more than 2250; not less than 2150
	D. With Heath floats
	(1) With A-65-1 engine or any engine of item 311C - not more than 2250; not less than 2150
	Diameter - with Edo and McKinley floats - not more than 76 in.; not less than 69.7 in.
	Diameter - with Wollam and Heath floats - not more than 72 in.; not less than 70 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Edo floats)
	(+13.7)(21.7% MAC) to (+19.7)(31.3% MAC) (With McKinley floats)
	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC)(With Wollam floats)
	(+10.2)(16.2% MAC) to (+17.1)(27.1% MAC) (With Heath floats)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1160 lbs. (With McKinley floats)
	1200 lbs. (With Edo, Wollam, or Heath floats)
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface movements	Elevators 34° up 29° down
	Rudder 30° left 30° right
	Aileron 18° up 18° down
	Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101, 104(a) and 151.

Specifications Pertinent to all Models

Certification basis	Type Certificate No. 691
Production basis	Production Certificate No. 7
Export eligibility	Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook:
	(a) Canada - Landplane
	Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation with item 310(a), or equivalent skis, installed. (Maximum ski height 8-1/2 in., maximum overhang 3-7/16 in. to outer face of brake plate.)
	Seaplane
	(b) Australia - Landplane provided rear spars are reinforced in accordance with Dwg. J3-A140
	Seaplane - not eligible
	(c) Great Britain - Landplane and seaplane provided rear spars are reinforced in accordance with Dwg. J3-A140.
	(d) All other countries except New Zealand

Equipment:

Items included in required lists under specifications pertinent to individual models may not be removed unless replaced by approved equivalent item.

The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly.

Values in inches shown in parenthesis after each item represent horizontal arms to the C.G. of the item measured minus (-) ahead and plus (+) to the rear of the datum.

A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.

Propellers and Propeller Accessories		
1. Propeller - Beech (Koby) R-002 with R-002-205 blades for J3C-65 (L-4J-- See NOTE 5) and J3C-65S)	+15 lbs.	(-51)
A. Pitch setting at 27 in. sta., Low 13°, High 18.5° (with Items 311C (1),(2) or (3)).		
B. Pitch setting at 27 in. sta., Low 9.5°, High 16.5° (with Item 311C (4))		
101. Propeller - wood (fixed or adjustable pitch)		
Engines and Engine Accessories - Fuel and Oil System		
104. Carburetor air heater		
(a) D78C (for J3C-50, J3C-50S, J3C-65, and J3C-65S)	2 lbs.	(-39)
(b) J2-A902 (for J3C-40)	2 lbs.	(-39)
105. Carburetor air intake and filter (Continental A-5810) (for J3C-65, -65S, L-4 Series)	3 lbs.	(-44)
106. Carburetor air scoop and air filter (Skinner Purifiers, Inc. Model S-300-A scoop and F-300 filter)(for J3C-65, J3C-65S and L-4 Series)	+3 lbs.	(-43)
107. Starter and controls - McDowell Mfg. Co. (Installation Dwg. No. 26)	11 lbs.	(-33)
302. Heaters		
(a) Carburetor air, model D723C (for J3C-50, J3C-50S, J3C-65 and J3C-65S)	+1 lb.	(-39)
(b) Cabin and carburetor, model D743-C (for J3C-50, J3C-50S, J3C-65 and J3C-65S)	+1 lb.	(-39)
(c) Cabin and carburetor, model J2-A929 (for J3C-40)	+1 lb.	(-39)
308. Alternate fuel tank (9 gal.)	-3 lbs.	(-18)
311. Engines (Continental (See Engine Specifications Nos. 72, 180, and 205)		(-39)
A. Model J3C-40		
(1) A-40-5	+12 lbs.	
B. Model J3C-50 and J3C-50S		
(1) A-50-2	+6 lbs.	
(2) A-50-3 or A-50-8	+10 lbs.	
(3) A-50-4	+3 lbs.	
(4) A-50-5 or A-50-9	+13 lbs.	
(5) A-50-6	+16 lbs.	
(6) A-50-7	No weight change	
C. Model J3C-65		
(1) A-65-3 or A-65-8	+10 lbs.	
Engine limits		
Take-off and climb, 2300 rpm (65 hp)		
All other operations, 2100 rpm (50 hp)		
(2) A-65-6 or A-65-9	+13 lbs.	
Engine limits - Same as (1)		
(3) A-65-7	No weight change	
(4) A-65-14 (with fixed pitch propeller)		
Engine limits - Take-off and climb, 65 hp, 2300 rpm		
All other operations, 50 hp, 2100 rpm		
312. Revised engine mount (Dwg. D7112-C, change E) for engines incorporating integral rubber bushings	No weight change	
313. Muffler and heater installation	+3 lbs.	(-39)
Landing Gear and Floats		
102. 8.00-4 wheels (Hayes 840) with tires	20 lbs.	(+3)
103. Tail skid	4 lbs.	(+190)
151. Edo 54-1140 floats with water rudder (147 lbs.)	+106 lbs.	(+18)
201. McKinley Pneumatic PF-2 floats (118 lbs.)	+77 lbs.	
Placard float inflation pressure		
Minimum operating internal pressure	1.25 p.s.i.	
Maximum operating internal pressure	1.75 p.s.i.	
Recommended operating internal pressure	1.50 p.s.i.	
203. Dual brake installation (Drawing D4101-C)		

22027

Landing Gear and Floats (Continued)		
204.	Heath model 1460A Float Installation (J3C-65S only) (166 lbs.) Bungee must be installed in the elevator control system per Piper Drawing No. 80352	+ 121 lbs. (+14)
205.	Scott Aviation Corporation Model B-711 brake pressure unit	Neglect weight change
206.	Edo 60-1320 floats with water rudders (171 lbs.) (Maximum seaplane weight 1200 lbs.)	+ 130 lbs. (+17)
207.	Scott model 4200-B1 hydraulic parking brake valve (See Scott Bulletin No. 1-116, Parking Brake Installation Instructions)	Neglect weight change
304.	(a) 6x2.00 steerable tail wheel - Aircraft Associates	+3 lbs. (+197)
	(b) 6x2.00 steerable tail wheel - Scott Aviation Co. (Model CST-12)	+3 lbs. (+197)
	(c) 6x2.00 steerable tail wheel - Scott Aviation Corporation (Model 3-21)	+5 lbs. (+197)
305.	Wheels	
	(a) 18x8-3 (Goodyear 3LNBM) with tires	-2 lbs. (+3)
	(b) 7.00-4 (Shinn 2A or 2AV) with tires	-1 lb. (+3)
	(c) 8.00-4 (Hayes 841) with tires and Expander Tube brakes	+12 lbs. (+3)
307.	Wheel Streamlines	6 lbs. (+3)
310.	Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum ground clearance. The maximum standard weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is less)	Use actual weight change
	(a) Piper S-1000 (Maximum 1200 lbs.)	
	(b) Fairbanks MF-5 (Maximum 1310 lbs.)	
	(c) Federal SA-1 (Maximum 1200 lbs.)	
	(d) Federal SC-1 (Maximum 1400 lbs.)	
	(e) Aviation Service B (Maximum 1100 lbs.)	
	(f) Air Transport 1220-480 (Maximum 1220 lbs.)	
	(g) Air Transport 1460-580 (Maximum 1460 lbs.)	
	(h) Marston MFS-1600 (Maximum 1600 lbs.)	
	(i) Heath 655 (Maximum 1310 lbs.)	
	(j) Heath 725 (Maximum 1450 lbs.)	
	(k) Air Transport 1224-580-1 (Maximum 1220 lbs.)	
	(l) Marston MFS-1200 (Maximum 1200 lbs.)	
	(m) Wollam W-1650 (Maximum 1650 lbs.)	
	(n) Heath 725A (Maximum 1450 lbs.)	
	(o) Federal SKT-1 (Maximum 1400 lbs.)	
	(p) Federal SA-2 (Maximum 1400 lbs.)	
	(q) Federal SC-2 (Maximum 1650 lbs.)	
	(r) Washington Aircraft 1200 (Maximum 1200 lbs.)	
315.	Wollam model 1200 plywood float installation (J3C-65S only) (182 lbs.) Bungee must be installed in the elevator control system per Piper Drawing C-85	+137 lbs. (+16)
Electrical and Radio Equipment		
202.	Radio equipment	
	(a) On ceiling of cabin	7 lbs. (+26)
	(b) On rear shelf	15 lbs. (+70)
	(c) Antenna	4 lbs. (+46)
	(d) On ceiling of cabin	13 lbs. (+21)
	(e) Power supply unit	9 lbs. (-7)
303.	Batteries (a) (Exide 3AC-7)	10 lbs. (-19)
	(b) (Willard STR-7-3)	10 lbs. (-19)
	(c) (Reading 3-BRL-6)	8 lbs. (+41)
	(d) (Reading 324 LD (with box))	16 lbs. (-19)
314.	Generator installations (wind driven)	
	(a) General Armature AG-40	11 lbs. (+3)
Interior Equipment		
301.	Parachutes (a) Front	20 lbs. (+9)
	(b) Rear	20 lbs. (+36)
401.	Cabin heater installation - surface combustion model AAV-15N-L2 (L-4A and L-4B only)	10 lbs. (+53)
402.	Windshield defroster	1 lb. (-17)
Miscellaneous (Not listed above)		
200.	Miscellaneous items as noted in approved weight and balance report.	
306.	Emergency exit	Neglect weight change
309.	Friese type ailerons replacing unbalanced type	Neglect weight change
501.	Two hinge tail surfaces (Dwgs. D-4152-C and D-4157-C)	Neglect weight change

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NOTE 1. (Deleted - November 7, 1942)

NOTE 2. Placard front cockpit of model J3C-50, J3C-65, J3C-50S with McKinley floats and J3C-65S with McKinley floats. "Solo flying fron rear seat only." Manufacturer recommends that all J3C airplanes be flown solo from rear seat.

NOTE 3. Serial Nos. 4373, 4419, 4435, 4438, 4445, 4446, 4447, 4449, 4450, 4451, 4452, 4457, 4458, 4459, 4460, 4464, 4466, 4467, 4469, 4471, 4473, 4474, 4475, 4477, 4478, 4495, and 4502 eligible with the following C.G. range:

Landplane (+10.6) to (+21.5)
Seaplane (Edo floats) (+10.6) to (+18.5)
Seaplane (McKinley floats) (+13.7) to (+18.5)

NOTE 4. A. Serial Nos. 7842, 7845 to 7883, inclusive, 7912 and up, of Model J3C-65 are eligible for 1170 lbs. maximum weight. These airplanes are also eligible for 1220 lbs. maximum weight provided the landing gear is revised in accordance with Piper Dwgs. Nos. 31472 and 31423.

B. Serial Nos. prior to 7912, and not included above, of model J3C-65, are eligible for 1100 lbs. maximum weight. These airplanes are also eligible for 1170 lbs. maximum weight provided the lift struts and attachments are revised in accordance with Piper Dwgs. Nos. 12352, 13233 and 21642 and for further increase to 1220 lbs. upon revision of the landing gear in accordance with Piper Dwgs. Nos. 31472 and 31423.

C. Serial Nos. 10339 and up and 2356-A, 2357-A and up of model J3C-65 eligible for 1220 lbs. maximum weight.

NOTE 5. Army L-4 (previously Army O-59) is the same as Model J3C-65. Army L-4A (previously Army O-59A) and Army L-4B are the same as Model J3C-65 except for transparent turtledeck enclosure, revised rear seat with seat back belts, addition of rear shelf and rear floorboard. Army L-4H is same as L-4A except for G.F. radio equipment and revised method of installing the transparent cockpit enclosure.

Army L-4J same as any L-4, L-4A, L-4B and L-4H except for installation of Propeller, item 1.

NOTE 6. No aircraft of these models shall be eligible for original certification with single ignition engines after August 1, 1941. In addition, no aircraft of these models shall be eligible for recertification with single ignition engines unless such aircraft were either previously certificated with single ignition engines or were originally certificated prior to August 1, 1941.

NOTE 7. For model J3C-65 with Freedman-Burnham propeller, static rpm at maximum permissible throttle setting not more than 2200.

NOTE 8. Army TG-8 gliders having serial numbers G-1 and up are eligible for certification as J3C Series airplanes under the provisions of this specification, provided that they have been converted to J3C airplanes and are in conformity with the approved Piper data. Conversion procedure is given in Safety Regulation Release No. 188.

NOTE 9. The following parts from TG-8 gliders can be used directly on Piper J3 series airplanes. The replacement of such complete component parts is considered a minor repair in accordance with CAM 18.3006:

Tail surfaces; Landing gear tires and wheels; Tail wheel; Wings, provided the spoiler and spoiler controls are removed; The control system from (and including) the middle occupant aft; Wing struts; Instruments, same as or equivalent to those used on powered aircraft.

The fuselage primary structure of the TG-8 glider aft of the main landing gear fittings can be used on Piper J3 series airplanes; however, the use of such parts entails a major repair and must be handled as such in accordance with CAM 18.

NOTE 10. If the empty weight C.G. of a particular airplane falls within the range given, and the placard, "Solo flying in rear seat only" is installed, it is not necessary to check the critical forward and aft loading conditions. If the empty wt. C.G. does not fall within the empty wt. C.G. limits given, those conditions should be checked to determine whether the airplane will remain within the approved C.G. limits. In cases where it is possible to load an airplane in a manner not covered herein (i.e. extra tanks, extra seats, etc.) the usual complete calculations should be made.

(SEE ALSO PERTINENT "AIRWORTHINESS DIRECTIVE")

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D.C.

22027

SUPERSEDES AD-249

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

		AD-301
		PIPER
J-3		ATC 660
J3C-40	}	TC 691
J3C-50		
J3C-50S		
J3C-65 (Army L-4, L-4A, L-4B, L-4H)		
J3C-65S		
J3P		TC 695

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April 15, 1944

AIRWORTHINESS DIRECTIVE

IT IS THE OWNER'S RESPONSIBILITY TO KEEP HIS AIRPLANE IN AN AIRWORTHY CONDITION. COMPLIANCE WITH THE NOTES CONTAINED IN THIS DIRECTIVE IS CONSIDERED NECESSARY FOR MAINTAINING ITS AIRWORTHINESS.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded. (In the case of Air Carriers, the Directive may be kept at the operator's main base.)

An inspection or revision in accordance with these NOTES must be made at the next periodic inspection, or immediately if so noted, and, in the case of the "INSPECTION NOTES", at each subsequent periodic inspection or at the interval stated in the NOTE. "SPECIAL NOTES" need be complied with once only. The aircraft and engine mechanic making the periodic inspection must make an entry in the airplane (or engine) log book attesting to his inspection in compliance with these NOTES. (In the case of Air Carriers, compliance may be noted in the maintenance base records.)

The NOTES listed below are based on service experience and are forwarded in an endeavor to assist in maintaining the airworthiness of your airplane. In addition, recommendations contained in manufacturer's service bulletins not necessarily referred to in these NOTES should always be given careful consideration. If you have sold your airplane of the above noted model, please forward this list to the new owner.

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INSPECTION NOTE 1. (August 7, 1940) (Applies only to models J3C-65 and J3C-65S airplanes equipped with Freedman-Burnham propeller)

INSPECTION REQUIRED EVERY 10 HOURS OF OPERATION.

Inspect the Freedman-Burnham propeller blades, models P-201-70 and P-201-72, for cracks and loose rivets in accordance with Airworthiness Maintenance Bulletin No. 31.

INSPECTION NOTE 2. (September 4, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

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INSPECTION NOTE 3. (November 10, 1941)(Applies to all landplane models)

Inspect the landing gear and lift struts in accordance with Airworthiness Maintenance Bulletin No. 36. The serial numbers affected by the three sections of the bulletin are listed below:

Section I - All serial numbers.
Section II - Serial numbers 4650 to 5580, inclusive
Section III - Serial numbers up to and including 5718, 5721, 5722, 5723, 5725, 5727, 5729 to 5734, incl., and 5736 to 5755, incl.

INSPECTION NOTE 4. (November 2, 1942; revised April 15, 1944)(Applies only to models J3C-65 and J3C-65S)

Magnaflux all Continental model A-65 Series engine crankshafts manufactured prior to November 1941. The year of manufacture of the engine is indicated as the next to last digit of the engine serial number. For example, in serial No. 623818 the (1) indicates 1941 as the year of manufacture. These crankshafts incorporate 1-3/16-inch diameter instead of 1-inch diameter crankpin lightening holes which are in all crankshafts manufactured subsequent to that date. In magnafluxing, particular attention should be paid to the fillets of the Nos. 1 and 2 connecting rod journals. The inspection should be conducted as follows:

1. Before exceeding 300 hours of operation.
2. At once if the shaft has operated more than 300 hours since new and has had no magnaflux inspection.
3. At intervals not exceeding 500 hours after first magnaflux inspection.

Any crankshaft manufactured prior to November 1941 should not be reground on the crankpins, but should be replaced as soon as practicable with one manufactured subsequent to that date after which the above special inspections do not apply. (Continental Service Bulletin No. M42-7, dated October 13, 1942, partially covers this same subject.)

INSPECTION NOTE 5. (July 10, 1943)

Inspect the stabilizer rear support bearing and the link tube at the adjustment yoke for binding. If binding is present, the attachments must be disassembled and all bearing surfaces cleaned. The stabilizer rear support bearing brackets and the link tube attachment fittings should be inspected for cracks and defective parts replaced. If not already present, a 1/4-in. oil hole should be drilled in the top center of the rear support bearing tube and also 3/4 in. inboard of each attachment lug on the link tube. (Piper Service Bulletins No. 43 dated December 9, 1941, and No. 68 dated April 30, 1943, cover this same subject.)

INSPECTION NOTE 6. (February 3, 1944)

INSPECTION REQUIRED IMMEDIATELY AND EACH 25 HOURS OF OPERATION THEREAFTER.

Inspect the turnbuckle to horn attachments at the elevator, rudder and ailerons to ascertain that they are free swiveling. If the attaching belt has been drawn up too tightly on the fork end of the turnbuckle, resulting in binding at the joint, the bolt should be loosened so that it is free swiveling. If the turnbuckles have been bent or damaged in any way, they should be replaced.

No further inspection is required at any of the above locations when an AN-23-12 clevis bolt is installed with one AN-960-10 washer, in place of the standard AN-3 bolt. This assembly should swivel freely.

(Piper Service Bulletin No. 70, dated October 14, 1943, covers this same subject.)

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INSPECTION NOTE 7. (February 3, 1944) (Applies only to serial Nos. up to and including 10055)

Carefully inspect both ends of the exhaust muffler for cracks at or near the weld beads at the attachment of the muffler outer shell to the end plates. Cracks, when found, should be repaired by drilling a small hole (No. 30 drill) just beyond the visible extremities of the cracks and then welding the crack, using a suitable stainless steel welding rod such as Oxweld No. 28. (Piper Service Bulletin No. 71, dated October 15, 1943, covers this same subject.)

INSPECTION NOTE 8. (February 3, 1944)

INSPECTION REQUIRED IMMEDIATELY AND AT EACH PERIODIC INSPECTION THEREAFTER UNTIL REINFORCEMENTS ARE MADE.

Inspect the floorboard attachment lugs at the welds to the fuselage cross tubes immediately for cracks or failures. If any evidences of failures are found an immediate repair should be made by attaching the floorboard adjacent to the failed part by a clamp fastened about the tubular fuselage structure.

The clamps may be made from S.A.E. 1025 steel strip .045" x 3/4" or obtained from the Piper Aircraft Corporation. The clamps should be attached to the floor boards using 10-32 x 3/4" machine screws with plain nuts and star lock washers or their equivalent.

At the next periodic inspection, redesigned lugs obtainable from the Piper Corporation should be installed, or the failed lugs rewelded. In the event that the old lugs are rewelded the repair clamps should be permanently installed to provide additional strength.

An alternate and more permanent method of repair which may be used at the owner's discretion is as follows:

All defective lugs should be immediately repaired by welding up the cracks and by laying on an additional lug 3/4-inch wide by .049 inch thick (1025 steel) on top of the old lug. The new lug should be long enough to wrap at least one quarter way around the fuselage cross tube. The wrap end should be cut to a 60 degree scarf point, and the lug should be welded to the fuselage cross tube and to the old lug, except, that it need not be welded to the old lug more than 3/4-inch outboard from the fuselage tube. All bolt holes should be drilled to coincide with the old holes and, if required, longer rudder pedal attachment bolts should be installed. (Piper Service Bulletin No. 72 dated December 27, 1943, covers this same subject.)

<u>The following NOTES need be complied with once only.</u>

SPECIAL NOTE 1. (Oct. 15, 1940; revised Nov. 22, 1940, April 21, 1941 and Feb. 26, 1942) (Applies only to serial Nos. up to and including 5611)

Install the tension coil spring (forwarded to owners by Piper) on the fuel control valve in accordance with Piper Service Bulletin No. 32. Also ascertain if the fuel valve is equipped with "ON" and "OFF" stops or that suitable equivalent means are provided to limit the valve travel to the "ON" and "OFF" positions. In the event that such stops or suitable equivalent means are not provided the fuel valve should be lightly safetied in the "ON" position.

SPECIAL NOTE 2. (September 30, 1941) (Applies only to models J3C-50, J3C-50S, J3C-65 and J3C-65S)

Ascertain that the complete engine model designation is shown on the name plate (i.e., A-65-8) in accordance with Continental Service Bulletin No. 41-J2, as the series designation was omitted on some of the following engines:

A-50	Up to serial No. 139819, inclusive
A-65	Up to serial No. 1089618, inclusive

SPECIAL NOTE 3. (September 30, 1941) (Applies only to seaplane serial Nos. 5983 and 7198)

Install the revised elevator bungee system in accordance with Piper Service Bulletin No. 42.

SPECIAL NOTE 4. (September 30, 1941) (Applies only to serial Nos. 2305 to 6530, inclusive)

Solder the reinforcing patch to the fuel tank at the outlet fitting in accordance with Piper Service Bulletin No. 40.

SPECIAL NOTE 5. (November 10, 1941) (Applies only to serial Nos. noted)

Ascertain that no interference exists between the elevator control system and the front and rear seat canvas in all serial Nos., in accordance with Part A of Piper Service Bulletin No. 45, and that sufficient clearance exists between the front rudder pedals and the firewall footwells on serial Nos. 1999 to 5099, 5061 to 5076 and 5106, in accordance with Part B of Piper Service Bulletin No. 45.

SPECIAL NOTE 6. (February 26, 1942) (Applies only to serial Nos. 5535, 5547, 5601, 5607, 5608, 5609 and 5612 to 8175, inclusive)

Rework and safety the fuel control swivel fitting by replacing the plain nut and lockwasher with a shear nut (AN320-3) and cotter pin (AN380-2). The stud should be drilled with a No. 50 drill (0.70) to accommodate the cotter pin. During reassembly, care should be taken that the control wire is drawn well into the fitting recess and the free end straightened to be parallel with the main section. (Piper Service Bulletin No. 53, dated January 1942, covers this same subject.)

SPECIAL NOTE 7. (February 26, 1942) (Applies only to serial Nos. up to and including 8177)

Install .040 safety wire on all control system turnbuckles in place of .032 wire. (Piper Service Bulletin No. 52, dated January 1942, covers this same subject.)

SPECIAL NOTE 8. (February 26, 1942) (Applies only to serial Nos. up to and including 8177)

Inspect all tail brace wire fittings for cracks and replace the reinforcing plates (Part No. J3-54), which are installed under the bolt head and nut at the fin tail brace rod clevis, with formed end washer No. 40131. (Piper Service Bulletin No. 49, dated February 1942, covers this same subject.)

SPECIAL NOTE 9. (September 1, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

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SPECIAL NOTE 10. (September 1, 1942) (Applies only to serial Nos. 6117, 6130, 6205, 6276 and 6282 to 9101, inclusive)

Inspect the stabilizer aluminum yoke casting, Piper Part No. 40791, for cracks occurring on the bosses through which the stabilizer adjustment screw passes. If any cracks are apparent, the part should be replaced before further operation of the airplane. (Piper Service Bulletin No. 63, dated August 28, 1942, covers this same subject.)

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The following NOTES which were deleted September 1, 1942, are now reinstated and shall be complied with.

SPECIAL NOTE. (Inspection required on regular itinerary and subsequent annual inspections required - November 7, 1938) (Applies only to models J-3 and J3C-40)

Ascertain that inspection has been made and entry made in log book stating that the propeller hub has been thoroughly inspected at each regular 25 hour line inspection for cracks between the lightening holes at the rear flange. Hub need not be removed for this inspection. Hubs affected have 3/4 in. diameter lightening holes and fillet at the base of the rear flange. Hubs in which cracks have been detected must be removed from service immediately.

SPECIAL NOTE. (Annual inspection required - March 14, 1939)

Inspect control cables in vicinity of fairleads. On airplanes prior to serial No. 2775, all worn (bright and shiny or frayed) cables must be replaced with 1/8 in. diameter (7x19) extra flexible cable.

SPECIAL NOTE. (Annual inspection required - April 27, 1939) (Applies to serial Nos. below 2737)

Ascertain that the fuselage attachment lugs for the front cross tube support of the rear seat have been inspected for length of weld and proper location of the bolt hole in accordance with Airworthiness Maintenance Bulletin No. 9.

SPECIAL NOTE. (Annual inspection required - March 29, 1940, revised September 30, 1941) (Applies to serial Nos. 2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 to 4436, inclusive)

Ascertain that suitable safety device has been installed over the fire extinguisher retainer bracket in accordance with Airworthiness Maintenance Bulletin No. 23.

SPECIAL NOTE. (Annual inspection required - November 22, 1940)

Inspect the cabin pyralin roof for deterioration, embrittlement and adequate attachment to prevent this center section covering from blowing off in flight.

SPECIAL NOTE. (Annual inspection required - March 4, 1941) (Applies to all models except J3P)

Ascertain that an appropriate entry has been made in the log book, outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

S-21075

The following NOTE which was deleted November 2, 1942, is now reinstated and shall be complied with.

INSPECTION NOTE. (March 14, 1939) (Applies to serial Nos. below 2704)
The tail brace wires (4) must be replaced every 250 hours unless (1) equipped with special longshank brass nipples enclosing all threads (8 required) which were offered to owners in Piper Service Bulletin No. 18, or (2) altered in accordance with C.A.A. Maintenance Bulletin No. 1.

The following NOTE was deleted July 10, 1943, since it is not longer applicable.

INSPECTION NOTE. (February 26, 1942)
Make a careful inspection of the engine mount for cracks in accordance with Piper Service Bulletin No. 51.

The following NOTES which were deleted July 10, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (January 2, 1941) (Applies only to models J3C-65 and J3C-65S)
Replace the coil in airplanes equipped with Bendix-Scintilla SF4L-8, SF4L-9, SF4R-8 or SF4R-9 magnetos in accordance with Airworthiness Maintenance Bulletin No. 33.

SPECIAL NOTE. (February 5, 1941) (Applies only to airplanes equipped with Federal skis)
Federal SC-1 or SC-2 skis must be reinforced by the installation of a reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal Aircraft will supply material and instructions on request.

SPECIAL NOTE. (April 21, 1941) (Applies only to serial numbers 1999 to 6270, inclusive)
Install a 1/16 inch thick steel reinforcing plate at the intersection of the steel channels to which the right rear edge of the windshield attaches and the steel channel to which the hinges of the upper section of the cockpit enclosure attach, as specified in Piper Service Bulletin No. 35.

SPECIAL NOTE. (July 10, 1941) (Applies only to models J3C-50, J3C-50S, J3C-65 and J3C-65S)
Install the stainless steel oil filler cap spring (Continental Part No. 22060) on the following engines in accordance with Continental Service Bulletin No. 40-3:

Engine Model	Engine Serial No.
A-50 series	Up to No. 1332 (inclusive)
A-65 series	Up to No. 4304 (inclusive)

A. A. Vollmecke
Chief, Aircraft Engineering Division

JS:CP
5-21075

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

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AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	173, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	0(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- -	- -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Auto-Lite 18A-1 Wet - 4½	- -	- -	- -	- -	- -
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector or Excello Model A42	5 4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

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NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

Starter	Weight, lbs.
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type Z (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type CP 8527	4
AC type 1523843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40522	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	575897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

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SUPERSEDES P-676

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-702
SENSENICH
All Wood Propellers

July 24, 1946

15

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and applicable portions of 03.4 and 04.4 of The Civil Air Regulations.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
A1	TC 385	40	2000	70-3/4"	55"	8	5/16"	4-5/8"	6"	3-3/4"	10	-
42K12335	TC 586	(Same as 90HASP-90)										
42K12335M	TC 586	(Same as 90HASP-90M)										
42K19593	TC 546	225	2100	96"	62"	8	7/16"	7"	9-1/4"	6"	29	
43K10107	TC 691	(Same as 72C-42)										
43K13605	TC 811	(Similar to 90JA-79 with same rating)										
43K15131	TC 586	(Serial Nos. up to B0146 incl. same as 86RA-62. Serial Nos. B0147 to B2285 incl. same as 86RA-61)										
43K15131A	TC 586	(Same as 86RA-61)										
43K19181	TC 546	(Same as 90LA-76)										
43K26215	TC 586	(Same as 90HA-86)										
44K15005	TC 586	(Similar to 85LYA with same rating)										
44K24605	TC 811	(Same as 90JA-81)										
60BA	TC 734	50	3000	60"	34"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60DA	TC 734	50	3000	60"	41"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60EA	TC 734	50	3000	60"	28"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
63	TC 489	37	2550	63"	36"	6	3/8"	4"	5-3/4"	3-1/4"	7	-
63B	TC 565	36	2400	63"	38"	6	3/8"	5"	6-3/8"	3"	7	
66A	TC 731	65	3500	66"	35"	6	3/8"	4"	5-3/8"	3-3/16"	7	1
66CA	TC 765	155	3200	66"	66"-63"	8	7/16"	5"	7-3/8"	4"	11	1
69	TC 386	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	7	3
69A	TC 666	45	2575	69"	36"-28"	6	3/8"	5"	6-3/8"	2-1/2"	8	1
69B	TC 449	36	2400	69"	28"	6	3/8"	5"	6-3/8"	3"	8	3
69C	TC 537	40	2575	69"	26"-23"	6	3/8"	4"	5-3/8"	3-1/4"	8	1,4
69D	TC 554	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	8	3
69E	TC 581	45	2575	69"	35"-33"	6	3/8"	5"	6-3/8"	2-1/2"	8	1,3
69F	TC 581	42	2575	69"	33"	6	3/8"	4"	5-3/8"	3-3/16"	8	3
69J	TC 564	40	2575	69"	28"-26"	6	3/8"	4"	5-3/8"	3-1/4"	7	1,4
69M	TC 668	50	2500	69"	38"	6	3/8"	4-3/4"	6-1/4"	3-1/4"	8	-
70A	TC 734	80	2700	70"	56"-52"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70AB	TC 734	90	2500	70"	56"-46"	6	3/8"	4"	6-1/8"	4"	9	1
70AF	TC 734	80	2650	70"	56"-46"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70D	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70DF	TC 734	80	2500	70"	50"-44"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70F	TC 679	60	2400	70"	47"-43"	6	3/8"	4"	6"	3-1/4"	9	1,2
70L	TC 679	55	2300	70"	47"-41"	6	3/8"	4-3/8"	6"	3-1/4"	9	1,2
70LY	TC 718	65	2550	70"	40"-32"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	9	1
72	TC 591	40	2540	72"	30"	6	3/8"	5"	6-3/8"	2-3/4"	8	-
72A	TC 666	45	2500	72"	31"	6	3/8"	5"	6-3/8"	2-1/2"	7	-
72AB	TC 782	90	2500	72"	60"-40"	6	3/8"	4"	6-1/8"	4"	9	1
72B	TC 595	40	2575	72"	30"	6	3/8"	4"	5-3/4"	3-3/16"	8	-
72C	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72CK	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72DC	TC 734	75	2300	72"	55"-48"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	9	1
72DF	TC 734	90	2500	72"	55"-48"	6	3/8"	4"	6-1/8"	4"	9	1
72EB	TC 789	125	2600	72"	68"-62"	6	3/8"	4-3/4"	7"	4-3/4"	12	1
72EC	TC 789	125	2600	72"	68"-62"	8	3/8"	5-1/4"	7"	4"	12	1
72F	TC 691	65	2350	72"	50"-40"	6	3/8"	4"	6-1/8"	3-1/4"	10	1

* Production basis - Production Certificate No. 1

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Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Drilling Dia.	Hub Drilling Thickness	Weight (lbs.)	Notes
72GA	TC 782	85	2650	72"	54"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72HAS	TC 538	235	3000	72"	67"-65"	6	3/8"	6-3/16"	8"	4-1/8"	16	1
72HBS	TC 538	235	3000	72"	67"-65"	8	3/8"	7"	8"	4-1/8"	16	1
72L	TC 678	50	2200	72"	41"	6	3/8"	4-5/8"	6-1/8"	3-1/2"	10	-
72LY	TC 678	55	2300	72"	41"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	10	1
73BE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	14	1
73BR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	14	1
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FK	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FKI	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	60"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78L1	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EI	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

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Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thick-ness	Weight (lbs.)	Notes
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84M	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RB	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RW	TC 586	190	2550	85"	61"-52"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517	(Left hand of 90BA)										3
90C	TC 517	(Same as 90A)										1
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	3
90E	TC 517	(Left hand of 90C)										1
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586	(Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)										
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T)	(TC 586	125	1750	96"	71"-63"	8	3/8"	5-14"	7"	4"	20	1
96T)	(TC 586	125	1750	96"	71"-63"	6	15/32"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
100CD	TC 546	225	2000	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1
102	TC 450	102	1400	102"	59"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102A	TC 464	102	1400	102"	55"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	59"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CD	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyer
Charles F. Dyer, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
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Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

2-4-32

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28

CANADA

/20

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5501

NATIONALITY AND REGISTRATION MARKS CF-EIN

1. Type and description	Piper J3C-65
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	20135
4. Name of owner	Cub Aircraft Corporation Ltd.,
5. Address of owner	Municipal Airport, Hamilton, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Hamilton, Ontario.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 14th day of November 19 46 in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EIN and is of Canadian nationality.

Given at Ottawa this 31st day of March 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

ORIGINAL ON FILE

COPY FOR FILE 29

5008-E6-14

1 Montgomery Avenue, Toronto,
January 8th, 1947.

TRANSPORT-RECORDS
JAN 10 A.M.
5008 E6-14
File

Cub Aircraft Corporation Ltd.,
Municipal Airport,
HAMILTON, Ontario.

65269

Dear Sirs:

This letter will constitute a further extension of the temporary authority granted you in our letter of November 14th, 1946, to operate Piper Cub J3, CF-EFN, as a commercial aircraft (landplane) on day visual flying, until February 28th, 1947.

The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

c.c. Headquarters

ORIGINAL ON FILE

COPY

FOR FILE 80

8
6-44

5008-E6-16

1 Montgomery Avenue, Toronto,
January 13th 1947.

Lakeland Skyways Ltd.,
NORTH BAY, Ontario.

65870

TRANSPORT-RECORDS
JAN 14 A.M.
File 5008-E6-16

Dear Sirs:

Re: CF/EFP

This letter will constitute a further extension of the authority granted you in our letter of November 14th to operate CF EFP as a commercial aircraft.

This authority is valid until March 15th 1947, pending the issue of the formal certificates.

Yours very truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/im
c.c. H.Q.

ORIGINAL ON FILE

72528

COPY

TRANSPORT - RECORDS
5008-E6-14
FEB 27 P.M.
File TOR:5008-E6-14

8
6-44

EAR

31

1 Montgomery Avenue, Toronto.
February 26th, 1947.

P.A.-Sr

Cub Aircraft Corporation Ltd.,
Hamilton Municipal Airport,
HAMILTON, Ontario.

Dear Sirs:

This letter will be a further extension of the temporary authority granted you in our letter of January 8th, 1947, to operate Piper Cub J3, CF-EFN as a commercial aircraft (landplane) on day visual flying, until April 26th, 1947.

The all-up weight of the aircraft is not to exceed 1220 lbs.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.
c.c.H.Q:

/RM

32

5008-E6-14

Ottawa, Ontario.
April 11th, 1947.

REGISTERED

Cub Aircraft Corporation Ltd.,
Municipal Airport,
Hamilton, Ontario.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5301 and Certificate of Airworthiness No. 1783, together with Engine and Journey and Aircraft Log Books, for your Piper J3C-65 aircraft, CF- RFN.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Toronto, Ontario.

Already in C.A.R. 16.

COPY

33

ORIGINAL ON FILE..... TOR: 5003-R6-14

COPY FOR FILE.....

1 Montgomery Avenue, Toronto,
May 22nd, 1947.

Mr. Hans Hogan,
LOON LAKE,
Ontario.

Dear Sir:

Receipt is acknowledged of your application for re-registration of aircraft Piper J3C-65 CF-EFN Serial No. 20135 which you recently purchased from Cub Aircraft Corporation Limited, with the following papers:

(a) Application forms.
(b) Fee of $5.00.
(c) Bill of Sale - Cub Aircraft Corporation Limited to you.
(d) Old Certificate of Registration No.3301.
(e) Old Certificate of Airworthiness No. 1783.

Receipt No. 9781 for the $5.00 fee paid by Cub Aircraft Corporation Limited was forwarded to that Company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EFN as a commercial landplane until June 22nd, 1947, under the conditions given in the C of A No. 1783.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

Issued
Pro

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb
c.c. - H.Q.
c.c. - Cub Aircraft Corp. Ltd.

8
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8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5301

NATIONALITY AND REGISTRATION MARKS CF-EFN

1. Type and description	Piper J3C-65
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	20135
4. Name of owner	Cub Aircraft Corporation Ltd.,
5. Address of owner	Municipal Airport, Hamilton, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Hamilton, Ontario.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 14th, day of November, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFN and is of Canadian nationality.

Given at Ottawa this 31st, day of March, 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

35

Date May 19th, 1947.....

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto **Hans Hogan, Loon Lake, Ontario.**

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via:

Airplane **CF-EFN**

Serial # **20135**

Engine **A65**

Engine # **5245268**

CUB AIRCRAFT CORPORATION LIMITED

Signed .....

/RM

36 2413

CF-EFT

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) Triplicate

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... H. Hogan

Date of Application..... May 20th, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
HANS HOGAN	Loon Lake, Ontario.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)

Commercial

Usual Station..... Port Arthur, Ontario.

Date of manufacture or reconstruction..... August, 1946.

Crew required..... 1

Accommodation for what number of passengers..... 1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corporation Ltd.,

Type Piper Cub J-3 Maker's No. 2035

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2⅜"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 707 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type). Tachometer (Stewart-Warner)

1. Instruments Airspeed (Aeromarine) Compass (Airpath) Altimeter (Aeromarine)
2. Gauges Oil Pressure & Temperature (Stewart-Warner)
3. Lights ----
4. Signals ----
5. Fire Extinguishers 1 quart
6. Parachutes ----
7. Tools ----
8. Other Equipment ----

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65 #5245268			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

37 2 5-45

1 Montgomery Avenue, Toronto, May 22nd, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Re-Registration of Aircraft CF-EFN	5008-E6-14

A 5986

TRANSPORT-RECORDS
MAY 23 P.M.
File 5008 C 6-14

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to re-registration of Piper J3C-65 CF-EFN Mfgrs. Serial No. 20135, recently purchased by Mr. Hans Hogan from Cub Aircraft Corporation Limited:

(a) Application form.
(b) Fee of $5.00 (See Page 3060 in Cash Book, Receipt No. 9781 for the $5.00 fee paid by Cub Aircraft Corp. Ltd.).
(c) Bill of Sale - Cub Aircraft Corp. Ltd. to Mr. H. Hogan.
(d) Old Certificate of Registration No. 5301.
(e) Old Certificate of Airworthiness No. 1783.
(f) Copy of letter of temporary authority.

2. Will you kindly ammend the Certificate of Airworthiness in item 9 to show "Convertible" in accordance with the C.A.A. specification A-691-6.

No. HEP

Thos Jones
for re-reg.

for D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb

5723 (R)
1783 (A)
Nov 14/11/47

Short letter
Log book sent

2462A
8-41

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CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5723

NATIONALITY AND REGISTRATION MARKS CF-EFN

1. Type and description	Piper J3C-65
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	20135
4. Name of owner	Hans Hogan,
5. Address of owner	Loon Lake, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Port Arthur, Ontario.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 22nd day of May 19 47, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFN and is of Canadian nationality.

Given at Ottawa this 29th day of May 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after November 14th, 1947, unless endorsed.

VALID IN CANADA ONLY.
THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #E-10565 AND IS SUBJECT TO CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

~~27~~ 38

2462
7-45

/ZC

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1783

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) (22.5.47) HOGAN, Cub Aircraft Corporation Ltd.
2. Christian name Hans
3. Address Loon Lake, Ontario, ~~Municipal Airport, Hamilton, Ont.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-KIM

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3C-65 Constructor's No. 20155
8. Place and year of construction of aircraft Lock Haven, Penn., U.S.A. Oct.5, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 35' $2\frac{1}{2}$"
16. Maximum length (in flying position) 22' $2\frac{1}{2}$"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A-65-8

21. International power of the engine or engines at

(Take-off) *(a)* Sea Level 65 H.P. at 2350 revolutions per minute. (International number of revolutions)

(M.E.T.O.) *(b)* ~~Rated Altitude~~ 50 H.P. at 2150 revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: *(a)* ..... *(b)* .....

23. Oil: *(a)* ..... *(b)* .....

24. Airscrews: Number fitted: One Types: Sensenich No.....
Pitch: Fixed Diameter.....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	707 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	72 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 10 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	9 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full L.P.	262 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred and twenty pounds.
Seaplane.....
Skiplane.....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 22.7 inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2150 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2350 r.p.m.

40. The indicated air speed must never exceed (a)..... m.p.h. and (b)..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated November 14, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 31st day of March 19 47.

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

26

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		November 14,1947.	

/RM

40

5008-E6-14

REGISTERED OTTAWA, May 29th , 1947.

Mr. Hans Hogan,
Loon Lake,
Ontario.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5723 and Certificate of Airworthiness No. 1783 for your Piper J3C-65 aircraft CF-KWN , Serial No. 20135.

The certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.I.I.A.R. Toronto, Ont.

/RM

43

R SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E6-14

REGISTERED

OTTAWA, May 29th , 1947.

Mr. Hans Hogan,
Loon Lake,
Ontario.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5723 and Certificate of Airworthiness No. 1783 for your Piper J3C-65 aircraft CF- EFN , Serial No. 20135.

The certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

H. L. Patterson
/r (S. Graham),
Superintendent, Air Regulations.

Encls.

/RM

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8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5723

NATIONALITY AND REGISTRATION MARKS CF-EFN

1. Type and description	Piper ~~J30-65~~ L 4B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	~~20135~~ 247 C R.L.B. 3/10/47
4. Name of owner	Hans Hogan,
5. Address of owner	Loon Lake, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Port Arthur, Ontario.
8. Purpose	~~Commercial~~ PRIVATE R.L.B. 3/10/47

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 22nd day of May 19 47, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFN and is of Canadian nationality.

Given at Ottawa this 29th day of May, 19 47.

H. L. Watts
for Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after November 14th, 1947, unless endorsed.

VALID IN CANADA ONLY.
THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #E-10365 AND IS SUBJECT TO CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

41

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1783

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) (22.5.47) HOGAN ~~Gab-Aircraft-Corporation-Ltd.,~~
2. Christian name Hans
3. Address Loon Lake, Ontario. ~~Municipal-Airport,-Hamilton,-Ont.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EFN

DESCRIPTION OF AIRCRAFT

7. Type Piper Series ~~J3C-65~~ 4B K.L.B 3/10/47 Constructor's No. ~~20135~~ 2776 K.L.B 3/10/47
8. Place and year of construction of aircraft Lock Haven, Penn., U.S.A. Oct.3, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land and marine
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 35' ~~2~~ $2\frac{1}{2}$"
16. Maximum length (in flying position) 22' ~~2~~ $2\frac{1}{2}$"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A-65-8

21. International power of the engine or engines at

(Take-off) *(a)* Sea Level 65 H.P. at 2350 revolutions per minute. (International number of revolutions)

(M.E.T.O.) *(b)* ~~Rated Altitude~~ 50 H.P. at 2150 revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: *(a)* ..... *(b)* .....

23. Oil: *(a)* ..... *(b)* .....

24. Airscrews — Number fitted: One Types: Sensenich No: .....
Pitch: Fixed Diameter: .....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	707	lbs.
	(b) Seaplane	857	lbs. RKB 3/10/47
	(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel		72	lbs.
(at 7·2 lbs. per gallon)			
(a) Number of tanks	One		
(b) Capacity of tanks	10 Imp. gals.		
27. Oil		9	lbs.
(at 9·0 lbs. per gallon)			
(a) Number of tanks	One		
(b) Capacity of tanks	1 Imp. gals.		
28. Weight allowed for crew		170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus			lbs.
30. Weight of wireless apparatus			lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	SEAPLANE 192 lbs. RKB 3/10/47 I.P.	262	lbs.
32. Maximum total weight authorized			lbs.
Landplane		1220	lbs.
Seaplane		1300	lbs. RKB 3/10/47
Skiplane			lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred and twenty pounds.
Seaplane: Thirteen hundred pounds. RKB 3/10/47
Skiplane: .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 22.7 inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2150 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2350 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated November 14, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 31st day of March, 1947.

Superintendent Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant
life preserver for each occupant to be carried for each occupant when operated as seaplane

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine. K.L.B. 3/10/47

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		November 14,1947.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

Copy

44

STATEMENT

Loon, Ontario
October 6, 1947.

Department of Transport,
Winnipeg, Manitoba.

Sirs:

In compliance with rule 20 section 2 page 60 Air Regulations 1938 edition, I am enclosing facts pertaining to crash of aircraft CF-EFN.

On October 5th I left Loon Ontario, at approximately 08:00 hours and proceeded East with the intentions of going to Gurney, Ontario. when at about half an hour later at about sixteen miles out over Nipigon Bay on Lake Superior, I was struck by two ducks which resulted in the crash of the aircraft. One of the ducks struck the propeller and damaged it considerably. The second duck came through the windshield, striking me on the forehead, rendering me unconscious. At the time I was flying the aircraft from the rear seat. I regained consciousness when the water revived me in the overturned plane. About an hour later a tug owned by J. Dampier from Nipigon came to my rescue and plane was uprighted and towed to shore. I never noticed the ducks at all during the few seconds preceding the accident. I was alone in the aircraft, flying at about five hundred feet when the ducks struck. I received no injuries from the accident.

Trusting information given herein is sufficient.

Yours truly,

(Sgd.) Harry Hogan.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

45' 2 6-44

717 Dominion Public Bldg.,
Winnipeg, Man., November 5, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub J3 CF-EFN	5008-E6-14

TRANSPORT-RECORDS
NOV 8 A.M.
5008-E 6-14
File

Controller, Civil Aviation, Ottawa.

A25324

1. Attached hereto copy of report of an accident to the above noted aircraft on October 5th,1947.

2. The owner has advised the aircraft has been written off and surrendered the Certificate of Registration No. 5723 and Certificate of Airworthiness No. 1783, which are enclosed herewith for cancellation.

E.f.i
pls. cancel certs.
S-C
12-11

RLB/OA
Encs.

for District Inspector,Air Regulations.

Noted

ENTERED
IN ACCIDENT
RECORDS

1.
3-46
K.P. 58825
D.L.L. Co.

FILE No. 5008 - E6 - 15

VOLUME No. 1

VOL. 1
5008 - E6 - 15

DEPARTMENT OF TRANSPORT

FROM OCT - 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EFO - PIPER J3C-65.

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
OCT 26 1946	28786	S.A.L	~~26~~ 11.46	L2 J	OCT 28 1946
NOV 25 1946	BF Nov 26	S.AR	~~16.12.46~~	L2 J	DEC 3 1946
DEC 17 1946	BF Dec 18	SAR		J.	MAR 31 1947
		CA! ①			
MAR 31 1947		Treas			APR 2 1947
	MAY 1-1947 7/4	D.A.L.			MAY 2-1947
APR 1 8 1947	MAY 2-1947	C.C.A			MAY 2-1947
MAY 2-1947		C.A.-W.		M.F.	MAY 1-1947
		C.C.F.		R.A.C.	MAY 5 1947
JUN 23 1947	9457	CAR			JUN 28 1947
FEB 24 1948	Requested	CA!			FEB 25 1948
AUG 18 1950	16813.	CAR			AUG 22 1950

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	/
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	X
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			(TRANSPORT) (AIR) (2221)

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

OTTAWA ONTARIO OCTOBER 7 1946

DISTRICT INSPECTOR AIR REGULATIONS
1 MONTGOMERY AVENUE
POSTAL STATION K
TORONTO 12 ONTARIO

5005-30-32
-33
-34
-35

AR17 THE FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION WASHINGTON QUOTE CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10563 E-10564 E-10565 E-10566 COVERING PIPER J3C-65 AIRCRAFT SERIAL NUMBERS 20126 20134 20135 20137 CANADIAN REGISTRATIONS CF-EASY FOX LOVE CF-EASY FOX MIKE CF-EASY FOX NAN CF-EASY FOX OBOE RESPECTIVELY PURCHASED BY CUB AIRCRAFT CORP HAMILTON ONTARIO CANADA BEING PREPARED UNQUOTE

CIVIL AVIATION

PSN/BS

DLS

Pdl/

6

2

TOR:5008-E6-15

1 Montgomery Avenue, Toronto
October 25th, 1946

Cub Aircraft Corporation Ltd.,
Hamilton Municipal Airport,
HAMILTON, Ontario.

TRANSPORT-RECORDS
OCT 26 A.M.
File

Dear Sirs: RE: C F / E F O

Receipt is acknowledged of your application for registration of Piper J-3, Serial No. 20137, together with the following papers:

(a) Application forms.
(b) Fee of $5.00 (See attached Receipt No. 76338)
(c) Bill of Sale - Piper Aircraft to Cub Aircraft.
(d) C.A.A. Statement of Conformity
(e) Affidavit re flight test
(f) Application for C of A for Export
(g) U.S.A. Release Certificate
(h) Receipt for Customs Duties No. 15453A

We have been notified by the Headquarters of this Department that Certificate of Airworthiness for Export No.E-20137 has been received from the C.A.A.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority for the commercial operation of C F / E F O as a landplane, day visual flying, until December 25th, 1946. The all-up weight of the aircraft is not to exceed 1,220 lbs.

noted

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

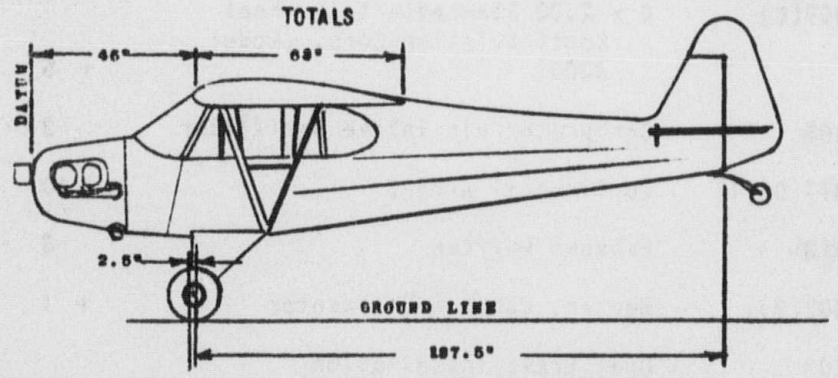
DGJ/KC
c.c. H.Q

ACTUAL WEIGHTS AND BALANCE
MODEL J3C

Serial No. 20137 NC Export

EMPTY WEIGHT "As Weighed"

	Scale Reading	Tare	Net
Left Wheel	325		325
Right Wheel	335		335
Tail Post	64	13	51
TOTALS			711



C. G. Empty "As Weighed" is aft of Wheel C.L. = $\frac{187.5 \times 51}{711} = 13.5"$

Distance from Datum to Wheel C.L. = 46 + 2.5 = 48.5"

C.G. Empty "As Weighed" if aft of Datum = 48.5 + 13.5 = 62.0"

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	WEIGHT	ARM	M-MOM.	WEIGHT	ARM	M-MOM.
Empty Weight "As Weighed"	711	62.0	44100	711	62.0	44100
Oil (1 Gallon)	8	17	136	8	17	136
Fuel (12 Gallons)	72	28	2016			
Fuel (4.17 Gallons)				25	28	700
Pilot (Front Seat)	190	55	10450			
Pilot & Chute (Rear Seat)				190	82	15580
Baggage				20	95	1900
TOTAL	981	57.9	56702	954	65.4	62416

Most Forward C.G. Location = 11.9" aft of Wing L.E.

Approved Most Forward C.G. Limit = 10.6" aft of Wing L.E.

Most Rearward C.G. Location = 19.4" aft of Wing L.E.

Approved Most Rearward C.G. Limit = 22.7" aft of Wing L.E.

Approved By: J. E. Crowley
Weight & Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

Date 9-25-46

412 250

EQUIPMENT INSTALLED

			WEIGHT IN LBS.	ARM ABOUT WING L.E.
☒	101	Propeller: Sensenich 72C-42		(-51)
☒	305(C)	8.00 x 4 (Hayes 841) with tires and expander tube brakes	+ 12	(+3)
☒	304(C)	6 x 2.00 Steerable tail wheel Scott Aviation Corp. (Model 3000)	+ 5	(+197)
☒	105	Carburetor air intake and filter	3	(-44)
☒	311(C)(1)	Continental A-65-8	+10	(-39)
☒	313	Exhaust Muffler	3	(-39)
☒	302(B)	Heater, Cabin & Carburetor	+ 1	(-39)
☒	203	Dual Brake Installation		
☒	205	Scott Aviation Corp. brake pressure unit Model B-711		
☒		Compass - Airpath		

MEWBURN & McHAFFIE

. 1

0,000-2-46

Port of HAMILTON, ONT. Oct. 7 1946

Arriving per AIR

Imported by Cub Aircraft Corp.Ltd

Goods Exported to Canada Direct from USA

Via

(Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

Report No.

Entry No. 130 C

Outport

Port 15153A

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	Total Customs Duty c.	Duty Paid Value $	Duty Paid Value c.	Sales Tax $	Sales Tax c.	Rate of Excise Tax	Excise Tax $	Excise Tax c.	Tariff Item Applied
		1 Piper Cub Special J3C-65 serial 20137		1277.61	1278.	20	255.	60	1534.		122.	72				440L
		Aircraft not including engines, under regulations prescribed by by the Minister														
		Engine 51137968		452.25	452.	17½	79.	10	531.		42.	48				440M
		Engines, when imported for use only in the equipment of aircraft		1729.86	1730.		334.	70			165.	20				
		Piper Oct. 4														

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.) payable to non-residents.

Currency US Amount 1721.25

Cheques etc. must be made payable to the Receiver General of Canada.

The space below this line is reserved for Customs-Excise Officers' use only, and must not be filed in by the importer.

Sales Tax Licence No.

Power of Attorney No. 375 which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

National Revenue Canada Customs and Excise OCT 7 1946 Computing Clerk HAMILTON, ONT.

National Revenue Canada CUSTOMS and EXCISE DUTY PAID OCT 7 1946

INITIALS

DUTY	334.70
SALES TAX	165.20
EXCISE TAX	
TOTAL	499.90

FORM 1

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of owner, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at HAMILTON, ONT. day

of 19 ,

(*Signature*).....

.....*Witness.*

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (4) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day

of 19 ,

(*Signature*).....

.....*Witness.*

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) Or affirmed.

I, (1) the undersigned importer of the (2) mentioned in this entry, do solemnly (3) that such (4) are imported by me for the manufacture of (5) in my own factory situated at (6) and that no portion of the same will be used for any other purpose or disposed of until so manufactured.

Sworn (7) before me this day of 19

(*Signature*).....

.....

Collector or Title of Official authorized to Administer Oaths.

Form MC-L 14
(December 1942)

5

Form Approved
BUDGET BUREAU No. 47-R036-42

United States of America
DEPARTMENT OF STATE

RELEASE CERTIFICATE
For Unlimited License UAC

(ORIGINAL)

Registration No. CF-EFO

Date of Release Certificate

Registered Person's Reference No.

EXPORT—~~IMPORT~~
(Strike out word which does not apply)

Release Certificate No.	U. S. (Country of origin)	Canada (Country of destination)

DEPARTMENT OF STATE,
Washington, D. C.

Port of Entry Hamilton, Canada
Port of Exit Buffalo, New York

The undersigned hereby certifies that the shipment described below consists of arms, ammunition, or implements of war as defined in the President's Proclamation of April 9, 1942; that it is being made in accordance with the rules and regulations of the Department of State pertaining to Unlimited License UAC; that all rules and regulations of the agencies of the United States Government having jurisdiction relating to priorities and allocations have been complied with; and that such priorities and allocations as are required in connection with these shipments have been obtained from the appropriate agencies of the Government. The undersigned also warrants the truth of all statements and answers herein made.

Name of registered person Cub Aircraft Corporation Ltd. By Edwin W. Parkinson
Address Hamilton, Ontario, Canada

(1) Source of material Piper Cub Special, model J3C-65, manufactured by Piper Aircraft Corporation.

(2) Purpose for which to be used Demonstration, personal use, sales, instruction, etc.

(3) Consignor * Piper Aircraft Corporation
Lock Haven, Pennsylvania

(4) Consignee * Cub Aircraft Corporation, Ltd.
Hamilton, Ontario, Canada

(5) Seller in United States * Piper Aircraft Corporation, Ltd.
Lock Haven, Pennsylvania (Applies only to exports)

(6) Purchaser in country of destination * Cub Aircraft Corporation, Ltd.
Hamilton, Ontario, Canada

(7) Ultimate consumer * Cub Aircraft Corporation, Ltd.
Hamilton, Ontario, Canada

(8) Terms of sale Payment upon presentation of invoices to Bank of commerce, Hamilton, Ontario, Canada

Fill in before shipment			Fill in *after* shipment (on duplicate)	
(9) Commodity	(10) Quantity	(11) Value	(12) Quantity	(13) Value
V-1 J3C-65 Piper Cub Special	1	$1721.25		

* Give name and complete address.

16—33302-1

(14) Date of export shipment or importation
October 4, 1946

Form ACA 306
(Rev. 2-1-42)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

CERTIFICATE No. 6

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS FOR EXPORT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is hereby made for a CERTIFICATE OF AIRWORTHINESS FOR EXPORT.

1. Name of applicant Piper Aircraft Corporation
(Print or type name)
Address Lock Haven, Pennsylvania

2. For export to Canada
(Name of country)

3. Foreign purchaser Cub Aircraft Corporation, Limited
(Print or type name)
Address Hamilton, Ontario, Canada

DESCRIPTION OF AIRCRAFT, COMPONENT, OR ACCESSORY

4. Name of manufacturer and model designation Piper Aircraft Corporation - J3C-65

5. Type of component or accessory Complete Airplane
(Complete wing, fuselage, stabilizer, etc.)

6. Manufacturer's serial No. 20137

7. Manufactured under Production Certificate No. 7, in conformity with Type Certificate No. 691

8. Date of construction September 24, 1946 9. Date reconstructed

10. Identification mark assigned aircraft CF-EFO

11. ENGINES

MANUFACTURER	MODEL	SPEC. NO.	SERIAL NO.	HP
Continental Motors Corporation	A-65-8F	205	5137968	65

12. PROPELLER

MANUFACTURER	TYPE (Fixed, adjustable, controllable)	MATERIAL	HUBS—SPEC. NO. Model	HUBS—SPEC. NO. Serial No.	BLADES—SPEC. NO. Model	BLADES—SPEC. NO. Serial No.
Hartzell	Fixed	Wood	7210B40	51187		

This application should be submitted to the local Civil Aeronautics Inspector when the aircraft or component is presented for inspection

[OVER]

16—9408-1

13. The aircraft shall be flight tested immediately prior to inspection for export.

State date of such flight test September 26, 1946 During such test, did the controls, engine, and all instruments function properly? Yes

I CERTIFY that the foregoing statements are true.

Date September 30, 1946

Signature of owner(s) Piper Aircraft Corporation

Virginia Hungiville

Virginia Hungiville, Secretary General

(Title) Sales Manager

THE FOLLOWING INFORMATION SHALL BE FURNISHED

14. A weight and balance report, in duplicate, showing the empty weight of the aircraft as equipped, the weight of each removable item of equipment included therein, and the location of the center of gravity of the empty aircraft. The report should be signed by the applicant or a responsible representative of the applicant and approved by the inspector.

15. A loading schedule, in duplicate, in the case of aircraft for which such a schedule is required by the Administration.

16. Rigging information, in duplicate, where it is possible to rig wings in the field.

REMARKS

IMPORTANT

An aircraft shall be inspected and the weight empty as equipped, in level flying position, determined, and a component or accessory shall be inspected and suitably identified by an inspector of the Civil Aeronautics Administration prior to export.

Only complete aircraft or aircraft units having type approvals in themselves or major assemblies of aircraft structural parts are eligible for a certificate of airworthiness for export.

Items in this class include complete aircraft, aircraft engines, propellers, wheels, floats, skis, position lights, landing flares, safety belts, or a complete wing, tail surface, aileron or fuselage.

NOTE.—Special import requirements of Australia, Canada, Great Britain, and New Zealand may be obtained from the local Civil Aeronautics Inspector, or Washington.

U. S. GOVERNMENT PRINTING OFFICE 16—9408-1

7

AFFIDAVIT

This is to certify that Piper Cub, Model J3C-65 Serial Number 20137, has been test flown at our factory this 26th day of September, 1946, and that the controls, engine and all instruments functioned satisfactorily.

PIPER AIRCRAFT CORPORATION

J. Newman

By F. Gibson

G. Newman
Test Pilot
License (.....5219.....)

State of Penna.

County of Clinton

Subscribed and sworn to before me this 30th day September, 1946.

Notary Public

My Commission Expires January 2, 1949

Form ACA-917
(Rev. 8-1-46)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Piper Aircraft Corporation (Manufacturer),

certify that the aircraft: Piper (Make), J3C-65 (Model),

20137 (Serial number), has been manufactured, under Production Certificate No. 7,*

in conformity with the data forming the basis for Type Certificate No. 691 and any revision or modification thereof approved by the Administration as of September 30, 1946 (Date),

with the exception of the following deviations: None

DATE September 30, 1946

W. C. Jamouneau, Chief Engineer
(Signature)

(Title)

*Delete this phrase if not applicable.

Form ACA-502
(Rev. Feb. 1946)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

9

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the full legal and beneficial title to the following aircraft:

MANUFACTURER OF AIRCRAFT: Piper
MODEL: J3C-65
MANUFACTURER'S SERIAL NO.: 20137
C.A.A. IDENTIFICATION MARK: CF-EFO

That such title to said aircraft is not subject to any mortgage, or other encumbrance, except as follows:

None in the sum of $ -- , in favor of
(Mortgage, mechanic's lien, etc.)
-- whose address is
--

For and in consideration of the sum of $2295.00 dollars, Piper Aircraft Corporation, the undersigned, whose
(Seller)
address is Lock Haven, Pennsylvania, does this 30th day of September, 19 46, sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto
(Purchaser)
Cub Aircraft Corporation, Limited
Hamilton, Ontario, Canada
whose address is , and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONEY WHEREOF, I have set my hand and seal this 30 day of September, 1946

PIPER AIRCRAFT CORPORATION
Virginia Hungiville [SEAL]
(Seller's signature)
Virginia Hungiville
Secretary, General Sales Mgr.

ACKNOWLEDGMENT

STATE OF Pennsylvania
COUNTY OF Clinton } ss:

(INDIVIDUAL OR PARTNER)

On this day of , 19 , before me personally appeared the above-named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed.

(CORPORATION)

On this 30th day of September, 19 46, before me appeared Virginia Hungville to me personally known, who, being by me duly sworn, says that he is the Secretary, General Sales Mgr. of the Piper Aircraft corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of the Board of Directors and said Virginia Hungiville acknowledged the foregoing bill of sale to be the free act and deed of said corporation.

Given under my hand and official seal the day and year above written.

Doris Frye
Notary Public.

MY Commission Expires January 2, 1949

My commission expires , 19
[SEAL]

21666

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10566

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Hartzell 7210B-40.

Actual empty weight: 711 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	PIPER AIRCRAFT CORPORATION - SEPTEMBER 24, 1946
Type	LAND MONOPLANE
Model	PIPER J3C-65
Serial No.	20137
Date	OCTOBER 4, 1946

Charles F. Dycer

Charles F. Dycer, Director
Aircraft & Components Service

CF-EFO

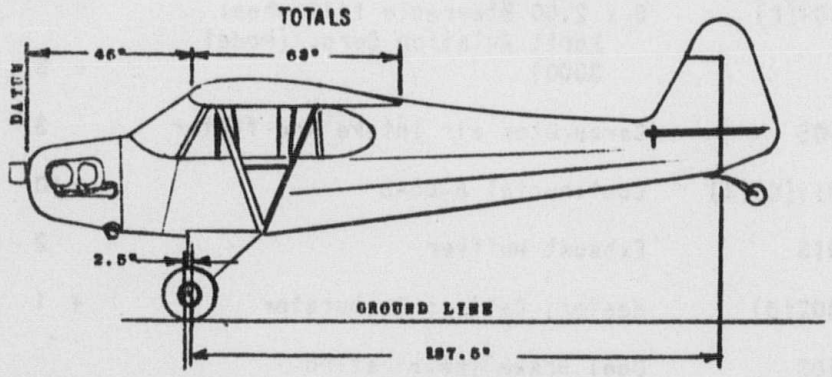
U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

ACTUAL WEIGHTS AND BALANCE
MODEL J3C

Serial No. 20137 ✓ NC Export ✓

EMPTY WEIGHT "As Weighed"

	Scale Reading	Tare	Net
Left Wheel	325		325
Right Wheel	335		335
Tail Post	64	13	51
TOTALS			711



C. G. Empty "As Weighed" is aft of Wheel C.L. : $\frac{187.5 \times 51}{711} = 13.5"$ ✓

Distance from Datum to Wheel C.L. : 46 + 2.5 : 48.5" ✓

C.G. Empty "As Weighed" if aft of Datum : 48.5 + 13.5 = 62.0" ✓

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	WEIGHT	ARM	M-MOM.	WEIGHT	ARM	M-MOM.
Empty Weight "As Weighed"	711	62.0	44100	711	62.0	44100
Oil (1 Gallon)	8	17	136	8	17	136
Fuel (12 Gallons)	72	28	2016			
Fuel (4.17 Gallons)				25	28	700
Pilot (Front Seat)	190	55	10450			
Pilot & Chute (Rear Seat)				190	82	15580
Baggage				20	95	1900
TOTAL	981	57.8	56702	954	65.4	62416

Most Forward C.G. Location : 11.8" aft of Wing L.E.

Approved Most Forward C.G. Limit : 10.6" aft of Wing L.E.

Most Rearward C.G. Location : 19.4" aft of Wing L.E.

Approved Most Rearward C.G. Limit : 22.7" aft of Wing L.E.

Approved By: J E Crowley
Weight & Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

Date 9-25-46

Approved 10-4-46
Allen Wiss CAA

412 250

EQUIPMENT INSTALLED

			WEIGHT IN LBS.	ARM ABOUT WING L.E.
[X]	101	Propeller: Hartzell 7210B-40		(-51)
[X]	305(C)	8.00 x 4 (Hayes 841) with tires and expander tube brakes	+12	(+3)
[X]	304(C)	6 x 2.00 Steerable tail wheel Scott Aviation Corp. (Model 3000)	+ 5	(+197)
[X]	105	Carburetor air intake and filter	3	(-44)
[X]	311(C)(1)	Continental A-65-8	+10	(-39)
[X]	313	Exhaust Muffler	3	(-39)
[X]	302(B)	Heater, Cabin & Carburetor	+ 1	(-39)
[X]	203	Dual Brake Installation		
[X]	205	Scott Aviation Corp. brake pressure unit Model B-711		
[X]		Compass - Airpath		

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-691-5
PIPER
J3C-40
J3C-50
J3C-50S
J3C-65 (Army L-4, L-4A, L-4B, L-4H, L-4J; Navy NE-1)
J3C-65S

AIRCRAFT SPECIFICATION

March 13, 1946

An aircraft complying with the terms of this specification and conforming with the approved data on file with the Civil Aeronautics Administration will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer	Piper Aircraft Corporation Lock Haven, Pennsylvania

I - Model J3C-40 2 PCLM Approved July 14, 1938

Engine	Continental A-40-4 (See Item 311A)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 2575 rpm (40 hp)
Airspeed limits	Level flight or climb 85 mph True Ind. Glide or dive 115 mph True Ind.
Propeller limits	Maximum permissible diameter 81 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front end rear seats
Maximum weight	1025 lbs.
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-39)
Control surface movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101,102,103 and 104 (b).

II - Model J3C-50 2 PCLM Approved July 14, 1938

(Same as Model J3C-40 except engine installation)

Engine	Continental A-50-1 (See Item 311B)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	Maximum permissible diameter 81 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1100 lbs.
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal.(-29)
Control surface	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40
Required equipment	Items 101, 103 and 104(a)

III - Model J3C-50S 2 PCSM Approved July 14, 1938

(Same as J3C-50 except landing gear)

Engine	Continental A-50-1 (See Item 311B)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	With Edo floats: Maximum permissible diameter 76 in. With McKinley floats: Static rpm at maximum permissible throttle setting - not more than 1850; not less than 1775 Diameter - not more than 83 in.; not less than 73 in.
C.G. range	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Edo floats)
(See NOTE 3)	(+13.7)(21.7% MAC) to (+19.7)(31.3% MAC) (With McKinley floats)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats.
Maximum weight	1160 lbs. (With Edo floats) 1130 lbs. (With McKinley floats)
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101, 104(a) and 151.

IV - Model J3C-65(Army L-4, L-4A, L-4B (Navy NE-1), L-4B, L-4H, L-4J - See NOTE 5)2 PCLM Approved July 6, 1939

(Same as J3C-40 except engine installation)

Engine	Continental A-65-1 (See Item 311C)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	Take-off and climb, 2350 rpm (65 hp) All other operations, 2150 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting - not more than 2250 (See NOTE 7) (1) With A-65-1 engine - not less than 2050 (2) With optional engines (Item 311C) - not less than 2000 Diameter - not more than 81 in.; not less than 69.7 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Empty weight C.G. range	(+85) to (+20.3)(See NOTE 10)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling Means	Level top longeron between front and rear seats
Maximum weight	1100 lbs. (See NOTE 4)
No. seats	2 (one at (+9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface Movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.500up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40
Required equipment	Items 101, 102, 103 and 104(a)

22017

V - Model J3C-65S 2 PCSM Approved May 27, 1940

(Same as J3C-65 except landing gear)	
Engine	Continental A-65-1 (See Item 311C)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	Take-off and climb 2350 rpm (65 hp)
	All other operations 2150 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind.
	Glide or dive 122 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting
	A. With Edo floats
	(1) With A-65-1 engine - not more than 2250; not less than 2050
	(2) With optional engines (311C) - not more than 2200; not less than 2000
	B. With McKinley floats
	(1) With A-65-1 engine - not more than 2250; not less than 2150
	(2) With optional engines (311C) - not more than 2200; not less than 2100
	C. With Wollam floats
	(1) With any engine of item 311C - not more than 2250; not less than 2150
	D. With Heath floats
	(1) With A-65-1 engine or any engine of item 311C - not more than 2250; not less than 2150
	Diameter - with Edo and McKinley floats - not more than 76 in.; not less than 69.7 in.
	Diameter - with Wollam and Heath floats - not more than 72 in.; not less than 70 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Edo floats)
	(+13.7)(21.7% MAC) to (+19.7)(31.3% MAC) (With McKinley floats)
	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC)(With Wollam floats)
	(+10.2)(16.2% MAC) to (+17.1)(27.1% MAC) (With Heath floats)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1160 lbs. (With McKinley floats)
	1200 lbs. (With Edo, Wollam, or Heath floats)
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface movements	Elevators 34° up 29° down
	Rudder 30° left 30° right
	Aileron 18° up 18° down
	Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101, 104(a) and 151.

Specifications Pertinent to all Models

Certification basis	Type Certificate No. 691
Production basis	Production Certificate No. 7
Export eligibility	Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook:
	(a) Canada - Landplane
	Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation with item 310(a), or equivalent skis, installed. (Maximum ski height 8-1/2 in., maximum overhang 3-7/16 in. to outer face of brake plate.)
	Seaplane
	(b) Australia - Landplane provided rear spars are reinforced in accordance with Dwg. J3-A140
	Seaplane - not eligible
	(c) Great Britain - Landplane and seaplane provided rear spars are reinforced in accordance with Dwg. J3-A140.
	(d) All other countries except New Zealand

Equipment:
Items included in required lists under specifications pertinent to individual models may not be removed unless replaced by approved equivalent item.
The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly.
Values in inches shown in parenthesis after each item represent horizontal arms to the C.G. of the item measured minus (-) ahead and plus (+) to the rear of the datum.
A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.

Propellers and Propeller Accessories		
1. Propeller - Beech (Roby) R-002 with R-002-205 blades for J3C-65 (L-4J-- See NOTE 5) and J3C-65S)	+15 lbs.	(-51)
A. Pitch setting at 27 in. sta., Low 13°, High 18.5° (with Items 311C (1),(2) or (3)).		
B. Pitch setting at 27 in. sta., Low 9.5°, High 16.5° (with Item 311C (4))		
101. Propeller - wood (fixed or adjustable pitch)		
Engines and Engine Accessories - Fuel and Oil System		
104. Carburetor air heater		
(a) D78C (for J3C-50, J3C-50S, J3C-65, and J3C-65S)	2 lbs.	(-39)
(b) J2-A902 (for J3C-40)	2 lbs.	(-39)
105. Carburetor air intake and filter (Continental A-5810) (for J3C-65, -65S, L-4 Series)	3 lbs.	(-44)
106. Carburetor air scoop and air filter (Skinner Purifiers, Inc. Model S-300-A scoop and F-300 filter)(for J3C-65, J3C-65S and L-4 Series)	+3 lbs.	(-43)
107. Starter and controls - McDowell Mfg. Co. (Installation Dwg. No. 26)	11 lbs.	(-33)
302. Heaters		
(a) Carburetor air, model D723C (for J3C-50, J3C-50S, J3C-65 and J3C-65S)	+1 lb.	(-39)
(b) Cabin and carburetor, model D743-C (for J3C-50, J3C-50S, J3C-65 and J3C-65S)	+1 lb.	(-39)
(c) Cabin and carburetor, model J2-A929 (for J3C-40)	+1 lb.	(-39)
308. Alternate fuel tank (9 gal.)	-3 lbs.	(-18)
311. Engines (Continental (See Engine Specifications Nos. 72, 180, and 205)		(-39)
A. Model J3C-40		
(1) A-40-5	+12 lbs.	
B. Model J3C-50 and J3C-50S		
(1) A-50-2	+6 lbs.	
(2) A-50-3 or A-50-8	+10 lbs.	
(3) A-50-4	+3 lbs.	
(4) A-50-5 or A-50-9	+13 lbs.	
(5) A-50-6	+16 lbs.	
(6) A-50-7	No weight change	
C. Model J3C-65		
(1) A-65-3 or A-65-8	+10 lbs.	
Engine limits		
Take-off and climb, 2300 rpm (65 hp)		
All other operations, 2100 rpm (50 hp)		
(2) A-65-6 or A-65-9	+13 lbs.	
Engine limits - Same as (1)		
(3) A-65-7	No weight change	
(4) A-65-14 (with fixed pitch propeller)		
Engine limits - Take-off and climb, 65 hp, 2300 rpm		
All other operations, 50 hp, 2100 rpm		
312. Revised engine mount (Dwg. D7112-C, change E) for engines incorporating integral rubber bushings	No weight change	
313. Muffler and heater installation	+3 lbs.	(-39)
Landing Gear and Floats		
102. 8.00-4 wheels (Hayes 840) with tires	20 lbs.	(+3)
103. Tail skid	4 lbs.	(+190)
151. Edo 54-1140 floats with water rudder (147 lbs.)	+106 lbs.	(+18)
201. McKinley Pneumatic PF-2 floats (118 lbs.)	+77 lbs.	
Placard float inflation pressure		
Minimum operating internal pressure	1.25 p.s.i.	
Maximum operating internal pressure	1.75 p.s.i.	
Recommended operating internal pressure	1.50 p.s.i.	
203. Dual brake installation (Drawing D4101-C)		

Landing Gear and Floats (Continued)		
204. Heath model 1460A Float Installation (J3C-65S only) (166 lbs.) Bungee must be installed in the elevator control system per Piper Drawing No. 80352	+ 121 lbs.	(+14)
205. Scott Aviation Corporation Model B-711 brake pressure unit	Neglect weight change	
206. Edo 60-1320 floats with water rudders (171 lbs.) (Maximum seaplane weight 1200 lbs.)	+ 130 lbs.	(+17)
207. Scott model 4200-E1 hydraulic parking brake valve (See Scott Bulletin No. 1-116, Parking Brake Installation Instructions)	Neglect weight change	
304. (a) 6x2.00 steerable tail wheel - Aircraft Associates	+3 lbs.	(+197)
(b) 6x2.00 steerable tail wheel - Scott Aviation Co. (Model CST-12)	+3 lbs.	(+197)
(c) 6x2.00 steerable tail wheel - Scott Aviation Corporation (Model 3-21)	+5 lbs.	(+197)
305. Wheels		
(a) 18x8-3 (Goodyear 3LNBM) with tires	-2 lbs.	(+3)
(b) 7.00-4 (Shinn 2A or 2AV) with tires	-1 lb.	(+3)
(c) 8.00-4 (Hayes 841) with tires and Expander Tube brakes	+12 lbs.	(+3)
307. Wheel Streamlines	6 lbs.	(+3)
310. Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum ground clearance. The maximum standard weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is less)	Use actual weight change	
(a) Piper S-1000 (Maximum 1200 lbs.)		
(b) Fairbanks MF-5 (Maximum 1310 lbs.)		
(c) Federal SA-1 (Maximum 1200 lbs.)		
(d) Federal SC-1 (Maximum 1400 lbs.)		
(e) Aviation Service B (Maximum 1100 lbs.)		
(f) Air Transport 1220-480 (Maximum 1220 lbs.)		
(g) Air Transport 1460-580 (Maximum 1460 lbs.)		
(h) Marston MFS-1600 (Maximum 1600 lbs.)		
(i) Heath 655 (Maximum 1310 lbs.)		
(j) Heath 725 (Maximum 1450 lbs.)		
(k) Air Transport 1224-580-1 (Maximum 1220 lbs.)		
(l) Marston MFS-1200 (Maximum 1200 lbs.)		
(m) Wollam W-1650 (Maximum 1650 lbs.)		
(n) Heath 725A (Maximum 1450 lbs.)		
(o) Federal SKT-1 (Maximum 1400 lbs.)		
(p) Federal SA-2 (Maximum 1400 lbs.)		
(q) Federal SC-2 (Maximum 1650 lbs.)		
(r) Washington Aircraft 1200 (Maximum 1200 lbs.)		
315. Wollam model 1200 plywood float installation (J3C-65S only) (182 lbs.) Bungee must be installed in the elevator control system per Piper Drawing C-85	+137 lbs.	(+16)
Electrical and Radio Equipment		
202. Radio equipment		
(a) On ceiling of cabin	7 lbs.	(+26)
(b) On rear shelf	15 lbs.	(+70)
(c) Antenna	4 lbs.	(+46)
(d) On ceiling of cabin	13 lbs.	(+21)
(e) Power supply unit	9 lbs.	(-7)
303. Batteries (a) (Exide 3AC-7)	10 lbs.	(-19)
(b) (Willard SYR-7-3)	10 lbs.	(-19)
(c) (Reading 3-BRL-6)	8 lbs.	(+41)
(d) (Reading 324 LD (with box))	16 lbs.	(-19)
314. Generator installations (wind driven)		
(a) General Armature AG-40	11 lbs.	(+3)
Interior Equipment		
301. Parachutes (a) Front	20 lbs.	(+9)
(b) Rear	20 lbs.	(+36)
401. Cabin heater installation - surface combustion model AAV-15M-L2 (L-4A and L-4B only)	10 lbs.	(+53)
402. Windshield defroster	1 lb.	(-17)
Miscellaneous (Not listed above)		
200. Miscellaneous items as noted in approved weight and balance report.	Neglect weight change	
306. Emergency exit	Neglect weight change	
309. Friese type ailerons replacing unbalanced type	Neglect weight change	
501. Two hinge tail surfaces (Dwgs. D-4152-C and D-4157-C)	Neglect weight change	

NOTE 1. (Deleted - November 7, 1942)

NOTE 2. Placard front cockpit of model J3C-50, J3C-65, J3C-50S with McKinley floats and J3C-65S with McKinley floats. "Solo flying fron rear seat only." Manufacturer recommends that all J3C airplanes be flown solo from rear seat.

NOTE 3. Serial Nos. 4373, 4419, 4435, 4438, 4445, 4446, 4447, 4449, 4450, 4451, 4452, 4457, 4458, 4459, 4460, 4464, 4466, 4467, 4469, 4471, 4473, 4474, 4475, 4477, 4478, 4495, and 4502 eligible with the following C.G. range:

Landplane (+10.6) to (+21.5)
Seaplane (Edo floats) (+10.6) to (+18.5)
Seaplane (McKinley floats) (+13.7) to (+18.5)

NOTE 4. A. Serial Nos. 7842, 7845 to 7883, inclusive, 7912 and up, of Model J3C-65 are eligible for 1170 lbs. maximum weight. These airplanes are also eligible for 1220 lbs. maximum weight provided the landing gear is revised in accordance with Piper Dwgs. Nos. 31472 and 31423.

B. Serial Nos. prior to 7912, and not included above, of model J3C-65, are eligible for 1100 lbs. maximum weight. These airplanes are also eligible for 1170 lbs. maximum weight provided the lift struts and attachments are revised in accordance with Piper Dwgs. Nos. 12352, 13233 and 21642 and for further increase to 1220 lbs. upon revision of the landing gear in accordance with Piper Dwgs. Nos. 31472 and 31423.

C. Serial Nos. 10339 and up and 2356-A, 2357-A and up of model J3C-65 eligible for 1220 lbs. maximum weight.

NOTE 5. Army L-4 (previously Army O-59) is the same as Model J3C-65. Army L-4A (previously Army O-59A) and Army L-4B are the same as Model J3C-65 except for transparent turtledeck enclosure, revised rear seat with seat back belts, addition of rear shelf and rear floorboard. Army L-4H is same as L-4A except for C.F. radio equipment and revised method of installing the transparent cockpit enclosure.

Army L-4J same as any L-4, L-4A, L-4B and L-4H except for installation of Propeller, item 1.

NOTE 6. No aircraft of these models shall be eligible for original certification with single ignition engines after August 1, 1941. In addition, no aircraft of these models shall be eligible for recertification with single ignition engines unless such aircraft were either previously certificated with single ignition engines or were originally certificated prior to August 1, 1941.

NOTE 7. For model J3C-65 with Freedman-Burnham propeller, static rpm at maximum permissible throttle setting not more than 2200.

NOTE 8. Army TG-8 gliders having serial numbers G-1 and up are eligible for certification as J3C Series airplanes under the provisions of this specification, provided that they have been converted to J3C airplanes and are in conformity with the approved Piper data. Conversion procedure is given in Safety Regulation Release No. 188.

NOTE 9. The following parts from TG-8 gliders can be used directly on Piper J3 series airplanes. The replacement of such complete component parts is considered a minor repair in accordance with CAM 18.3006:

Tail surfaces; Landing gear tires and wheels; Tail wheel; Wings, provided the spoiler and spoiler controls are removed; The control system from (and including) the middle occupant aft; Wing struts; Instruments, same as or equivalent to those used on powered aircraft.

The fuselage primary structure of the TG-8 glider aft of the main landing gear fittings can be used on Piper J3 series airplanes; however, the use of such parts entails a major repair and must be handled as such in accordance with CAM 18.

NOTE 10. If the empty weight C.G. of a particular airplane falls within the range given, and the placard, "Solo flying in rear seat only" is installed, it is not necessary to check the critical forward and aft loading conditions. If the empty wt. C.G. does not fall within the empty wt. C.G. limits given, those conditions should be checked to determine whether the airplane will remain within the approved C.G. limits. In cases where it is possible to load an airplane in a manner not covered herein (i.e. extra tanks, extra seats, etc.) the usual complete calculations should be made.

(SEE ALSO PERTINENT "AIRWORTHINESS DIRECTIVE")

Charles F. Dyer
Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
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21027

SUPERSEDES AD-249

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AD-301
PIPER

J-3	ATC 660
J3C-40	TC 691
J3C-50	TC 691
J3C-50S	TC 691
J3C-65 (Army L-4, L-4A, L-4B, L-4H)	TC 691
J3C-65S	TC 691
J3P	TC 695

April 15, 1944

AIRWORTHINESS DIRECTIVE

IT IS THE OWNER'S RESPONSIBILITY TO KEEP HIS AIRPLANE IN AN AIRWORTHY CONDITION. COMPLIANCE WITH THE NOTES CONTAINED IN THIS DIRECTIVE IS CONSIDERED NECESSARY FOR MAINTAINING ITS AIRWORTHINESS.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded. (In the case of Air Carriers, the Directive may be kept at the operator's main base.)

An inspection or revision in accordance with these NOTES must be made at the next periodic inspection, or immediately if so noted, and, in the case of the "INSPECTION NOTES", at each subsequent periodic inspection or at the interval stated in the NOTE. "SPECIAL NOTES" need be complied with once only. The aircraft and engine mechanic making the periodic inspection must make an entry in the airplane (or engine) log book attesting to his inspection in compliance with these NOTES. (In the case of Air Carriers, compliance may be noted in the maintenance base records.)

The NOTES listed below are based on service experience and are forwarded in an endeavor to assist in maintaining the airworthiness of your airplane. In addition, recommendations contained in manufacturer's service bulletins not necessarily referred to in these NOTES should always be given careful consideration. If you have sold your airplane of the above noted model, please forward this list to the new owner.

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INSPECTION NOTE 1. (August 7, 1940) (Applies only to models J3C-65 and J3C-65S airplanes equipped with Freedman-Burnham propeller)

INSPECTION REQUIRED EVERY 10 HOURS OF OPERATION.

Inspect the Freedman-Burnham propeller blades, models P-201-70 and P-201-72, for cracks and loose rivets in accordance with Airworthiness Maintenance Bulletin No. 31.

INSPECTION NOTE 2. (September 4, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

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INSPECTION NOTE 3. (November 10, 1941)(Applies to all landplane models)
Inspect the landing gear and lift struts in accordance with Airworthiness Maintenance Bulletin No. 36. The serial numbers affected by the three sections of the bulletin are listed below:

Section I - All serial numbers.
Section II - Serial numbers 4650 to 5580, inclusive
Section III - Serial numbers up to and including 5718, 5721, 5722, 5723, 5725, 5727, 5729 to 5734, incl., and 5736 to 5755, incl.

INSPECTION NOTE 4. (November 2, 1942; revised April 15, 1944)(Applies only to models J3C-65 and J3C-65S)
Magnaflux all Continental model A-65 Series engine crankshafts manufactured prior to November 1941. The year of manufacture of the engine is indicated as the next to last digit of the engine serial number. For example, in serial No. 623818 the (1) indicates 1941 as the year of manufacture. These crankshafts incorporate 1-3/16-inch diameter instead of 1-inch diameter crankpin lightening holes which are in all crankshafts manufactured subsequent to that date. In magnafluxing, particular attention should be paid to the fillets of the Nos. 1 and 2 connecting rod journals. The inspection should be conducted as follows:

1. Before exceeding 300 hours of operation.
2. At once if the shaft has operated more than 300 hours since new and has had no magnaflux inspection.
3. At intervals not exceeding 500 hours after first magnaflux inspection.

Any crankshaft manufactured prior to November 1941 should not be reground on the crankpins, but should be replaced as soon as practicable with one manufactured subsequent to that date after which the above special inspections do not apply. (Continental Service Bulletin No. M42-7, dated October 13, 1942, partially covers this same subject.)

INSPECTION NOTE 5. (July 10, 1943)
Inspect the stabilizer rear support bearing and the link tube at the adjustment yoke for binding. If binding is present, the attachments must be disassembled and all bearing surfaces cleaned. The stabilizer rear support bearing brackets and the link tube attachment fittings should be inspected for cracks and defective parts replaced. If not already present, a 1/4-in. oil hole should be drilled in the top center of the rear support bearing tube and also 3/4 in. inboard of each attachment lug on the link tube. (Piper Service Bulletins No. 43 dated December 9, 1941, and No. 68 dated April 30, 1943, cover this same subject.)

INSPECTION NOTE 6. (February 3, 1944)
INSPECTION REQUIRED IMMEDIATELY AND EACH 25 HOURS OF OPERATION THEREAFTER.
Inspect the turnbuckle to horn attachments at the elevator, rudder and ailerons to ascertain that they are free swiveling. If the attaching belt has been drawn up too tightly on the fork end of the turnbuckle, resulting in binding at the joint, the bolt should be loosened so that it is free swiveling. If the turnbuckles have been bent or damaged in any way, they should be replaced.
No further inspection is required at any of the above locations when an AN-23-12 clevis bolt is installed with <u>one</u> AN-960-10 washer, in place of the standard AN-3 bolt. This assembly should swivel freely.
(Piper Service Bulletin No. 70, dated October 14, 1943, covers this same subject.)

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INSPECTION NOTE 7. (February 3, 1944) (Applies only to serial Nos. up to and including 10055)

Carefully inspect both ends of the exhaust muffler for cracks at or near the weld beads at the attachment of the muffler outer shell to the end plates. Cracks, when found, should be repaired by drilling a small hole (No. 30 drill) just beyond the visible extremities of the cracks and then welding the crack, using a suitable stainless steel welding rod such as Oxweld No. 28.
(Piper Service Bulletin No. 71, dated October 15, 1943, covers this same subject.)

INSPECTION NOTE 8. (February 3, 1944)

INSPECTION REQUIRED IMMEDIATELY AND AT EACH PERIODIC INSPECTION THEREAFTER UNTIL REINFORCEMENTS ARE MADE.

Inspect the floorboard attachment lugs at the welds to the fuselage cross tubes immediately for cracks or failures. If any evidences of failures are found an immediate repair should be made by attaching the floorboard adjacent to the failed part by a clamp fastened about the tubular fuselage structure.

The clamps may be made from S.A.E. 1025 steel strip .045" x 3/4" or obtained from the Piper Aircraft Corporation. The clamps should be attached to the floor boards using 10-32 x 3/4" machine screws with plain nuts and star lock washers or their equivalent.

At the next periodic inspection, redesigned lugs obtainable from the Piper Corporation should be installed, or the failed lugs rewelded. In the event that the old lugs are rewelded the repair clamps should be permanently installed to provide additional strength.

An alternate and more permanent method of repair which may be used at the owner's discretion is as follows:

All defective lugs should be immediately repaired by welding up the cracks and by laying on an additional lug 3/4-inch wide by .049 inch thick (1025 steel) on top of the old lug. The new lug should be long enough to wrap at least one quarter way around the fuselage cross tube. The wrap end should be cut to a 60 degree scarf point, and the lug should be welded to the fuselage cross tube and to the old lug, except, that it need not be welded to the old lug more than 3/4-inch outboard from the fuselage tube. All bolt holes should be drilled to coincide with the old holes and, if required, longer rudder pedal attachment bolts should be installed.

(Piper Service Bulletin No. 72 dated December 27, 1943, covers this same subject.)

<u>The following NOTES need be complied with once only.</u>

SPECIAL NOTE 1. (Oct. 15, 1940; revised Nov. 22, 1940, April 21, 1941 and Feb. 26, 1942) (Applies only to serial Nos. up to and including 5611)

Install the tension coil spring (forwarded to owners by Piper) on the fuel control valve in accordance with Piper Service Bulletin No. 32. Also ascertain if the fuel valve is equipped with "ON" and "OFF" stops or that suitable equivalent means are provided to limit the valve travel to the "ON" and "OFF" positions. In the event that such stops or suitable equivalent means are not provided the fuel valve should be lightly safetied in the "ON" position.

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SPECIAL NOTE 2. (September 30, 1941) (Applies only to models J3C-50, J3C-50S, J3C-65 and J3C-65S)

Ascertain that the complete engine model designation is shown on the name plate (i.e., A-65-8) in accordance with Continental Service Bulletin No. 41-J2, as the series designation was omitted on some of the following engines:

A-50 Up to serial No. 139819, inclusive
A-65 Up to serial No. 1089618, inclusive

SPECIAL NOTE 3. (September 30, 1941) (Applies only to seaplane serial Nos. 5983 and 7198)

Install the revised elevator bungee system in accordance with Piper Service Bulletin No. 42.

SPECIAL NOTE 4. (September 30, 1941) (Applies only to serial Nos. 2305 to 6530, inclusive)

Solder the reinforcing patch to the fuel tank at the outlet fitting in accordance with Piper Service Bulletin No. 40.

SPECIAL NOTE 5. (November 10, 1941) (Applies only to serial Nos. noted)

Ascertain that no interference exists between the elevator control system and the front and rear seat canvas in all serial Nos., in accordance with Part A of Piper Service Bulletin No. 45, and that sufficient clearance exists between the front rudder pedals and the firewall footwells on serial Nos. 1999 to 5099, 5061 to 5076 and 5106, in accordance with Part B of Piper Service Bulletin No. 45.

SPECIAL NOTE 6. (February 26, 1942) (Applies only to serial Nos. 5535, 5547, 5601, 5607, 5608, 5609 and 5612 to 8175, inclusive)

Rework and safety the fuel control swivel fitting by replacing the plain nut and lockwasher with a shear nut (AN320-3) and cotter pin (AN380-2). The stud should be drilled with a No. 50 drill (0.70) to accommodate the cotter pin. During reassembly, care should be taken that the control wire is drawn well into the fitting recess and the free end straightened to be parallel with the main section. (Piper Service Bulletin No. 53, dated January 1942, covers this same subject.)

SPECIAL NOTE 7. (February 26, 1942) (Applies only to serial Nos. up to and including 8177)

Install .040 safety wire on all control system turnbuckles in place of .032 wire. (Piper Service Bulletin No. 52, dated January 1942, covers this same subject.)

SPECIAL NOTE 8. (February 26, 1942) (Applies only to serial Nos. up to and including 8177)

Inspect all tail brace wire fittings for cracks and replace the reinforcing plates (Part No. J3-54), which are installed under the bolt head and nut at the fin tail brace rod clevis, with formed end washer No. 40131. (Piper Service Bulletin No. 49, dated February 1942, covers this same subject.)

SPECIAL NOTE 9. (September 1, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

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SPECIAL NOTE 10. (September 1, 1942) (Applies only to serial Nos. 6117, 6130, 6205, 6276 and 6282 to 9101, inclusive)

Inspect the stabilizer aluminum yoke casting, Piper Part No. 40791, for cracks occurring on the bosses through which the stabilizer adjustment screw passes. If any cracks are apparent, the part should be replaced before further operation of the airplane. (Piper Service Bulletin No. 63, dated August 28, 1942, covers this same subject.)

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The following NOTES which were deleted September 1, 1942, are now reinstated and shall be complied with.

SPECIAL NOTE. (Inspection required on regular itinerary and subsequent annual inspections required - November 7, 1938) (Applies only to models J-3 and J3C-40)

Ascertain that inspection has been made and entry made in log book stating that the propeller hub has been thoroughly inspected at each regular 25 hour line inspection for cracks between the lightening holes at the rear flange. Hub need not be removed for this inspection. Hubs affected have 3/4 in. diameter lightening holes and fillet at the base of the rear flange. Hubs in which cracks have been detected must be removed from service immediately.

SPECIAL NOTE. (Annual inspection required - March 14, 1939)

Inspect control cables in vicinity of fairleads. On airplanes prior to serial No. 2775, all worn (bright and shiny or frayed) cables must be replaced with 1/8 in. diameter (7x19) extra flexible cable.

SPECIAL NOTE. (Annual inspection required - April 27, 1939) (Applies to serial Nos. below 2737)

Ascertain that the fuselage attachment lugs for the front cross tube support of the rear seat have been inspected for length of weld and proper location of the bolt hole in accordance with Airworthiness Maintenance Bulletin No. 9.

SPECIAL NOTE. (Annual inspection required - March 29, 1940, revised September 30, 1941) (Applies to serial Nos. 2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 to 4436, inclusive)

Ascertain that suitable safety device has been installed over the fire extinguisher retainer bracket in accordance with Airworthiness Maintenance Bulletin No. 23.

SPECIAL NOTE. (Annual inspection required - November 22, 1940)

Inspect the cabin pyralin roof for deterioration, embrittlement and adequate attachment to prevent this center section covering from blowing off in flight.

SPECIAL NOTE. (Annual inspection required - March 4, 1941) (Applies to all models except J3P)

Ascertain that an appropriate entry has been made in the log book, outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

S-2/075

The following NOTE which was deleted November 2, 1942, is now reinstated and shall be complied with.

INSPECTION NOTE. (March 14, 1939) (Applies to serial Nos. below 2704)
The tail brace wires (4) must be replaced every 250 hours unless (1) equipped with special longshank brass nipples enclosing all threads (8 required) which were offered to owners in Piper Service Bulletin No. 18, or (2) altered in accordance with C.A.A. Maintenance Bulletin No. 1.

The following NOTE was deleted July 10, 1943, since it is not longer applicable.

INSPECTION NOTE. (February 26, 1942)
Make a careful inspection of the engine mount for cracks in accordance with Piper Service Bulletin No. 51.

The following NOTES which were deleted July 10, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (January 2, 1941) (Applies only to models J3C-65 and J3C-65S)
Replace the coil in airplanes equipped with Bendix-Scintilla SF4L-8, SF4L-9, SF4R-8 or SF4R-9 magnetos in accordance with Airworthiness Maintenance Bulletin No. 33.

SPECIAL NOTE. (February 5, 1941) (Applies only to airplanes equipped with Federal skis)
Federal SC-1 or SC-2 skis must be reinforced by the installation of a reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal Aircraft will supply material and instructions on request.

SPECIAL NOTE. (April 21, 1941) (Applies only to serial numbers 1999 to 6270, inclusive)
Install a 1/16 inch thick steel reinforcing plate at the intersection of the steel channels to which the right rear edge of the windshield attaches and the steel channel to which the hinges of the upper section of the cockpit enclosure attach, as specified in Piper Service Bulletin No. 35.

SPECIAL NOTE. (July 10, 1941) (Applies only to models J3C-50, J3C-50S, J3C-65 and J3C-65S)
Install the stainless steel oil filler cap spring (Continental Part No. 22060) on the following engines in accordance with Continental Service Bulletin No. 40-3:

Engine Model	Engine Serial No.
A-50 series	Up to No. 1332 (inclusive)
A-65 series	Up to No. 4304 (inclusive)

A. A. Vollmecke
Chief, Aircraft Engineering Division

JS:CP
S-21075

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	175, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	O(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S	- -	- -	- -	- -	- -
	Auto-Lite 18A-1	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Wet - 4½	- -	- -	- -	- -	---
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector or Excello Model A42	3 4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

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NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

Starter	Weight, lbs.
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type GP 8527	4
AC type 1523843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40522	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	575897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer
Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

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SUPERSEDES P-658

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

P-678
HARTZELL
All Wood Propellers

March 6, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch or oak constructions with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Hartzell Propeller Company, Piqua, Ohio

Model	Cert. Basis*	Max., Except Take-off		Dia.	Std. Pitch	Hub Drilling			Hub Dimensions		Weight (lbs.)	Notes
		HP	RPM			No. Holes	Dia. Holes	Dia. Bolt Circle	Dia.	Thick-ness		
	(TC)											
15	616	180	1800	106"	52"	8	9/16"	6-11/16"	9-1/4"	6-1/2"	33	1,2
43K10107	813 (Same as 7210B-42)											
43K26463	814 (Same as 8611D-57)											
44K13997	821 (Same as 8612E-69)											
44K18151	822 (Same as 8613E-54)											
44K15005	837 (Same as 8516E)											
50	30	220	2000	102"	64"	8	1/2"	6.693"	9-1/4"	6-1/2"	33	1,2
316	373	65	1950	81"	43"	6	13/32"	4-9/16"	7"	4"	17	2
318	373	65	1950	81"	43"	6	13/32"	4-9/16"	7"	4"	19	2
322	29	102	1400	104"	60"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
322-A	29	102	1400	104"	60"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
324	496	65	1950	84"	43"	6	13/32"	4-9/16"	6-1/2"	4"	19	2
345	617	125	1950	96"	48"	8	3/8"	5-1/4"	6-3/4"	4"	23	1,2
363	29	102	1400	104"	52"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
366	29	102	1400	104"	60"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
367	29	102	1400	102"	64"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
368	29	102	1400	102"	60"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
370	29	102	1400	102"	56"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
372	29	102	1400	104"	57"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
309	381	175	2000	102"	52"	8	1/2"	6-11/16"	8-1/4"	6"	31	2
400	411	125	2050	93"	53"	8	3/8"	5-1/4"	7-1/4"	4"	21	2
400-K	411	125	2050	93"	53"	8	3/8"	5-1/4"	7-1/4"	4"	21	2
401	417	125	1925	93"	56"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
409	412	125	2050	93"	58"	8	3/8"	5-1/4"	7-1/2"	4"	20	2
409-W	412	125	2050	93"	58"	8	3/8"	5-1/4"	7-1/2"	4"	20	2
413	446	180	1800	104"	60"	8	9/16"	6-11/16"	9-1/4"	6-1/2"	39	2
419	618	100	2100	78"	56"	8	3/8"	4-23/32"	7"	4-1/2"	18	2
419-A	511	100	2100	78"	52"	6	13/32"	4-21/32"	7-1/4"	4-3/8"	19	2
419-B	594	90	2250	78"	52"-50"	6	13/32"	4-9/16"	7"	4-1/8"	19	2,8
420	619	90	1975	84"	52"	6	13/32"	4-9/16"	7"	4-1/8"	21	2
421	620	150	1450	102"	70"	8	1/2"	6.693"	9"	7-1/4"	43	2
430-B	769	145	2050	96"	40"	8	3/8"	5-1/4"	8"	4"	20	2
430-D	769	145	2050	98"	36-1/2"	8	3/8"	5-1/4"	8"	4"	20	2
433	621	175	2000	101"	56"	8	1/2"	6-11/16"	9-1/4"	6-1/2"	31	2
436	505	65	1950	83"	46"	6	13/32"	4-9/16"	7"	4"	16	2
447	505	65	1950	83"	44"	6	13/32"	4-9/16"	7"	4"	16	2
462	500	145	2050	83"	68"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
463	505	65	1950	80"	44"	6	13/32"	4-9/16"	7"	4"	16	2
464	505	65	1950	78"	44"	6	13/32"	4-9/16"	7"	4"	16	2
485	444	26	2400	64"	33"	6	3/8"	4-31/32"	6-1/2"	2-9/16"	7	2

* Production basis Production Certificate No. 10

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Dimensions Dia.	Hub Dimensions Thickness	Weight (lbs.)	Notes
	(TC)											
500	622	75	1975	80"	48"	6	3/8"	4-19/32"	7"	3-11/16"	17	2
503	623	100	2100	78"	60"	6	3/8"	4-11/16"	7"	4-1/4"	18	2
520	431	125	1925	93"	57"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
524	505	65	1950	81"	44"	6	13/32"	4-9/16"	7"	4"	16	2
533	391	125	2050	93"	56"	8	3/8"	5-1/4"	7-1/8"	4"	20	2
548	419	145	2050	93"	54"	8	3/8"	5-1/4"	7-1/8"	4"	20	2
556	394	125	2050	91"	52"	8	3/8"	5-1/4"	7-1/8"	4"	20	2
559	650	125	2050	91"	57"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
559-B	501	125	2050	90"	57"	8	3/8"	5-1/4"	7-1/8"	4"	22	2
571	505	65	1950	81-1/2"	45"	6	13/32"	4-9/16"	7"	4"	16	2
588	624	125	1950	98"	46"	8	3/8"	5-1/4"	7-1/4"	4"	26	1,2
610	625	36	2400	72"	30"	6	3/8"	4-31/32"	5-1/2"	2-9/16"	8	1,2
629	622	75	1975	82-1/2"	48"	6	3/8"	4-19/32"	6-1/2"	3-3/4"	18	2
631	626	165	2000	98-3/4"	56"	8	1/2"	6-11/16"	8-3/4"	6-1/2"	30	2
638	627	750	1050	158"	140"	12	3/4"	10-7/16"	14-3/16"	4-7/8"	166	2,4
640	628	165	2000	102"	48"	8	1/2"	6-11/16"	9-1/4"	6-1/8"	29	2
642	629	165	2000	98-3/4"	54"	8	1/2"	6-11/16"	9-1/4"	6-1/2"	30	2
660	630	750	1050	154"	152"	12	3/4"	10-7/16"	14-3/16"	4-7/8"	166	2,4
667)	(631	225	2100	98"	66"-58"	8	1/2"	6.693"	9-1/4"	6"	29	2,8
667)	(631	225	2100	98"	66"-58"	8	7/16"	7"	9-1/4"	6"	29	8
667K	631	225	2100	98"	66"-58"	8	.640	6-11/16"	9-1/4"	6"	29	8
669	632	210	2000	99"	68"	8	1/2"	6-21/32"	9-1/4"	6"	30	2
669-A	378	210	2000	96-3/4"	68"	8	1/2"	6.693"	9-1/4"	6"	30	2
669-C	563	225	2000	96-1/2"	68"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-D	378	210	2000	96-3/4"	68"	8	1/2"	6-11/16"	9-1/4"	6"	30	2
669-E	488	225	2000	99-1/2"	68"	8	1/2"	6-11/16"	9-1/4"	6"	30	2
669-F	458	225	2000	97"	69"	8	1/2"	6-11/16"	9-1/4"	6"	30	2
669-G	461	225	2000	99"	68"	8	1/2"	6-11/16"	9-1/4"	6"	30	2
669-I	502	225	2000	95"	77"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-J	502	225	2000	95-1/2"	75"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-K	502	225	2000	96"	73"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-L	502	225	2000	95"	77"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-M	502	225	2000	97"	77"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-O	502	225	2000	97"	77"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
670	633	170	2125	93"	57"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	2
671	634	160	1975	91"	57"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	2
671-A	634	160	1975	90"	61"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	3
671-B	634	160	1850	92"	60"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	3
671-C	634	160	1850	94"	60"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	3
675	635	125	2175	82"	56"	8	3/8"	5-1/4"	7-1/4"	4"	14	2
675-A	635	125	2175	81"	48"	8	3/8"	5-1/4"	7-1/4"	4"	14	2
675-B	635	125	2175	80"	60"	8	3/8"	5-1/4"	7-1/4"	4"	14	2
675-C	635	120	2100	84"	57"	8	3/8"	5-1/4"	7-1/4"	4"	14	3
706	500	145	2050	83"	64"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
706-A	460	125	2050	83"	64"	8	3/8"	5-1/4"	7-1/4"	4"	20	2
706-B	460	145	2050	83"	67"	8	3/8"	5-1/4"	7-1/4"	4"	20	2
706-C	500	145	2050	86"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
706-D	500	145	2050	86"	63"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
706-E	460	145	2050	83"	67"	8	3/8"	5-1/4"	7-1/4"	4"	20	2
706-EI	460	145	2050	83"	67"	8	3/8"	5-1/4"	7-7/8"	4"	20	3
706-I	460	145	2050	82"	64"	8	3/8"	5-1/4"	7-1/4"	4"	20	3
707	457	225	2000	90"	80"	8	1/2"	6-11/16"	9-1/4"	6"	26	2
707-A	497	225	2000	90"	77"	8	1/2"	6-11/16"	9-1/4"	6"	26	2
710	484	95	2100	84"	55"	8	3/8"	4-11/16"	6-1/2"	3-27/32"	16	2

* Production basis Production Certificate No. 10

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Dimensions Dia.	Hub Dimensions Thickness	Weight (lbs.)	Notes
	(TC)											
711-A	467	250	2000	99"	71"	8	3/8"	6-3/4"	9-1/4"	6"	30	2
711-B	467	250	2000	99"	76"	8	3/8"	6-3/4"	9-1/4"	6"	30	2
711-C	467	250	2000	99"	75"	8	3/8"	6-3/4"	9-1/4"	6"	30	2
714	503	145	2050	82"	80"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
714-A	503	145	2050	83-1/2"	78"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
714-B	503	145	2050	83"	76"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
714-D	503	145	2050	83-1/2"	78"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
714-E	503	145	2050	82"	78"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
717	520	110	2420	83"	40"	8	3/8"	4-21/32"	6-1/2"	4-7/16"	19	2
718	499	125	2200	77"	66"	8	3/8"	5-1/4"	6-5/8"	3-15/16"	15	2
718-A	512	125	2200	77"	68"	8	3/8"	5-1/4"	6-5/8"	3-15/16"	18	2
718-C	499	125	2200	77"	66"	8	3/8"	5-1/4"	6-5/8"	3-15/16"	15	2
718-F	499	70	1950	76"	57"	6	13/32"	4-5/8"	6-1/2"	4"	13	3
718-G	499	70	1950	79"	55"	6	13/32"	4-5/8"	6-1/2"	4"	16	3
718-H	499	125	2200	77"	75"	8	3/8"	5-1/4"	6-5/8"	3-15/16"	15	3
729	509	150	2350	83"	60"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-A	509	150	2350	84"	60"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-B	509	150	2350	84"	58"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-C	509	150	2350	85"	60"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-D	509	150	2350	85"	58"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-E	509	150	2350	80"	68"	8	3/8"	5-1/4"	7-3/4"	4"	20	2
736	541	125	2175	80"	56"	8	3/8"	5-1/4"	6-1/2"	3-15/16"	15	2
736-A	541	125	2175	80"	56"	8	3/8"	5-1/4"	6-1/2"	3-15/16"	15	2
736-B	541	125	2175	80"	51"	8	3/8"	5-1/4"	6-1/2"	3-15/16"	15	2
740	530	55	2125	79"	43"	8	3/8"	5"	6-1/2"	3-3/4"	14	2
741	523	98	2100	83"	50"	6	13/32"	4-23/32"	6-15/16"	3-3/4"	18	2
742	524	115	2250	81"	55"	6	13/32"	4-23/32"	6-15/16"	3-3/4"	18	2
742-A	524	120	2225	81"	54"	6	13/32"	4-5/8"	7"	4"	18	3
A-752	561	145	2050	90"	60"	8	3/8"	5-1/4"	8-1/8"	4"	21	3
752	561	145	2050	90"	60"	8	3/8"	5-1/4"	7-1/2"	4"	21	2
752-E	582	145	2050	93"	69"	8	3/8"	5-1/4"	7-3/4"	4"	22	2
752-F	582	145	2050	92"	66"	8	3/8"	5-1/4"	7-3/4"	4"	22	2
752-G	582	145	2050	90"	58"	8	3/8"	5-1/4"	7-1/2"	4"	21	3
752-H	582	145	2050	87"	51"	8	3/8"	5-1/4"	8-1/16"	4"	22	3
777	656	150	2260	80"	74"	8	3/8"	6"	8-1/4"	4-15/16"	17	3
778	655	145	2050	80"	68"	8	3/8"	5-1/4"	7"	4"	15	3
778-A	655	145	2050	84"	68"	8	3/8"	5-1/4"	7"	4"	15	3
778-C	655	145	2050	86"	66"	8	3/8"	5-1/4"	7"	4"	15	3
C-778	655	145	2050	86"	66"	8	3/8"	5-1/4"	7-5/8"	4"	15	3
781	664	40	2575	69"	33"	6	3/8"	4"	5-1/2"	3-1/8"	9	3
781-A	664	40	2575	69"	31"	6	3/8"	4"	5-1/2"	3-1/8"	9	3
786-B	703	40	2575	64"	36"	6	3/8"	5"	6-1/2"	2-1/2"	8	3
796	801	145	2050	86"	60"	8	3/8"	5-1/4"	7-3/4"	4"	19	3,7
805-A	713	165	2100	86"	74-1/2"	8	3/8"	5-1/4"	7-1/8"	4"	14	3
824	722	65	2350	72"	45"	6	3/8"	4-3/8"	6"	3-1/4"	10	3
824-A	722	65	2350	72"	45"	6	3/8"	4-3/8"	6"	3-1/4"	10	3,6
824-C	722	65	2200	72"	46"	6	3/8"	4-3/8"	6"	3-1/4"	10	3
829	530	50	1900	77"	45"	6	3/8"	4-3/8"	6-1/2"	3-3/8"	13	3
829-A	530	50	1900	77"	38"	6	3/8"	4-3/8"	6-1/2"	3-3/8"	13	3
829-B	530	50	1900	77"	41"	6	3/8"	4-3/8"	6-1/2"	3-3/8"	13	3
843	722	65	2350	76"	46"	6	3/8"	4-3/8"	6-3/8"	3-1/4"	11	3
850	722	65	2350	76"	46"	6	3/8"	4-3/8"	6-3/8"	3-1/4"	11	3
889	419	145	2050	93"	54"	8	3/8"	5-1/4"	8-1/4"	4-7/32"	22	3
7210A	813	65	2350	72"	47"-37"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	10	8
7210B	813	65	2350	72"	47"-37"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	8
7210C	813	65	2350	72"	47"-37"	6	3/8"	4"	6-1/8"	3-1/4"	10	8
8222L	503	145	2050	82"	80"-76"	8	3/8"	5-1/4"	7-1/4"	4"	16	8
8516E	837	190	2550	85"	62"-52"	6	3/8"	6-3/16"	8"	4-1/8"	24	8
8611D	814	200	2450	86"	61"-51"	8	7/16"	7"	9-1/4"	6"	26	8
8612E	821	165	2100	86"	73"-63"	6	3/8"	6.187"	8"	4-1/8"	26	8
8613E	822	200	2450	86"	58"-48"	6	3/8"	6.187"	8"	4-1/8"	26	8

*Production basis Production Certificate No. 10

NOTE 1. Laminated birch, oak or walnut construction.

NOTE 2. Serial numbers above 16566 eligible only in birch.

NOTE 3. Laminated birch construction.

NOTE 4. Four-bladed construction.

NOTE 5. Deleted - May 22, 1943.

NOTE 6. Eligible with or without fabric tipping.

NOTE 7. Hub diameter propeller serial number 17010 is 7-1/8" to accommodate No. 1 Taper hub.

NOTE 8. Effective March 15, 1945, on Serial No. 42035 and up, pitch to nearest inch is stamped after the model designation as "667-60" (pitch of 60 inches).

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

Piper J3 Cub Special

Rigging Procedure

RIGGING PROCEDURE: Raise the forward part of the airplane so that the wheels are just clear of the ground and support it by props under the front landing gear fittings. Raise the tail to approximate level flight position and support it there.

LEVELING: Level the airplane as follows:

Laterally: Using a level 30 inches long, place it across the center of the rear seat with the ends resting on the longerons. Due to the right upper longeron being 1/8 inch lower than the left, a 1/8 inch block is used under the right end of the level. Adjust the blocks under the landing gear fittings to bring the bubble to the center.

Longitudinally: Place the 30 inch level along the upper left longeron in the cockpit. Raise or lower the tail to bring the bubble to the center.

DIHEDRAL ANGLE: To check the dihedral angle at the front spar proceed as follows:

Stretch a string along the top of the wings above the front spar, from wing tip to wing tip, and draw it tight.

Check the dimension vertically from the front edge of the center section to the string. For correct dihedral this dimension should be 2-3/8 inches. On earlier models the dihedral dimension should be checked from the fuselage front spar fitting and the correct dimension should be 4-1/4 inches. Obtain this dimension by adjusting the front struts in or out.

To check for equal dihedral in each wing proceed as follows:

Using the 30 inch level (without any spacer blocks) hold it spanwise against the bottom of the wing under the front spar in the space between the jury struts and lift strut attachments. Note the position of the bubble and do the same on the other wing. Re-adjust the front struts until both wings show the same amount off-level, being careful with each adjustment to set the left strut out the same number of turns as the right one is set in, and vice versa.

WASH OUT: To adjust the wash out in the wings (dihedral of the rear spar) proceed as follows:

Set a 3/8 inch spacer block on top of the 30 inch level at one end. Working on the rib adjacent to the outer end of the aileron, hold the level fore and aft along the bottom of the rib with the spacer block at the rear and the front end of the location of the front spar. The correct wash out will exist when the bubble is centered. Adjust the rear struts in or out to obtain this condition.

TAIL ASSEMBLY: With the airplane in level position the stabilizers should be leveled at their rear spars. The hinge line should be straight from tip to tip.

Plumb the fin at the rudder hinges.

CANADA

CF-EFO

2413
6-39

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant Cub Aircraft Corp. Ltd.

Date of Application Oct. 21, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Cub Aircraft Corporation Ltd.	Municipal Airport, Hamilton, Ontario.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Walton B. St. John	Director	Piper Aircraft, Lock Haven, Penna.	American
Marshal Cleland	Director	Box 52, St.Catharines	Canadian
David Saunderson	Director	Toronto, Ontario. 45 Dickens Avenue,	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial

Usual Station Hamilton, Ontario.

Date of manufacture or reconstruction September 24, 1946.

Crew required 1

Accommodation for what number of passengers 1

noted DSJ

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier — made by: Piper Aircraft Corporation, Lock Haven, Penna.

Type: Piper Cub J-3 — Maker's No.: 20137

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2 1/3"	
Length o/a in feet	22' 4 1/2"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon): ———

Weight equipped, but without load, fuel, or oil: 711

Total weight authorized (fully loaded) in lbs: 1220 — Air speed: 80 miles per hour

EQUIPMENT—(Give number and type). Tachometer (Stewart-Warner)

1. Instruments: Airspeed (Aeromarine) Altimeter (Aeromarine) Compass (Airpath)
2. Gauges: Oil Pressure & Temperature
3. Lights: ———
4. Signals: ———
5. Fire Extinguishers: 1 quart
6. Parachutes: ———
7. Tools: ———
8. Other Equipment: ———

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A-65-8F #5137968			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on: .....

Particulars accurate as corrected: .....

Modifications from type are indicated on annexed sheet: .....

Registration recommended with the following special conditions: .....

.....

.....

Date: .....

Signature: .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

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DEPARTMENT OF TRANSPORT
Intra-Departmental Correspondence

TORONTO October 25th, 1946

.....

Your File	REGISTRATION PIPER C F / E F O SERIAL. 20137. CUB AIRCRAFT	Our File
5008-E6-15		

A28786

TRANSPORT-RECORDS
OCT 26 A.M.
File 5008 C6-15

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of C F / E F O SERIAL No.20137 recently purchased by Cub Aircraft from Piper Aircraft and imported from the United States:-

(a) Application forms.
(b) Fee of $5.00 (See page 183, Receipt No. 76338 in Cash Book)
(c) Bill of Sale - Piper Aircraft to Cub Aircraft
(d) C.A.A. Statement of Conformity
(e) Affidavit re flight tests
(f) Application for C of A for Export
(g) U.S.A. Release Certificate
(h) Receipt for Customs Duties No. 15453A.
(i) Copy of letter of temporary authority

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

8
6-44

ORIGINAL ON FILE

COPY

FOR FILE

5008-E6-15

1 Montgomery Avenue, Toronto,
January 8th, 1947.

TRANSPORT-RECORDS
JAN 10 A.M.
5008 E 6-15
File

Cub Aircraft Corporation Ltd.,
Municipal Airport,
HAMILTON, Ontario.

Dear Sirs:

65271

This letter will constitute an extension of the temporary authority granted you in our letter of October 25th, 1946, to operate Piper J3, CF-EFO, as a commercial aircraft (landplane) on day visual flying, until February 28th, 1947.

The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

c.c. Headquarters

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DATE January 18, 1947.

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

Hans Hogan, Loon, Ontario.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane CF-EFO

Serial # 20137

Engine Continental A65-8F

Engine Serial # 5137968

CUB AIRCRAFT CORPORATION LIMITED

Signed J. F. Glass

ORIGINAL ON FILE

COPY

FOR FILE 13 8/6-44

TOR:5008-E6-25

1 Montgomery Avenue, Toronto.
January 22nd, 1947.

Mr. Hans Hogan,
LOON, Ontario.

Dear Sir: Re CF-EFO

Receipt is acknowledged of your application for registration of Piper Cub J-3 CF-EFO, Serial No.20137 recently purchased by you from the Cub Aircraft Corporation Ltd., together with the following papers:

(a) Application forms.
(b) Fee of $5.00
(c) Bill of Sale.

Receipt No. 63156 for the $5.00 fee in the name of Cub Aircraft Corporation was sent that Company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EFO as a Private aircraft (landplane) day visual flying until March 22nd/47. The all-up weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

15

2413
6-39

CANADA

CF-KFO

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant.....

Date of Application.....Jan 7/47.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
HANS HOGAN	LOON ONT.	CANADIAN

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used ~~(State, Commercial, Passenger, Freight~~ or Private) PRIVATE

Usual Station LOON ONT.

Date of manufacture or reconstruction September 24, 1946.

Crew required 1

Accommodation for what number of passengers 1

NOTED

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of owne without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Piper Aircraft Corporation, Lock Haven, Penna.

Type Piper Cub J-3 Maker's No. 20137

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon) ——

Weight equipped, but without load, fuel, or oil 711 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed (Aeromarine) Altimeter (Aeromarine) Tachometer (Stewart-Warner) Compass (Airpath)
2. Gauges Oil Pressure & Temperature Gauge
3. Lights ——
4. Signals ——
5. Fire Extinguishers 1 quart
6. Parachutes ——
7. Tools ——
8. Other Equipment ——

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8F #5137968			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	37/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

46 2
8-45

TORONTO, January 22nd, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER CUB J-3 CF-EFO Serial No. 20137	5008-E6-15

EAR

67025

TRANSPORT - RECORDS
JAN 23 A.M.
5008-E6-15
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the re-registration of Piper Cub J-3 CF-EFO serial No. 20137, recently purchased by Mr. Hans Hogan, from the Cub Aircraft Corporation Limited.

(a) Application forms.
(b) Bill of Sale
(c) Fee of $5.00 (See page 194 Cash Book Receipt No. 63156)
(d) Copy of letter of temporary authority.

5229(A)
1724(A)

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., January 27, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub CF-EFO	5008-E6-15

68119

TRANSPORT - RECORDS
JAN 30 A.M.
5008-E6-15

Controller, Civil Aviation, Ottawa.

1. Attached hereto report dated the 22nd instant, received from H. Hogan, with reference to damage sustained to the above noted aircraft while taxying at Kapuskasing Airport on the 20th instant.

2. As the aircraft is being shipped to the manufacturers in Hamilton for repair, it is suggested that a copy of the report be forwarded to the D.I.A.R., Toronto.

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC
Enc.

ENTERED
IN ACCIDENT
RECORDS
31

Loon,Ont.,
Jan 22nd-47

T. M. Shields,Esq.,
Dist. Inspector Air Reg.,
Winnipeg, Man.

Sir,

In conforming with part 8 rule 20 page 50 "Air Regulations" 1938 edition,I want to advise that while taxiing downwind at Kapuskasing airport January 20th at approximately 3 PM the skiis on my brother's and my aircraft CF/EFO Piper Cub special apparently dug under the crust of the snow causing the tail to rise and at the same time a gust of wind turned me over on my back.

There was no injuries caused from the mishap,and no property damage to the airport.Damage to the aircraft was as follows, damaged wing tip,broken prop,top of rudder smashed,broken skii and bent wing strut.

Might also state that the aircraft is insured with the Industrial Acceptance Corp.,and if you require more information as to the damages of the plane I understand it is to be shipped back to the factory at Hamilton.

Trusting this is all the information required I am,

Yours truly,
W Hogan
License no 5468

RECEIVED
JAN 28 1947
D.I.A.R. Winnipeg

CB

18

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5229

NATIONALITY AND REGISTRATION MARKS CF-EFO

1. Type and description	Piper J3-C65
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	20137
4. Name of owner	Hans. Hogan
5. Address of owner	Loon, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Loon, Ont.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of October 19 46, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFO and is of Canadian nationality.

Given at Ottawa this 30th day of November 19 46

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

VALID IN CANADA ONLY. ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT NO 3-10569 & SUBJECT TO THE CONDITIONS CONTAINED THEREIN

VALID FOR DAY FLYING ONLY 17

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1724

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Hogan
2. Christian name Hans.
3. Address Loon, Ont.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EFO

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 20157
8. Place and year of construction of aircraft Lock Haven, Penn., U.S.A., Sept. 24, 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a, b, c, d~~ a
15. Maximum span (in flying position) 35' 3"
16. Maximum length (in flying position) 22' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

Engines

18. Number installed: One

19. Makes: Continental

20. Types: A-65

21. International power of the engine or engines at:

Take-off 65 H.P. at 2300 revolutions per minute.
M.E.T.O. 50 H.P. at 2100 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude..... H.P. at..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a)..... (b).....

23. Oil: (a)..... (b).....

24. Airscrews: Number fitted: One Types: Sensenich No.....
Pitch: Fixed Diameter.....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	711 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)		72 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	10 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		9 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	1 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full		258 lbs.
32. Maximum total weight authorized		lbs.
Landplane		1220 lbs.
Seaplane		lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred & twenty pounds
Seaplane.....
Skiplane.....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of.....inches and.....inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a).....m.p.h. and (b).....m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Oct. 25, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 30th day of Nov. 1946

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Oct. 25, 1947	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/RM

19

5008-26-15

REGISTERED

OTTAWA, Ontario.
March 24th 19 47.

Mr. Hans Hogan,
Loon,
Ontario.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5229 and Certificate of Airworthiness No. 1724 for your Piper J3-C65 aircraft CF- EFO , Serial No. 20137.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

K (S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Toronto, Ont.

Forwarded
[illegible]
31-3-47

2

TRANSPORT-RECORDS
JUN 21 A.M.
File

Loon, Ont.
June 18, 1947.

Department of Transport,
Ottawa, Ontario,
Canada.

A 9457

Sirs,

Would like to advise that to date I have not recieved the engine and airframe and the journey log books for my aircraft CF-EFO.

This aircraft you will recall was in a damaged condition at Kapuskasing and was shipped back to the Cub Aircraft Corporation for repairs.

Would you please be kind enough to rush these log books on to me as soon as possible.

Your immediate attention will be greatly appreciated.

Yours truly,

Hans [illegible]

ENTERED
ON CARDS

L.P.

COPY

INCOMING CORRESPONDENCE

20

ORIGINAL ON FILE 5171-317 COPY FOR FILE 5008-E6-15

Loon, Ont.,
April 2, 1947.

TRANSPORT - RECORDS
APR 9 P.M.
5008-E6-15
File

Deputy Minister,
Department of Transport,
Civil Aviation Branch,
Ottawa, Canada.

A 0714

Sir,

I am the owner of Cub Aircraft CF-EFO which was purchased January 17th, 1947, for the purpose of securing flying experience at a minimum cost.

On January 20th, 1947, at Kapuskasing Airport, the aircraft was badly damaged when the skis went under the snow crust and strong gusty winds blew it over on its back.

While making arrangements to ship the aeroplane to Hamilton for repairs, it was staked down on the Kapuskasing Airport from January 20th. to February 10th, and then in the hangar from February 11th, to March 10th.

I now have been billed by the Department as follows:-

Ground space January 20th to Feb. 10th.....	$25.00
Hangar Accommodation Feb. 11th, to March 10th	50.00
	$75.00

The purpose of this letter is to ask you to give special consideration to a plea that the Department waive the fee for the ground space and possibly make some revision in the downward of the charge for hangar accommodation.

My resourses were badly strained with the purchase of the aeroplane, and now the expenses connected with the accident are mounting to a considerable sum, and much more than I can afford.

ENTERED ON CARDS

Therefore, any relief that you may be able to afford me will be greatly appreciated.

Yours very truly,

H. Hogan

8
11-46

/RM

5008-E6-15 22

REGISTERED

OTTAWA, Ontario.
June 25th, ~~1946~~. 1947.

Mr. Hans Hogan,
Loon,
Ontario.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- KFO.

The Certificates of Registration and Airworthiness must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

cc. D.I.A.R. Winnipeg, Man.

/SEK

23

July 26th, 1950.

Lapsed Certificate

5008-26,15

District Controller of Air Services.
260 Richmond Street West,
TORONTO 2B, Ontario.

Attention: District Superintendent, Air Regulations.

1. Aircraft CF- EFO Type Piper J5-C-65 Serial No. 20157
Registration No. 5229 according to our records, lapsed during the year 1947.

2. The last known address of the owner is
Hans Hogan,
Loon Lake,
Ontario.

3. Please investigate the disposal of this aircraft and the owner's intention re:

(a) is the aircraft to be used again,
(b) if not, the Certificates should be forwarded for cancellation,
(c) if the Certificates are not available, a statement from the owner as to their loss.

4. This information is necessary to complete the records of this aircraft.

(C. H. Travers),
Superintendent, Air Regulations.

AC-5-96
11-49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

25 2
6-47

Toronto, Ontario, August 17th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-15	Lapsed Certificate	~~5008-E6-15~~

TRANSPORT - RECORDS
AUG 18 1950
5008-E6-15
File

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

16813

Attention: Mr. H.T. Patterson

1. With reference to your letter dated July 26th, 1950, regarding lapsed certificate for Piper J3-C65 aircraft, CF-EFO, attached is copy of a letter from Mr. Hans Hogan, which is self-explanatory.

2. For your information and necessary action, please.

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.

Cancel. See folio below. Jlt
Noted
B7E

NOTED
GSJ

24

(COPY)

Loon, Ontario,
August 11th, 1950.

Dept. of Transport,
District Inspector of Air Regulations,
Toronto, Ontario.

Sir:

Your file TOR:5008-E6-15

Aircraft CF-EFO was damaged to the extent of a complete loss, at Kapuskasing Airport.

The log books are at the "Cub Aircraft Corp." plant in care of Mr. Gibson at Hamilton, Ontario.

Presume this information is satisfactory.

Yours truly,

(sgd) H. Hogan.

FILE No. 5008 - E6 - 16 VOLUME No. 1

VOL. 1
5008 - E6 - 16

DEPARTMENT OF TRANSPORT

FROM OCT. 1946
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF - EFP - PIPER PA-12.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FOR-WARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES

1
3-46
K.P. 58825
D.L.L. Co.

FILE NO. 5008 - E6 - 16

VOLUME NO. 1

VOL. 5008 - E6 - 16

DEPARTMENT OF TRANSPORT

FROM OCT. 1946
TO

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EFP PIPER CUB PA12

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
NOV 18 1946	32242	L.A.R	31 DEC 12 46	SJ	NOV 19 46
DEC 30 1946	BF Dec 31	SAR			APR 8 1947
		CALO			APR 8 1947
APR 8 1947		Treas			APR 9 19
JUN 25 1947	9837	CAR		CTC	JUN 30 1947
JUL 9 - 1947		CAS			JUN 30 1947
	11117	CAP			JUL 14 1947
		C.G.D			JUL 14 1947
JUL 29 1947	13756	CAR			AUG 2 - 1
AUG 11 1947	15558	CAR			AUG 18 1947
		CAS			
OCT 11 47	22200	CAR			OCT 21 47
		CAO			
		CRO			OCT 22 47
OCT 22 47	NOV 29 47	Loan			DEC -2 4
NOV 28 47	27052	CAR			NOV 29
		CAE			NOV 29 4
C/- 3/1947	25248	CAR			DEC 4 47
JUL 1948	12852	CAR		CTC	JUL 6 194
JUL 6 1949	Idle Cat	Records	(5 Yrs)		JUL 6 - 1949
	B.F 15/7/49	Records			JUL 14 1949
JUL 14 1949	15237	CAR			JUL 14 1949
JUL 14 1949		CAS			JUL 19 19
AUG 21 1950	16984	CAR			AUG 25 1950
MAY 3 1951	Reg M. Wallingford	CAE			NOV 2 195

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER, TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	X
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
PW/JS			TRANSPORT (AIR) (2221)

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

FILE:5008-E6-16

DISTRICT INSPECTOR AIR REGULATIONS
1 MONTGOMERY AVE
TORONTO ONT

Ottawa, Oct.23/46.

AR96 FOLLOWING TELEGRAM RECEIVED FROM CAA WASHINGTON QUOTE CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10918 COVERING PIPER PA-12 AIRCRAFT SERIAL NUMBER 12-586, CANADIAN REGISTRATION CF EASY FOX PETER PURCHASED BY THE CUB AIRCRAFT CORPORATION LTD HAMILTON ONTARIO CANADA BEING PREPARED UNQUOTE

CIVIL AVIATION

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM A

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

(101)

MOA147 44/28 GOVT DL=WASHINGTON DC 22 1031A OCT 22 PM 1940 OCT 22 AM 11 54

CONTROLLER OF CIVIL AVIATION= 5008-E6-16

OTTAWA= A28431

CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10918, COVERING PIPER PA-12 AIRCRAFT, SERIAL NUMBER 12-586, CANADIAN REGISTRATION CF-EFP, PURCHASED BY THE CUB AIRCRAFT CORP, LTD HAMILTON ONTARIO CANADA BEING PREPARED=

CHARLES F DYCER CIVIL AERONAUTICS ADMINISTRATION.

ENTERED ON CARDS

6 AF 24 M.

ORIGINAL ON FILE

COPY

FOR FILE

8
6-44

TOR:5008-E6-16

3

1 Montgomery Avenue, Toronto.
November 14th, 1946.

Lakeland Skyways Ltd.,
NORTH BAY, Ontario.

Dear Sirs: Re CF-EFP

Receipt is acknowledged of your application for Registration of Piper PA-12 Serial No. 12-586 recently purchased by you from the Piper Aircraft Corporation through Cub Aircraft Corporation and imported from the U.S.A.

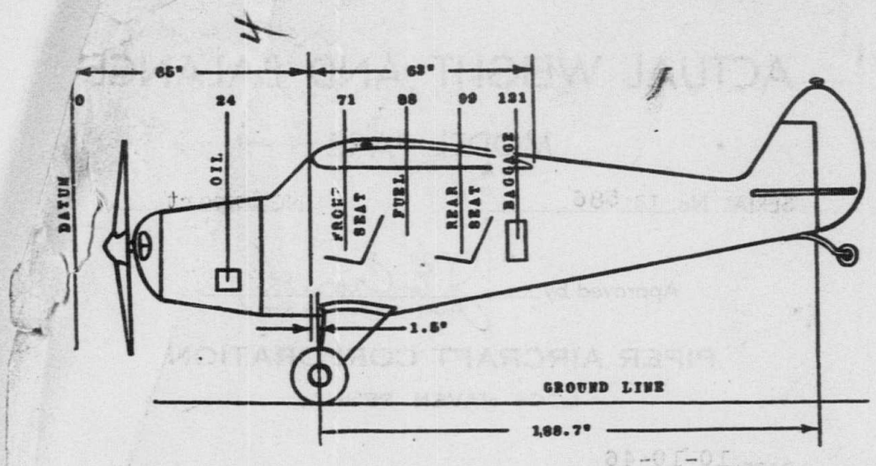
(a) Application forms.
(b) Fee of $10.00 (Receipt No. 76343 sent Cub Aircraft)
(c) Bill of Sale - Piper to Cub
(d) " " " - Cub to Lakeland Skyways Ltd.
(e) Statement of Conformity.
(f) Test Flight Affidavit.
(g) Department of State Release Certificate.
(h) Application for Certificate of Airworthiness for Export.
(i) Department of Commerce Foreign Aircraft Permit
(j) Receipted Customs Clearance Form.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EFP as a Commercial (landplane) on day visual flying until January 13th, 1947. The all-up weight of the aircraft is not to exceed 1750 lbs.

Yours truly,

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.



C. G. Empty "As Weighed" is aft of wheel C. L. $= \frac{188.7 \times 52}{937} = 10.5$"

Distance from datum to wheel C. L. = 65 + 1.5 = 66.5"

C. G. Empty "As Weighed" is aft of datum = 66.5 + 10.5 = 77.0"

MOST FORWARD C. G. - UTILITY & NORMAL CATEGORIES

ITEM	WT.	ARM	MOMENT
Empty weight "As Weighed"	937	77.0	72100
Oil (6 qt.)	11	24	264
Fuel (8.3 gal.) Wing	50	88	4400
Pilot & Chute (Front)	190	71	13490
Total	1188	76.0	90254

Most Forward C. G. = 11.0 " aft of wing L. E.

Approved Most Forward C. G. = 9.0" aft of wing L. E.

MOST REARWARD C. G. - UTILITY CATEGORY

ITEM	WT.	ARM	MOMENT
Empty Weight "As Weighed"	937	77.0	72100
Oil (6 qt.)	11	24	264
Fuel (21.8 gal.) Wing	131	88	11500
Pilot & Chute (Front)	190	71	13490
Passenger & Chute (Rear)	190	99	18810
Baggage	41	121	4961
Total	1500	80.8	121125

Most Rearward C. G. - Utility Category = 15.8 " aft of wing L. E.

Approved Most Rearward C. G. - Utility Category = 18.6" aft of wing L. E.

MOST REARWARD C. G. - NORMAL CATEGORY

ITEM	WT.	ARM	MOMENT
Empty Weight "As Weighed"	937	77.0	72100
Oil (6 qt.)	11	24	264
Fuel (38 gal.) Wing	228	88	20064
Pilot (Front)	170	71	12070
Passengers 2 (Rear)	340	99	33660
Baggage	41	121	4961
Total	1727	82.9	145119

Most Rearward C. G. - Normal Category = 17.9 " aft of wing L. E.

Approved Most Rearward C. G. - Normal Category = 18.6" aft of wing L. E.

EQUIPMENT INSTALLED

		Item	Wt.	Arm About Wing L. E.
[X]	101.	Propeller: Wood Fixed Pitch	11	(—52)
[X]	201.	Carburetor Air Heater		
[X]	301.	8.00-4 Wheel with brakes & 4 ply tires	31	(+1.5)
[X]	302.	Full Swivel Tail Wheel	5	(+200)
[X]	401.	Battery (12V)	25	(+68)
[X]	402.	Position Lights	3	(+65)
[ ]	403.	Radio Receiver & Transmitter		
[X]	404.	Antenna		
[ ]		Clock		
[ ]		Turn & Bank Indicator		
[ ]		Rate of Climb		

ACTUAL WEIGHT AND BALANCE

MODEL PA-12

SERIAL No. 12-586 NC Export

Approved by J E Crowley
Weight and Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

DATE 10-10-46

EMPTY WEIGHT "As Weighed"

(Including items listed on last page)

	Scale Reading	Tare	Net
Left Wheel	436		436
Right Wheel	449		449
Tail Scale	66	14	52
Total			937

412 251

HAMILTON, ONT.

MEWBURN & McHAFFIE

B. 1

.00,000-2-46

Port of Oct.22 1946

Arriving per AIR

Imported by Cub Aircraft Corp. Ltd

U S A

Goods Exported to Canada Direct from

Via

(Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

Report No.

Entry No.

Outport

Port 16626A

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applied
		1 Piper Cub Super Cruiser														
		Model PA-12 serial 12-586 Aircraft and not including		1511.27	1511.	20	302.	20	1813.		145.	04				440lex
		engines under regulations prescribed by the Minister														
		Engines serial 874-15 for the equipment of aircraft		904.50 / 2415.77	905. / 2416.	17½	158. / 460.	38 / 58	1063.		85. / 230.	04 / 08				440W
		Piper Oct. 16														

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, Canadian duties or taxes which are included in the purchase price must be deducted therefrom). For conversion of other currencies into Canadian dollars see Customs Memorandum D-No. 105.
Show hereunder the invoiced price of the goods in the currency of settlement and unless already included add all charges (freight, etc.) payable to non-residents.

Currency US Amount 2105.75

Cheques etc. must be made payable to the Receiver General of Canada.

The space below this line is reserved for Customs-Excise Officers' use only, and must not be [illegible] by the importer.

Sales Tax Licence No.

Power of Attorney No. 373 which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

National Revenue, Canada CUSTOMS AND EXCISE OCT 22 1946 Computing Clerk HAMILTON, ONT.

INITIALS

DUTY	460.58
SALES TAX	230.08
EXCISE TAX	
TOTAL	

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
385 MADISON AVENUE
NEW YORK 17, N. Y.

6

FOREIGN AIRCRAFT PERMIT

Issued to: Date issued October 18, 1946

Harland J. Van Bortel (Name), 7 W. Walnut St., Lock Haven, Pa. (Address) U.S.A. (State or Country)

Permission is hereby granted for the flight of the Canadian (Nationality) registered aircraft described below, over United States territory, enroute from Lock Haven, Pa. to Buffalo, N.Y., premised upon the following express terms and conditions:

1. Purpose. Delivery of airplane to Border (delivery, tourist, etc.)

2. Aircraft. Make Piper, model PA-12, manufacturer's serial number 12-586; Nationality, U.S.A.; identification mark CF-EFP, owned by Cub Aircraft Corporation, Ltd. Address Hamilton, Ontario Country Canada

3. Crew. Pilot: Full name Harland J. Van Bortel Citizenship U.S.A. holder of U.S.A. (Nationality); Private (Type), pilot certificate NO. 34753 (Identify).

4. Passengers. None (Non-revenue, indicate names)

5. Cargo. None (Indicate type). No cargo shall be carried for hire.

6. Radio equipment. None (Indicate)

7. Flight in the United States shall be made in accordance with applicable sections of the Civil Air Regulations, including Part 60 Air Traffic Rules, limited as follows: "Hours of Daylight""Contact" (Example - "hours of daylight", "contract", etc. shall be conducted along civil airways and shall be performed in accordance with the Air Traffic rules of the Civil Air Regulations, Section 60.

8. Compliance shall be made with applicable entry and clearance regulations.

9. Expiration. Unless sooner suspended or revoked by the Administrator of Civil Aeronautics, this permit shall remain in force until Oct. 25, 1946 (date).

This permit shall be carried on board aircraft in custody of pilot in command at all times during flight over United States territory.

S. A. Whitehead
S. A. Whitehead
(Inspector's Name)

Sr. Aircraft Factory Inspector
Civil Aeronautics Administration
(Title and Service)

Form ACA 306
(Rev. 2-1-42)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

CERTIFICATE No.

1

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS FOR EXPORT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is hereby made for a CERTIFICATE OF AIRWORTHINESS FOR EXPORT.

1. Name of applicant ..... Piper Aircraft Corporation
(Print or type name)
Address ..... Lock Haven, Pennsylvania

2. For export to ..... Canada
(Name of country)

3. Foreign purchaser ..... Cub Aircraft Corporation, Ltd.
(Print or type name)
Address ..... Hamilton, Ontario, Canada

DESCRIPTION OF AIRCRAFT, COMPONENT, OR ACCESSORY

4. Name of manufacturer and model designation ..... Piper Aircraft Corporation - PA-12

5. Type of component or accessory ..... Complete Airplane
(Complete wing, fuselage, stabilizer, etc.)

6. Manufacturer's serial No. 12-586

7. Manufactured under Production Certificate No. ..... 7 ....., in conformity with Type Certificate No. 780

8. Date of construction ..... October 8, 1946 ..... 9. Date reconstructed .....

10. Identification mark assigned aircraft ..... CF-EFP

11. ENGINES

MANUFACTURER	MODEL	SPEC. NO.	SERIAL NO.	HP
Aviation Corp., Lycoming Division	O-235-C	223	874-15	100

12. PROPELLER

MANUFACTURER	TYPE (Fixed, adjustable, controllable)	MATERIAL	HUBS—SPEC. NO. ..... Model	HUBS—SPEC. NO. ..... Serial No.	BLADES—SPEC. NO. ..... Model	BLADES—SPEC. NO. ..... Serial No.
Sensenich	Fixed	Wood	76RM44	K-2901		

This application should be submitted to the local Civil Aeronautics Inspector when the aircraft or component is presented for inspection

[OVER]

16—9408-1

13. The aircraft shall be flight tested immediately prior to inspection for export.

State date of such flight test October 9, 1946 During such test, did the controls, engine, and all instruments function properly? Yes

I CERTIFY that the foregoing statements are true.

Date October 16, 1946

Signature of owner(s) Piper Aircraft Corporation

Virginia Hungiville

Virginia Hungiville, Secretary, General Sales Mgr.

(Title)

THE FOLLOWING INFORMATION SHALL BE FURNISHED

14. A weight and balance report, in duplicate, showing the empty weight of the aircraft as equipped, the weight of each removable item of equipment included therein, and the location of the center of gravity of the empty aircraft. The report should be signed by the applicant or a responsible representative of the applicant and approved by the inspector.

15. A loading schedule, in duplicate, in the case of aircraft for which such a schedule is required by the Administration.

16. Rigging information, in duplicate, where it is possible to rig wings in the field.

REMARKS Not Eligible for Skis.

Airspeed Indicator Installed.

Magnetic Compass Installed.

IMPORTANT

An aircraft shall be inspected and the weight empty as equipped, in level flying position, determined, and a component or accessory shall be inspected and suitably identified by an inspector of the Civil Aeronautics Administration prior to export.

Only complete aircraft or aircraft units having type approvals in themselves or major assemblies of aircraft structural parts are eligible for a certificate of airworthiness for export.

Items in this class include complete aircraft, aircraft engines, propellers, wheels, floats, skis, position lights, landing flares, safety belts, or a complete wing, tail surface, aileron or fuselage.

NOTE.—Special import requirements of Australia, Canada, Great Britain, and New Zealand may be obtained from the local Civil Aeronautics Inspector, or Washington.

U. S. GOVERNMENT PRINTING OFFICE 16—9408-1

Form MC-L 14
(December 1942)

Form Approved
BUDGET BUREAU No. 47-R036-42

United States of America
DEPARTMENT OF STATE

RELEASE CERTIFICATE
For Unlimited License UAC

(ORIGINAL) 8

Registration No. CF-EFP

Date of Release Certificate

Registered Person's Reference No.

EXPORT—~~IMPORT~~

(Strike out word which does not apply)

Release Certificate No.	U.S. (Country of origin)	Canada (Country of destination)

DEPARTMENT OF STATE,
Washington, D. C.

Port of Entry Hamilton, Ont., Canada
Port of Exit Buffalo, N.Y.

The undersigned hereby certifies that the shipment described below consists of arms, ammunition, or implements of war as defined in the President's Proclamation of April 9, 1942; that it is being made in accordance with the rules and regulations of the Department of State pertaining to Unlimited License UAC; that all rules and regulations of the agencies of the United States Government having jurisdiction relating to priorities and allocations have been complied with; and that such priorities and allocations as are required in connection with these shipments have been obtained from the appropriate agencies of the Government. The undersigned also warrants the truth of all statements and answers herein made.

Name of registered person Cub Aircraft Corp., Ltd. By Edwin W. Parkinson
Address Hamilton, Ont., Canada

(1) Source of material Piper Cub Super Cruiser, Model PA-12, manufactured by Piper Aircraft Corporation.

(2) Purpose for which to be used Demonstration, personal use, sales, instruction, etc.

(3) Consignor * Piper Aircraft Corporation
Lock Haven, Pennsylvania

(4) Consignee * Cub Aircraft Corporation, Ltd.
Hamilton, Ont., Canada

(5) Seller in United States * Piper Aircraft Corporation
Lock Haven, Pennsylvania (Applies only to exports)

(6) Purchaser in country of destination * Cub Aircraft Corporation, Ltd.
Hamilton, Ont., Canada

(7) Ultimate consumer * Cub Aircraft Corporation, Ltd.
Hamilton, Ont., Canada

(8) Terms of sale Payment upon presentation of invoices to Bank of Commerce, Hamilton, Ont., Canada

Fill in before shipment			Fill in *after* shipment (on duplicate)	
(9) Commodity	(10) Quantity	(11) Value	(12) Quantity	(13) Value
V-1 Piper Cub Super Cruiser, Model PA-12	1	$2403.00		

* Give name and complete address.

16—33302-1

(14) Date of export shipment or importation 10/16/46

9

AFFIDAVIT

This is to certify that Piper Cub, Model PA-12 Serial Number 12-586, has been test flown at our factory this 9th day of October, 1946, and that the controls, engine and all instruments functioned satisfactorily.

PIPER AIRCRAFT CORPORATION

C. Wetzel

Test Pilot C. Wetzel
License (26136)
26136

State of Pennsylvania

County of Clinton

Subscribed and sworn to before me this 16th day of October 1946.

Virginia Hunginille

Notary Public

My Commission Expires January 2, 1949

Form ACA-917
(Rev. 8-1-46)

10

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Piper Aircraft Corporation (Manufacturer), certify that the aircraft 12-760 (Make), PA-12 (Model) 7, ____ (Serial number), has been manufactured, under Production Certificate No. 780, in conformity with the data forming the basis for Type Certificate No. ____ and any revision or modification thereof approved by the Administration as of October 16, 1946 (Date), with the exception of the following deviations: None

October 16, 1946
DATE

W. C. Jamouneau, Chief Engineer
(Title)

*Delete this phrase if not applicable.

DATE. October 22, 1946.

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

Lakeland Skyways Ltd., North Bay Airport, North Bay, Ont.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane **CF-EFP**

Serial # **12-586**

Engine **Lycoming O-235-C**

Engine Serial #**874-15**

CUB AIRCRAFT CORPORATION LIMITED

Signed J. F. Gilson

Form ACA-502
(Rev. Feb. 1946)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BILL OF SALE

12

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the full legal and beneficial title to the following aircraft:

MANUFACTURER OF AIRCRAFT: Piper
MODEL: PA-12
MANUFACTURER'S SERIAL NO.: 12-586
C.A.A. IDENTIFICATION MARK: CF-EFP

That such title to said aircraft is not subject to any mortgage, or other encumbrance, except as follows:

None (Mortgage, mechanic's lien, etc.) in the sum of $ --, in favor of -- whose address is --

For and in consideration of the sum of $3205.00 dollars, Piper Aircraft Corporation (Seller), the undersigned, whose address is Lock Haven, Pennsylvania, does this 16th day of October, 19 46, sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto (Purchaser)

Cub Aircraft Corporation, Ltd.
Hamilton, Ontario, Canada

whose address is _____, and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONEY WHEREOF, I have set my hand and seal this 16 day of October, 19 46

PIPER AIRCRAFT CORPORATION
Virginia Hungiville [SEAL]
(Seller's signature)
Virginia Hungiville,
Secretary, General Sales Mgr.

STATE OF Pennsylvania
COUNTY OF Clinton } ss:

ACKNOWLEDGMENT
(INDIVIDUAL OR PARTNER)

On this _____ day of _____, 19 __, before me personally appeared the above-named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed.

(CORPORATION)

On this 16th day of October, 19 46, before me appeared Virginia Hungiville, to me personally known, who, being by me duly sworn, says that he is the Secretary, General Sales Manager of the Piper Aircraft corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of the Board of Directors and said Virginia Hungiville acknowledged the foregoing bill of sale to be the free act and deed of said corporation.

Given under my hand and official seal the day and year above written.

David Frye
Notary Public.

MY Commission Expires January 2, 1949

My commission expires _____, 19 ____
[SEAL]

21668

2413
6-39

CANADA

CF-EFP 13

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Lakeland Skyways Ltd.,

Signature of Applicant.....J.F. Reed.....

Date of Application.....October 21, 1946.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Lakeland Skyways Limited	North Bay Airport, North Bay, Ont.	Ltd. Co.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Joseph Reed	President	North Bay	Canadian
Donald MacKay	Vice President	North Bay	Canadian
Alexander Chauvin	Sec-Treasurer	New Liskeard	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....Commercial.....

Usual Station.....North Bay, Ontario.....

Date of manufacture or reconstruction.....October 8, 1946.....

Crew required.....1.....

Accommodation for what number of passengers.....2.....

noted

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air ..... Heavier ..... made by Piper Aircraft, Lock Haven, Pa.

Type ..... Piper PA-12 ..... Maker's No. 12-586

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 5½"	
Length o/a in feet	22' 10"	
Height o/a in feet	6' 10"	

Cubic Capacity (of Airship or Balloon) .....

Weight equipped, but without load, fuel, or oil ..... 937 lbs. .....

Total weight authorized (fully loaded) in lbs. ..... 1750 ..... Air speed ..... 105 ..... miles per hour .....

EQUIPMENT—(Give number and type).

1. Instruments ..... Tachometer (Stewart-Warner) Ampmeter Airspeed (Aeromarine) Altimeter (Aeromarine) Compass (Airpath) .....
2. Gauges ..... Oil Pressure & Temperature (Stewart-Warner) .....
3. Lights ..... Navigation .....
4. Signals .....
5. Fire Extinguishers ..... 1 quart .....
6. Parachutes .....
7. Tools .....
8. Other Equipment .....

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Lycoming O-235C #874-15			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	100 h.p.			
Bore	4 3/8			
Stroke	3 7/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, November 14th, 1946. 14
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER PA-12 CF-EFP Serial No. 12-586	5008-E6-16

A32242

TRANSPORT-RECORDS
NOV 16 A.M.
File 5008-E6-16

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the Registration of Piper PA-12 CF-EFP serial No. 12-586 recently purchased by Lakeland Skyways Limited from Piper Aircraft Corporation through Cub Aircraft Corporation and imported from the U.S.A.

(a) Application forms.
(b) Fee of $10.00 (see page 184 Cash Book Receipt No. 76545.
(c) Bill of Sale - Piper to Cub.
(d) " " " - Cub to Lakeland Skyways Ltd.,
(e) Statement of Conformity.
(f) Test Flight Affidavit.
(g) Department of State Release Certificate.
(h) Application for Certificate of Airworthiness for Export.
(i) Department of Commerce foreign aircraft permit.
(j) Receipted Customs Clearance form.
(k) Copy of letter of temporary authority.

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

RIGGING PROCEDURE

MODEL PA-12

16

1. Leveling: Place adjustable jacks on blocks under the axle extension so that the jacks or blocks do not touch the brake lines or connections. Raise each wheel by pushing up on the lift struts on one side and pulling down on the opposite side. All lifting or pulling pressure must be applied as near to the wing attachment points as possible so as to be sure that the lift struts will not be bowed. Raise the tail to approximate level flight position and support it on an adjustable jack or block.

   To level the airplane laterally and longitudinally, drop a plumb bob on a string from the machine screw located on the outside of the upper door frame member, five inches forward of the rear door frame member, to the hole in the metal plate located under the right side of the rear seat. Adjust the jacks or blocks until the plumb bob centers over this hole.

2. Dihedral Angle: Stretch a length of string from wing tip to wing tip along the top of the wing at the front spar location. Measure down from the string to the top of the fuselage front wing hinge fittings a distance of 3 inches. Adjust the front lift strut fork fittings in or out to produce this dimension.

   To check for equal dihedral in each wing, use a 30 inch level held spanwise against the under side of the wing at the front spar location. Note the amount of off level on one wing and see if the other wing has the same amount of off level. Adjust the front lift strut forks in on one side and out on the other to get the same amount of off level in both wings. Check the 3 inch dimensions after this adjustment to see that it has not been affected by the equalizing adjustments.

3. Wash Out: Place a 1-3/8" block under the wing at the rear spar location at the outboard aileron rib. Place a 30 inch level chordwise across this block with the front end of the level at the front spar location. The bubble will center if the wing has the proper 2-1/2 degree washout. Adjust the rear lift strut forks in or out to bring the bubble to center.

4. Strut Alignment: Sight along the struts to see that they are not bowed. The jury strut eye bolt may be turned in or out of the fitting in the wing to raise or lower the center of the front lift strut. Adjustment of the jury struts, at the clamps, up or down the lift strut columns will raise or lower the rear lift strut and remove bow in or bow out.

5. Tail Assembly: Level the stabilizers at the rear spar with the airplane in level position. Sometimes it will be necessary to rig the stabilizers slightly off level to prevent binding of the screw adjusting mechanism. This condition should not exceed 1/2 inch up or down at the extreme ends of the stabilizers. Adjustment is accomplished by the tightening and loosening of the tail brace wires. Take up as many turns as the opposite wires are let out to keep the same tension on the wires. Do not scratch or mar the wires with pliers or wrenches as this may cause the wires to fracture. Plumb the rudder hinge line. Slight adjustments can be accomplished by firmly pushing against the fin rear spar in the direction required to bring the hinges in line. Check the rudder stops for proper adjustment.

Form ACA 26
(Rev. 10-15-40)

76

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10918

Certificate of Airworthiness

(FOR EXPORT)

TO CANADA

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report, including Equipment List, is attached and made part of the certificate.

Temporary Operations Manual is attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Lycoming O-235-C.

Propeller: Sensenich 76RM-44.

Actual empty weight: 937 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	PIPER AIRCRAFT CORPORATION - OCTOBER 8, 1946
Type	LAND MONOPLANE
Model	PIPER PA-12
Serial No.	12-586
Date	OCTOBER 18, 1946

5247 (R)
1740 (A)

Charles F. Dycer

Charles F. Dycer, Director
Aircraft & Components Service

CFEFP

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

ACTUAL WEIGHT AND BALANCE

MODEL PA-12

SERIAL No. 12-~~586~~ NC ~~Export~~

Approved by J E Crowley
Weight and Balance Engineer

PIPER AIRCRAFT CORPORATION

LOCK HAVEN, PENNA.

DATE ~~10-10-46~~

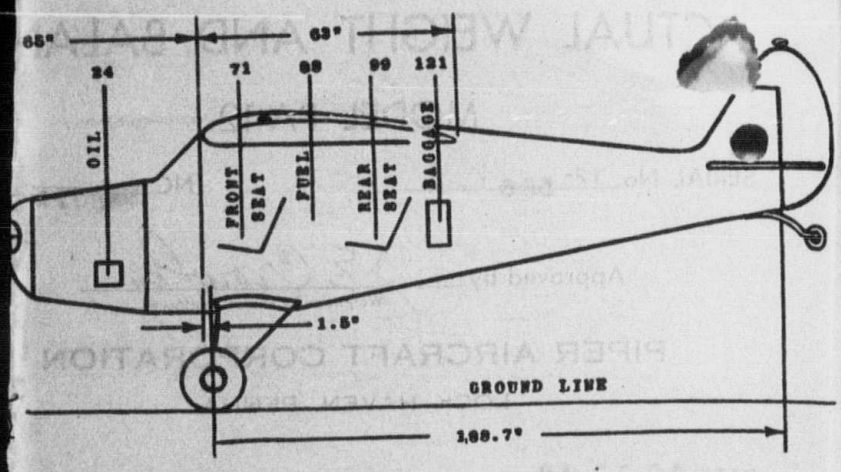
EMPTY WEIGHT "As Weighed"

(Including items listed on last page)

	Scale Reading	Tare	Net
Left Wheel	~~436~~		~~436~~
Right Wheel	~~449~~		~~449~~
Tail Scale	~~66~~	~~14~~	~~52~~
Total			937

approved: Leo Whitehead
CAA

412 251



G. Empty "As Weighed" is aft of wheel C. L. $= \frac{188.7 \times 52}{937} = 10.5$"

ance from datum to wheel C. L. = 65 + 1.5 = 66.5"

G. Empty "As Weighed" is aft of datum = 66.5 + 10.5 = 77.0"

OST FORWARD C. G.-UTILITY & NORMAL CATEGORIES

ITEM	WT.	ARM	MOMENT
mpty weight "As Weighed"	937	77.0	72100
il (6 qt.)	11	24	264
uel (8.3 gal.) Wing	50	88	4400
ilot & Chute (Front)	190	71	13490
otal	1188	75.0	90254

st Forward C. G. = 11.0 " aft of wing L. E.

pproved Most Forward C. G. = 9.0" aft of wing L. E.

MOST REARWARD C. G. - UTILITY CATEGORY

ITEM	WT.	ARM	MOMENT
Empty Weight "As Weighed"	937	77.0	72100
Oil (6 qt.)	11	24	264
Fuel (21.8 gal.) Wing	131	88	11500
Pilot & Chute (Front)	190	71	13490
Passenger & Chute (Rear)	190	99	18810
Baggage	41	121	4961
Total	1500	80.8	121125

Most Rearward C. G. - Utility Category = 15.8 " aft of wing L. E.

Approved Most Rearward C. G. - Utility Category = 18.6" aft of wing L. E.

MOST REARWARD C. G. - NORMAL CATEGORY

ITEM	WT.	ARM	MOMENT
Empty Weight "As Weighed"	937	77.0	72100
Oil (6 qt.)	11	24	264
Fuel (38 gal.) Wing	228	88	20064
Pilot (Front)	170	71	12070
Passengers 2 (Rear)	340	99	33660
Baggage	41	121	4961
Total	1727	82.9	143119

Most Rearward C. G. - Normal Category = 17.9 " aft of wing L. E.

Approved Most Rearward C. G. - Normal Category = 18.6" aft of wing L. E.

EQUIPMENT INSTALLED

		Item	Wt.	Arm Aft Wing L. E.
[X]	✓ 101.	Propeller: Wood Fixed Pitch	11	(—[illegible])
[X]	✓ 201.	Carburetor Air Heater		
[X]	✓ 301.	8.00-4 Wheel with brakes & 4 ply tires	31	(+1.5)
[X]	✓ 302.	Full Swivel Tail Wheel	5	(+200)
[X]	✓ 401.	Battery (12V)	25	(+68)
[X]	✓ 402.	Position Lights	3	(+65)
[ ]	403.	Radio Receiver & Transmitter		
[X]	✓ 404.	Antenna		
[ ]		Clock		
[ ]		Turn & Bank Indicator		
[ ]		Rate of Climb		

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-780
PA-12

Jan. 22, 1946
Revised: July 1, 1946

AIRCRAFT SPECIFICATION

An aircraft complying with the terms of this specification and conforming with authenticated data pertaining to the approval listed herein will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer — Piper Aircraft Corporation
Lock Haven, Pennsylvania

Specifications Pertinent to all Models

Certification basis — Type Certificate No. 780
Production basis — Production Certificate No.
Export eligibility — Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook:

Model PA-12

(a) Canada - Landplane
Skiplane - Not eligible.

(b) All other countries except Great Britain, Australia, and New Zealand.

For specifications pertinent to individual models see Page 2.

For equipment see Page 3.

AIRCRAFT SPECIFICATION - Piper PA-12.

Models	PA-12 2PCLM	PA-12 3 PCLM
Date Approved		←
Categories	Utility	Normal
Engines	Lycoming O-235-C	←
Fuel, Aviation Gasoline	73 min. Octane (CFR)	←
Engine Limits for all Operations	2600 rpm (100 hp)	←
Airspeed Limits		
Maneuvering	94 mph True Ind.	←
Level Flight or Climb	110 mph True Ind.	←
Glide or Dive	148 mph True Ind.	138 mph True Ind.
Propeller Limits:		
Static rpm at full throttle:		
Maximum:	2290	←
Minimum:	1960	←
Diameter:		
Maximum:	76	←
Minimum:	74.5	←
C. G. Range	(+9.0)(14.3% MAC) to (+18.6)(29.8% MAC)	———
Datum	Leading Edge of Wing	←
MAC	61.8 in. L.E. MAC (+0.2)	←
Leveling Means	Plumb bob from machine screw at door frame channels near upper rear corner of door to hole in plate near rear seat.	←
Standard Weight	1500 lbs.	1750 lbs.
No. Seats	2(one(+34),Pilot (+6))	3(two(+34),Pilot(+6))
Baggage	41 lbs. Maximum (+56)	←
Fuel Capacity at	38 gals. (Wing Tanks (2), 19 gals. (+34))	←
Oil Capacity	6 qts. (-41)	←
Serial Nos. Eligible	5-1601 and up.	←
Equipment Required	Items 101, 301, and 302.	←

Equipment: Items included in required lists under specifications pertinent to individual models may not be removed unless replaced by approved equivalent items.

The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly.

Values in inches shown in parenthesis after each item represent horizontal arms to the C.G. of the item measured minus (-) ahead and plus(+) to the rear of the datum.

A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net change between that item and the equivalent required item.

Propellers and Propeller Accessories

101. Propeller - Wood (Fixed Pitch) 11 lbs. (-52)

Engines and Engine Accessories-Fuel and Oil System

201. Carburetor Air Heater

Landing Gear

301. 8.00-4 Wheels with brakes and 4-ply tires (Wheels must be placarded for these tires) 31 lbs. (+ 1)

302. Full Swivel Tail Wheel. 5 lbs. (+200)

303. Skis (Eligible on any airplane of this model provided the propeller installations meets the minimum ground clearance. The maximum standard weight for the skiplane will be the same as for the correspomding landplane or that shown in parenthesis after each ski model, whichever is less)(Use Actual Weight change)(See Note 1).
(a) Federal SC-2 (Maximum 1650 lbs.)
(b) Marston MFS-1600 (Maximum 1600 lbs.)
(c) Air Transport 1620-750 (Maximum 1620 lbs.)
(d) Jack Carr Service 16 (Maximum 1600 lbs.)

Electrical and Radio Equipment		
401. Battery (12 volt)	25 lbs.	(+68)
402. Position Lights	3 lbs.	(+65)
403. Radio Receiver and Transmitter.	lbs.	( )
404. Antenna.	lbs.	( )
Interior Equipment		
501. Parachutes (20 lbs. each)	(+ 6)	(+ 34)
Miscellaneous (not listed above)		

NOTE 1. When load rating of ski is less than 1750 lbs., but equal to or greater than 1500 lbs., the aircraft will be eligible as a skiplane for the utility category only.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

AD-780-1
PIPER
PA-12

September 9, 1946

AIRWORTHINESS DIRECTIVE

Compliance with the "MANDATORY NOTES" contained in this Directive is necessary for safeguarding the airworthiness of your airplane. It will be checked for conformity with these NOTES.

Compliance with the "SERVICE NOTES" contained in this Directive also is necessary to safeguard the airworthiness of your aircraft. The inspections listed under "SERVICE NOTES" should be carefully carried out at the stated intervals, and will be checked by the CAA representative at each annual inspection.

Recommendations contained in Manufacturers' Service Bulletins should always be given careful consideration because compliance with them will add to the ultimate safety of your airplane.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded.

If you have sold your airplane of this model, please forward this list to the new owner.

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MANDATORY NOTE 1. (September 9, 1946)
COMPLIANCE REQUIRED PRIOR TO NOVEMBER 1, 1946

To prevent possible failure of the fuel strainer bowl, replace the present thin fuel strainer bowl gasket with a 1/8 inch thick cork and neoprene gasket supplied by Piper. The bowl seat nut should be tightened only finger tight. The bowl should be carefully examined for signs of flaws or cracks and should be replaced if any are found. (Piper Service Bulletin No. 89 dated July 11, 1946, covers this same subject).

MANDATORY NOTE 2. (September 9, 1946)(Applies only to serial numbers 12-1 to 12-285 inclusive).
COMPLIANCE REQUIRED NOT LATER THAN NEXT PERIODIC INSPECTION

To prevent possible failure of the tail pipe and cracking of the muffler, install the additional brace tube, Piper Part No. 10860 and new clamp, Part No. 80002-28. The new brace will form, together with the original brace, a "V" instead of a single leg. A careful inspection of the muffler should be made and if any cracks are present, a new muffler should be installed. (Piper Service Bulletin No. 92 dated August 7, 1946, covers this same subject).

MANDATORY NOTE 3. (September 9, 1946)(Applies to serial Nos. 12-1 to 12-207, inclusive).
COMPLIANCE REQUIRED PRIOR TO NOVEMBER 1, 1946

Several instances have been reported of loosening of the cap screws attaching the air scoop to the carburetor on these aircraft, thus creating a hazard. These cap screws should be removed and drilled for safety wire. They should then be reinserted and safety wire installed. (Piper Service Bulletin No. 90 dated July 17, 1946, covers this same subject).

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

Copies of this directive may be obtained upon application to:
Office of Aviation Information, Civil Aeronautics Administration,
Department of Commerce, Washington 25, D. C.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON, D. C.

E-223-2
THE AVIATION CORP.
Lycoming
O-233-A1
O-235
O-235-A, -AP
O-235-B (O-235-2)
O-235-BP
O-235-C

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AIRCRAFT ENGINE SPECIFICATION

February 6, 1946

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer: The Aviation Corporation, Lycoming Division, Williamsport, Pa.

Model Lycoming	O-233-A1	O-235	O-235-A, -AP	O-235-B, -BP	O-235-C
Type	4HOA - Direct drive	--	--	--	--
Rating					
Max., except take-off, hp, rpm, sea level pressure altitude	100-2500-S.L.	100-2550-S.L.	104-2600-S.L.	104-2600-S.L.	100-2600-S.L.
Take-off (one minute), hp rpm, at full throttle	100-2500	100-2550	104-2600	104-2600	100-2600
Fuel (Minimum octane aviation gasoline)	73	--	--	--	--
Bore and stroke, inches	4.375 x 3.875	--	--	--	--
Displacement, cubic inches	233	--	--	--	--
Compression ratio	6.25:1	--	--	--	6.5:1
Weight (dry), lbs.	195	235	242	237	206
C.G. location (dry)			7.0	7.0	6.2
Forward mount rear face, in.			7.0	7.0	6.2
Below Prop. shaft C.L., in			.6	.3	.5
Propeller shaft	Integral flange 6-3/8 in.bolts, 4-3/4 in.circle	--	--	--	Integral flange SAE No. 2
Carburetion	Stromberg NA-S3A1 carburetor with 1-3/8 in. venturi	Marvel MA-3A carburetor with 1-3/8 in. venturi	--	--	--
Ignition, Dual	Scintilla SF-4L-8, SF-4LN-8, or Edison-Splitdorf RMA-4 magnetos	--	--	Scintilla SF-4LN-8 magnetos	--
Spark plugs	Champion AY-4	Champion C-26, S; AY-4 or L4-3-1-S; BG SU-454	--	--	--
Ignition timing, °BTC	25	--	--	--	20
Oil sump capacity, Qts.	8	--	--	--	6
NOTES	1,2	1,5	1,3,4,5,6	1,3,5,6	1,5

"-- --" indicates "same as preceding model."

Certification basis: Type Certificate No. 223
Production basis: Production Certificate No. 3

NOTE 1. Maximum permissible temperatures:

Models	Cylinder Head: Spark plug washer thermocouple	Cylinder Head: Well type thermocouple	Cyl.Barrel	Oil Inlet
O-235-C	525°F	500°F	300°F	240°F
All others	545°F	520°F	300°F	240°F

NOTE 2. The approval for model O-233-A1 expired February 25, 1944. No engine of this model manufactured after that date or with serial No. above 106 is eligible for use in certificated aircraft.

NOTE 3. Models O-235-AP and O-235-BP, similar respectively to models O-235-A and O-235-B, incorporate provisions for absorbing the propeller thrust in both tractor and pusher type aircraft.

NOTE 4. Model O-235-A was formerly rated the same as model O-235.

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NOTE 5. The following typical accessories are eligible for use on the specified engine models at the indicated additional weights:

Optional Accessories	Weights (lbs.) (Drives included except where noted*)	Engine Models			
		O-235	O-235-A, -AP	O-235-B, -BP	O-235-C
Generator					
Eclipse Type 307, Model 8	16	Yes		Yes	
Delco-Remy Model 1106704	10		Yes		
Delco-Remy Model 1101878	10*				Yes
Starter					
Eclipse Type 397, Model 54	19	Yes		Yes	
or Eclipse Type 635, Model 4	18			Yes	
Delco-Remy with Bendix unit Model 1109652	16		Yes		
Delco-Remy with Bendix Unit Model 1109657	18*				Yes
Fuel Pump					
Pesco Model 227-C	2	Yes			
Pesco Model 227-GA	2			Yes	
AC Model GP-8897, Type AH	3		Yes		
AC Model GP-13392, Type AH	(Two) 6				Yes
Vacuum Pump					
Pesco Model 194	4	Yes	Yes	Yes	
Pesco Model 194D	3				Yes
Pesco Model 207JA	5				Yes
Radio Shielding					
Packard type	2	Yes		Yes	Yes
or Breeze type	4		Yes	Yes	
Miscellaneous					
Starter and Generator Drive	7				Yes

NOTE 6. Military model O-235-2 is identical to model O-235-B. When this model engine is installed in certificated aircraft, the corresponding commercial model designation should be added to the engine nameplate at least by the time of the first overhaul.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

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SUPERSEDES P-676

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-702
SENSENICH
All Wood Propellers

July 24, 1946

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AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and applicable portions of 03.4 and 04.4 of The Civil Air Regulations.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
A1	TC 385	40	2000	70-3/4"	55"	8	5/16"	4-5/8"	6"	3-3/4"	10	-
42K12335	TC 586	(Same as 90HASP-90)										
42K12335M	TC 586	(Same as 90HASP-90M)										
42K19593	TC 546	225	2100	96"	62"	8	7/16"	7"	9-1/4"	6"	29	
43K10107	TC 691	(Same as 72C-42)										
43K13605	TC 811	(Similar to 90JA-79 with same rating)										
43K15131	TC 586	(Serial Nos. up to B0146 incl. same as 86RA-62. Serial Nos. B0147 to B2285 incl. same as 86RA-61)										
43K15131A	TC 586	(Same as 86RA-61)										
43K19181	TC 546	(Same as 90LA-76)										
43K26215	TC 586	(Same as 90HA-86)										
44K15005	TC 586	(Similar to 85LYA with same rating)										
44K24605	TC 811	(Same as 90JA-81)										
60BA	TC 734	50	3000	60"	34"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60DA	TC 734	50	3000	60"	41"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60EA	TC 734	50	3000	60"	28"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
63	TC 489	37	2550	63"	36"	6	3/8"	4"	5-3/4"	3-1/4"	7	-
63B	TC 565	36	2400	63"	38"	6	3/8"	5"	6-3/8"	3"	7	
66A	TC 731	65	3500	66"	35"	6	3/8"	4"	5-3/8"	3-3/16"	7	1
66CA	TC 765	155	3200	66"	66"-63"	8	7/16"	5"	7-3/8"	4"	11	1
69	TC 386	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	7	3
69A	TC 666	45	2575	69"	36"-28"	6	3/8"	5"	6-3/8"	2-1/2"	8	1
69B	TC 449	36	2400	69"	28"	6	3/8"	5"	6-3/8"	3"	8	3
69C	TC 537	40	2575	69"	26"-23"	6	3/8"	4"	5-3/8"	3-1/4"	8	1,4
69D	TC 554	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	8	3
69E	TC 581	45	2575	69"	35"-33"	6	3/8"	5"	6-3/8"	2-1/2"	8	1,3
69F	TC 581	42	2575	69"	33"	6	3/8"	4"	5-3/8"	3-3/16"	8	3
69J	TC 564	40	2575	69"	28"-26"	6	3/8"	4"	5-3/8"	3-1/4"	7	1,4
69M	TC 668	50	2500	69"	38"	6	3/8"	4-3/4"	6-1/4"	3-1/4"	8	-
70A	TC 734	80	2700	70"	56"-52"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70AB	TC 734	90	2500	70"	56"-46"	6	3/8"	4"	6-1/8"	4"	9	1
70AF	TC 734	80	2650	70"	56"-46"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70D	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70DF	TC 734	80	2500	70"	50"-44"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70F	TC 679	60	2400	70"	47"-43"	6	3/8"	4"	6"	3-1/4"	9	1,2
70L	TC 679	55	2300	70"	47"-41"	6	3/8"	4-3/8"	6"	3-1/4"	9	1,2
70LY	TC 718	65	2550	70"	40"-32"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	9	1
72	TC 591	40	2540	72"	30"	6	3/8"	5"	6-3/8"	2-3/4"	8	-
72A	TC 666	45	2500	72"	31"	6	3/8"	5"	6-3/8"	2-1/2"	7	-
72AB	TC 782	90	2500	72"	60"-40"	6	3/8"	4"	6-1/8"	4"	9	1
72B	TC 595	40	2575	72"	30"	6	3/8"	4"	5-3/4"	3-3/16"	8	-
72C	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72CK	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72DC	TC 734	75	2300	72"	55"-48"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	9	1
72DF	TC 734	90	2500	72"	55"-48"	6	3/8"	4"	6-1/8"	4"	9	1
72EB	TC 789	125	2600	72"	68"-62"	6	3/8"	4-3/4"	7"	4-3/4"	12	1
72EC	TC 789	125	2600	72"	68"-62"	8	3/8"	5-1/4"	7"	4"	12	1
72F	TC 691	65	2350	72"	50"-40"	6	3/8"	4"	6-1/8"	3-1/4"	10	1

* Production basis - Production Certificate No. 1

Z0432

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
72GA	TC 782	85	2650	72"	54"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72HAS	TC 538	235	3000	72"	67"-65"	6	3/8"	6-3/16"	8"	4-1/8"	16	1
72HBS	TC 538	235	3000	72"	67"-65"	8	3/8"	7"	8"	4-1/8"	16	1
72L	TC 678	50	2200	72"	41"	6	3/8"	4-5/8"	6-1/8"	3-1/2"	10	-
72LY	TC 678	55	2300	72"	41"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	10	1
73BE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	14	1
73BR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	14	1
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FK	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FKI	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	60"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78L1	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EI	TC 485	(Left Hand of 84E)										
84EL	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

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Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84M	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RB	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RW	TC 586	190	2550	85"	61"-52"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517	(Left hand of 90BA)										3
90C	TC 517	(Same as 90A)										1
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	3
90E	TC 517	(Left hand of 90C)										1
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586	(Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)										
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T)	(TC 586	125	1750	96"	71"-63"	8	3/8"	5-14"	7"	4"	20	1
96T)	(TC 586	125	1750	96"	71"-63"	6	15/32"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
100CD	TC 546	225	2000	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1
102	TC 450	102	1400	102"	59"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102A	TC 464	102	1400	102"	55"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	59"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CB	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

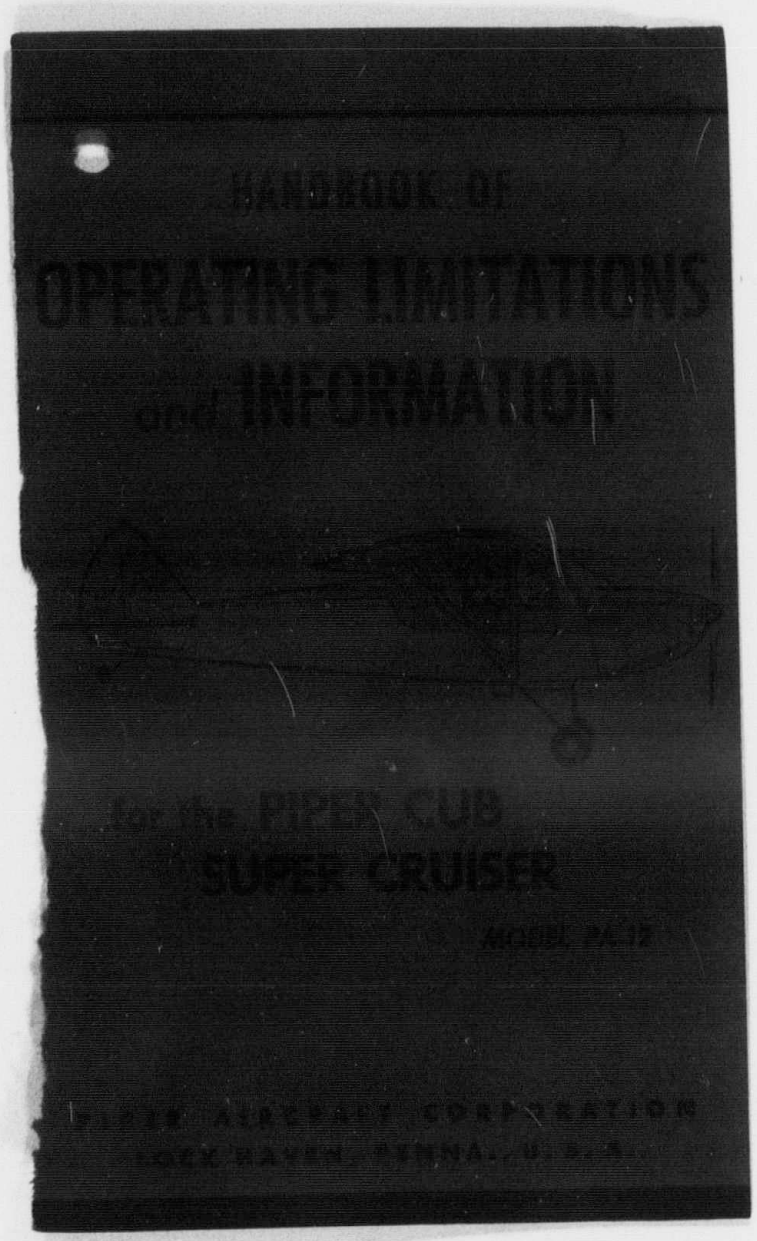
Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyce
Charles F. Dyce, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

20432


HANDBOOK OF
OPERATING LIMITATIONS
and INFORMATION
for the PIPER CUB
SUPER CRUISER
MODEL PA-12

DESCRIPTION

The Super Cruiser is a strut-braced high wing airplane powered with a Lycoming O-235-C horizontally-opposed four-cylinder aircooled 100-horsepower engine. The engine is equipped with a starter and generator for 12-volt operation. The 12-volt storage battery supplies current for starting, radio operation, and navigation and instrument panel lights. The battery is located aft of the rear seat in a compartment which is accessible from the outside. Conventional dual controls are provided which are operable from both front or rear seats. The rear stick can be removed from the stub connection to prevent interference when carrying two passengers in the rear seat.

The hydraulic brakes control each wheel separately. The parking brake handle is located on the right side under the instrument panel. The wide tread landing gear with rubber cord shock absorbers and the full swiveling tail wheel provide stability and easy maneuvering on the ground.

Both the door and the window area on the left side have sliding window sections for ventilation. The accommodations allow a pilot in the front seat and two passengers in the rear seat. The two throttle levers, for front and rear seats, the stabilizer adjustment crank, and the fuel shut-off valves are on the left side of the cockpit. (See Figure 2). The electrical panel is on the right side forward of the door. (See Figure 3). The instrument panel contains the flight instruments and engine controls. (See Figure 1).

General information relative to the Super Cruiser is given in the following table:

SUPER CRUISER SPECIFICATIONS

	Normal	Utility
H. P. and R. P. M.	100–2600	100–2600
Gross Weight	1750	1500
Empty Weight	950	950
Wing Span	35′ 5.5″	35′ 5.5″
Wing Chord	63″	63″
Overall Length	22′ 10″	22′ 10″
Overall Height	6′ 10″	6′ 10″
Propeller Diameter	76″	76″
Power Load lbs./hp	17.5	15
Wing Load lbs./sq. ft.	9.8	8.36
Baggage Capacity	41	—
Cruising Speed mph.	105	105
Stalling Speed (T.I.A.S.)	49	—
Take-off Run (Minimum)	720	480
Landing Roll (Minimum)	470	390
Rate of Climb-Sea Level ft./min.	600	750
Best Rate of Climb Speed (T.I.A.S.)	75	70
Cruising Range (Miles)	600	600
Service Ceiling	12,600	15,700
Absolute Ceiling	15,500	18,000
Gliding Ratio	11 to 1	11 to 1
Fuel Consumption gal/hr. Cruising	6.5	6.5
Fuel Capacity, gallons	38	38
Fuel Octane Rating	73	73
Brake Fluid Above 40°F. Houdaille L-475 Below 40°F. Univis 40		
Tire Pressure lbs./sq. in.	18	18

NOTE: The Super Cruiser is certificated in both the Normal and Utility Categories. Normal Category conditions exist when the airplane is loaded to a gross of 1750 lbs. The airplane is not to be flown in any maneuver other than those consistent with normal flight in this condition. Utility conditions exist when the gross load does not exceed 1500 lbs. The airplane can be flown through certain permissible maneuvers consistent with instruction procedures.

OPERATING PROCEDURES

STARTING:

1. See that LEFT TANK—MAIN fuel valve is on. (See Figure 2).
2. Prime engine if it is cold. Two or three strokes of the primer is sufficient. (See Figure 1).
3. Open the throttle about ¼ inch.
4. Turn "Master Switch" on. (See Figure 3).
5. Turn key switch on to "BOTH." (See Figure 1).
6. Press starter button. (See Figure 1).

CARBURETOR AIR HEATER:

1. Heat is off when the knob is in and heat is on when the knob is out. (See Figure 1). NOTE: The heat is used either full on or full off; intermediate positions do not prove useful.
2. Use carburetor heat full on during the taxi procedure, during the landing procedure, and whenever carburetor icing conditions exist. A slight drop in rpms and engine roughness generally denote icing conditions.

MIXTURE CONTROL:

1. The carburetor mixture is full RICH when the knob is IN and full LEAN when the knob is OUT. (See Figure 1). The carburetor mixture control serves as

an idle cut-off on the engine when it is pulled out to full lean position.

2. Adjust the mixture for better engine performance at altitudes for 5000 feet and over.

3. Pull the knob out slowly until the engine falters and then push the knob back to the point where the engine performs best.

CABIN HEAT:

1. Pull the knob OUT for HEAT ON; push the knob IN for COLD AIR ON.

PANEL AND NAVIGATION LIGHTS:

1. Turn the knob to the right to turn both the navigation lights and panel lights on. (See Figure 3).

2. Turn the knob to the right to increase the brightness of the panel lights.

3. The adjustment in 2 above will not affect the brightness of the navigation lights; they are on bright as soon as the switch is turned on.

FUEL SYSTEM:

1. LEFT TANK-MAIN valve must be on all the time during flight. (See Figure 2).

2. RIGHT TANK-AUXILIARY valve may be off until the fuel is used from the tank to check fuel consumption or it may be turned on at the beginning of flight, thus using fuel from both tanks simultaneously.

RIGHT TANK-AUXILIARY valve should be turned off during refueling to prevent feed-back from one tank to the other.

4. Remove metal fuel strainer cup daily for cleaning and inspection.

OIL CHECK:

1. Oil level is checked by noting level on the bayonet gauge attached to the filler cap.
2. Access is provided by opening right side of the engine cowl.
3. Capacity—6 quarts. Minimum operating level 3½ quarts.
4. Use SAE 50 for summer operation; SAE 40 for winter operation.

Revised 10-1-46

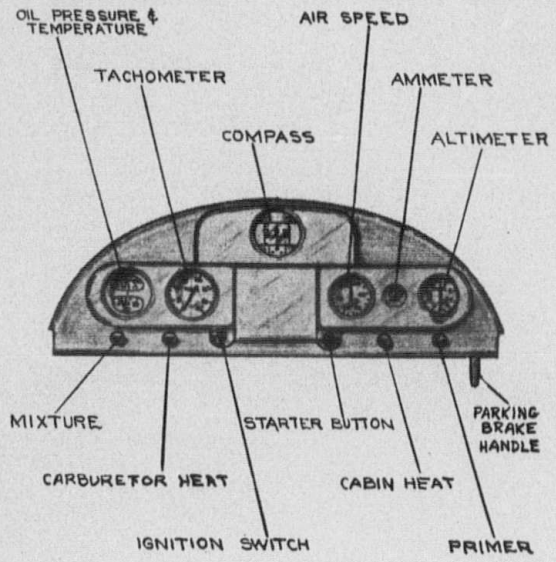

OIL PRESSURE & TEMPERATURE
TACHOMETER
COMPASS
AIR SPEED
AMMETER
ALTIMETER
MIXTURE
CARBURETOR HEAT
IGNITION SWITCH
STARTER BUTTON
CABIN HEAT
PRIMER
PARKING BRAKE HANDLE

FIG. 1

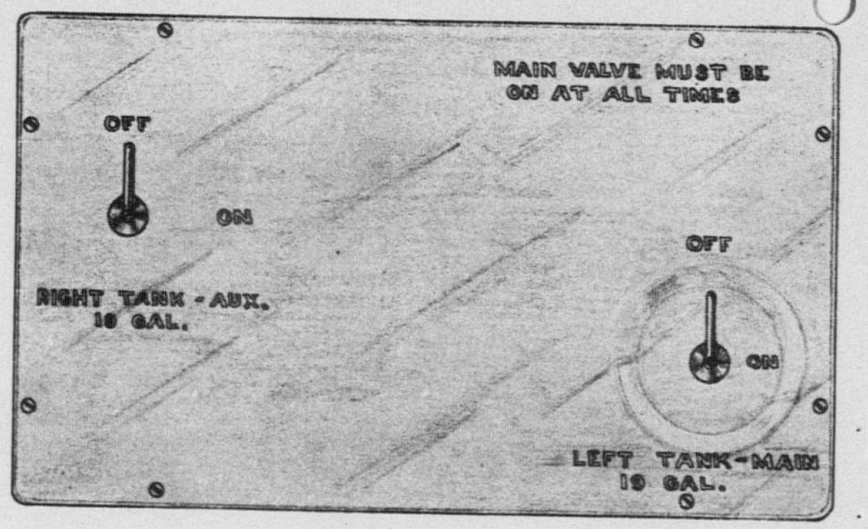

MAIN VALVE MUST BE
ON AT ALL TIMES
OFF
ON
OFF
ON
RIGHT TANK - AUX.
10 GAL.
LEFT TANK-MAIN
10 GAL.

FIG. 2

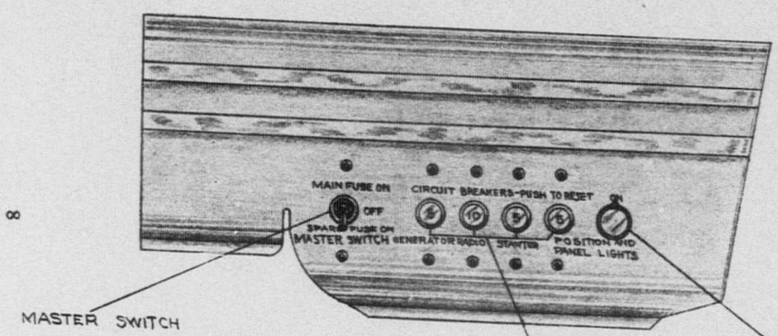

MAIN FUSE ON
OFF
SPARE FUSE ON
MASTER SWITCH
CIRCUIT BREAKERS-PUSH TO RESET
GENERATOR
RADIO
STARTER
POSITION AND
PANEL LIGHTS
MASTER SWITCH
POSITION & PANEL LIGHTS
CIRCUIT BREAKERS

FIG. 3

OPERATING LIMITATIONS

AIRSPEED:

1. Diving Speed — Maximum. (Normal Category) 138 mph. (Radial red line on indicator).
2. Diving Speed — Maximum. (Utility Category) 148 mph.
3. Caution Speeds — Limited Operation. 110 mph. to 138 mph. (Yellow arc on indicator).
4. Normal Operating Speeds — 49 mph. to 110 mph. (Green arc on indicator).
5. Design Maneuvering Speed for Abrupt Pull-Ups is 94 mph.

   NOTE: All airspeeds are given as True Indicated Airspeeds.

TACHOMETER:

1. Maximum RPM — 2600 (Radial red line on instrument).
2. Caution RPM — Limited Operation. 2450 RPM — 2600 RPM. (Yellow arc on instrument).
3. Normal Operating RPM — 2200 RPM to 2450 RPM (Green arc on instrument).

OIL PRESSURE:

1. Maximum Oil Pressure — 100 lbs. (Radial red line on gauge).
2. Maximum Caution Operating Pressure — 85 lbs. to 100 lbs. (Yellow arc on gauge).

3. Normal Operating Pressure — 65 lbs. to 85 lbs. (Green arc on gauge).
4. Minimum Caution Operating Pressure — 25 lbs. to 65 lbs. (Yellow arc on gauge).
5. Minimum Operating Pressure — 25 lbs. (Radial red line on gauge).

OIL TEMPERATURE:

1. Maximum Oil Temperature — 240°F. (Radial red line on gauge).
2. Normal Operating Temperature—120°F. to 240°F. (Green arc on gauge).
3. Caution Operating Temperature — 40°F. to 120°F. (Yellow arc on gauge).

WEIGHT:

Normal Category:

1. Maximum certificated weight — 1750 lbs. which includes the following typical useful load:

Pilot (in front seat)	170 lbs.
2 passengers (in rear seat)	340 lbs.
Oil (6 quarts)	11 lbs.
Fuel (38 gallons)	228 lbs.
Baggage	41 lbs.

Utility Category:

1. Maximum certificated weight — 1500 lbs. which includes the following typical useful load:

Pilot (in front seat)	190 lbs.
Pilot (in rear seat)	190 lbs.
Oil (6 quarts)	11 lbs.
Fuel (20 gallons)	120 lbs.

NOTE: For detailed weight and balance calculations, see the form in the envelope on the back cover.

MANEUVERS:

Normal category — No acrobatic maneuvers permissible.

Utility Category — The following maneuvers are permissible:

Maneuver	Entry Speed
Chandelle	110
Lazy Eight	110
Steep Turn	90
Stall, except whip stalls	Stall
Spin	Stall

FLIGHT LOAD FACTORS:

The positive flight load factors of the airplane expressed in terms of acceleration are:

Normal Category (1750 weight)	3.8
Utility Category (1500 weight)	4.4

PERFORMANCE INFORMATION:

1. Stalling Speed — Normal Category —49 mph.

   NOTE: True Indicated Airspeeds given.
2. Take-Off and Climb Distance to clear a 50-foot obstacle — 1968 feet on a wet, paved runway; distance corrected to standard sea level conditions.
3. Landing Glide and Ground Roll Distance over a 50-foot obstacle — 1110 feet on a wet, paved runway; distance corrected to standard sea level conditions.

4. The steady rate of climb corrected to standard sea level conditions is 600 feet per minute at 75 mph. True Indicated Airspeed.

NOTE: Items 3, 4, and 5 based on Normal Category loading conditions.

5. The following table shows calculated altitude and temperature variations for take-off over a 50-foot obstacle, landing over a 50-foot obstacle, and steady rate of climb.

TAKE-OFF DISTANCE (FEET)

ALTITUDE					
10000	3530	3837	4181	4612	4956
7500	2966	3224	3513	3875	4164
5000	2418	2628	2864	3159	3395
2500	1967	2137	2329	2569	2762
0	1612	1752	1909	2106	2263
	0	25	50	75	100

Temperature F°

LANDING DISTANCE (FEET)

ALTITUDE					
10000	1344	1404	1480	1554	1629
7500	1235	1290	1360	1429	1497
5000	1146	1197	1262	1326	1389
2500	1067	1115	1175	1234	1294
0	988	1032	1088	1143	1198
	0	25	50	75	100

Temperature F°

RATE OF CLIMB (FEET/MIN.)

ALTITUDE					
10000	256	244	235	226	219
7500	380	363	349	335	325
5000	497	474	457	439	425
2500	607	579	558	535	519
0	731	698	672	645	625
	0	25	50	75	100

Temperature F°

SERVICE HINTS

Engine Cowl:

The engine cowl is easily opened for access to the engine compartment by pulling the wire pin out of the fasteners. The wire has a formed ring on the end at the fuselage cowl to provide better grip. The upper and lower cowl sections can be taken off by removing the flat head machine screws at the nose cowl and at the fuselage cowl.

Battery:

The 12-volt battery is located in a compartment back of the baggage compartment, accessible only from the outside on the right side of the airplane. The metal door to this compartment is secured by two fasteners which may be opened by turning each a quarter turn to the right with a coin, key, knife, or screw driver. Remove the two positioning screws and disconnect the cables and wrap each with tape. It is recommended that the wrenches used in disconnecting the cables be wrapped with tape to prevent accidental sparking upon contact with the metal structures of the airplane. The battery and box can be slid out of the compartment for servicing the battery. Be sure that any spilled liquid is immediately neutralized to prevent damage to adjacent areas. Three 3AG30 fuses are in the fuse block in the battery compartment; two are used in the electrical circuit and the third is a spare.

Seat Cushions:

The seat cushions have vinylite air bags which can be inflated or deflated to suit the individual needs. The metal valve has a screw

lock which must be opened to allow air to enter or leave the bag. Turn the screw to the left to open and to the right to close.

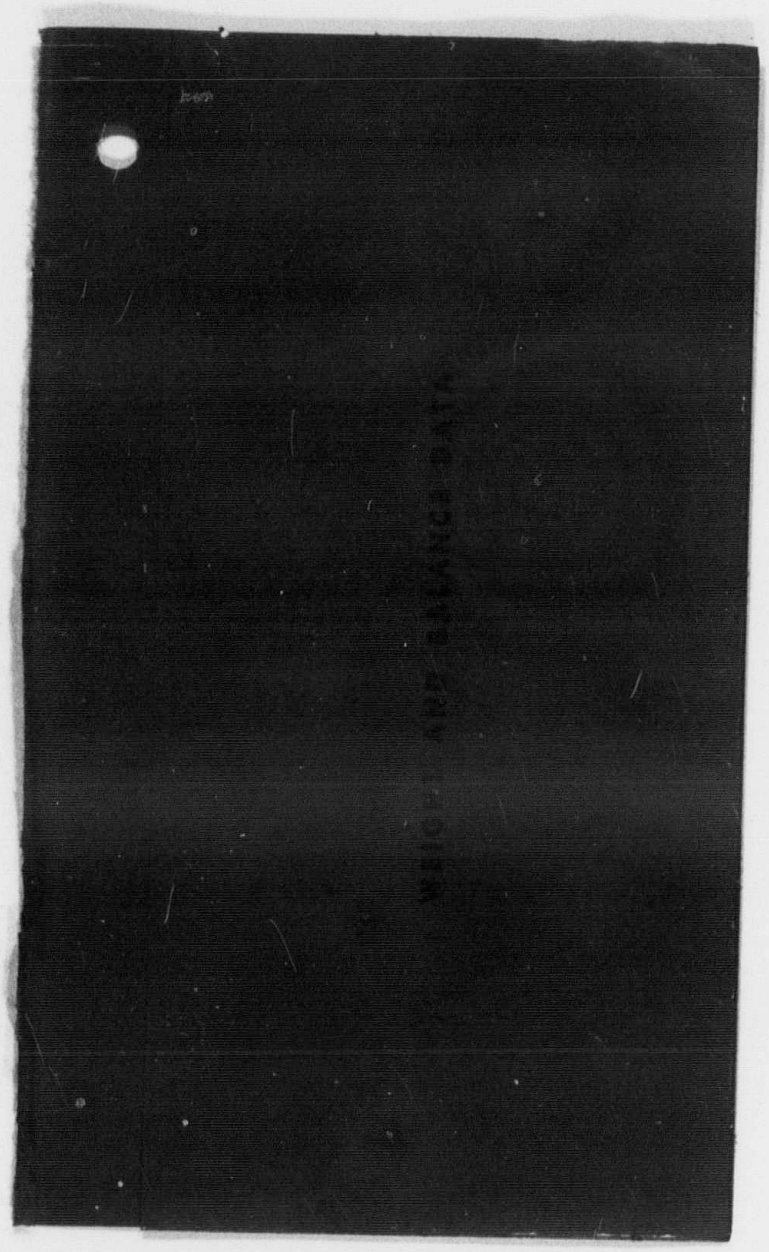
Inspection Covers:

The inspection covers are held in place by the spring tension of the cover material. To remove a cover, press the center of the cover until the metal snaps ("oil cans") and slide away from the opening. Pressure on the edges will snap the cover metal back to its original position for tension when the cover is replaced. Be sure the inside strap is placed so that it points to the leading and trailing edges when the cover is replaced.

Windshield and Windows:

Use only good quality soap, clean water, and clean soft cloths to clean these areas. The use of patented cleaners is not recommended because of their possible solvent action on the plastic material used in the construction of these parts.

PRINTED IN U. S. A



/EK

2462A
8-41

31

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5247.

NATIONALITY AND REGISTRATION MARKS CF-EFP

1. Type and description	Piper PA-12
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	12-586
4. Name of owner	Lakeland Skyways Limited
5. Address of owner	North Bay Airport, North Bay, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	North Bay, Ontario.
8. Purpose	Commercial.

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 14th day of November, 19 46, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFP and is of Canadian nationality.

Given at Ottawa this 21st day of March 19 47.

S

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/RM

32

5003-E5-16

REGISTERED

Ottawa, Ontario.
March 31st, 1947.

Lakeland Skyways Limited,
North Bay Airport,
North Bay, Ont.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5247 and Certificate of Airworthiness No. 1740, together with Engine and Journey and Aircraft Log Books, for your Piper PA-12 aircraft, CF-EFP.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Toronto, Ontario.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

34 2 8-45

TORONTO, June 20th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-16 5802-	Forced Landing - C F / E F P	

~~A 9886~~

TRANSPORT-RECORDS
JUN 24 P.M.
File 5008-E6-16

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

A 9837

1. Herewith report from Lakeland Skyways re forced landing of Piper Cruiser C F / E F E, operated by Lakeland Skyways Ltd., North Bay, Ontario.

2. Inasmuch as flying operations in North Bay and the northern area come under the jurisdiction of your Headquarters, no action is being taken by this office.

(for D.G. Joy)
District Inspector, Air Regulations,
Toronto.

R.W. Goodwin/KC

5802-18972

24/6/47 HGA.

TEMISKAMING BASE
NEW LISKEARD AIRPORT - PHONE 830
OPERATIONS MGR., J. F. REED

NIPISSING BASE
NORTH BAY AIRPORT - PHONE 391
TROUT MILLS SEAPLANE DOCK - 286 R 3
OPERATIONS MGR., DON. K. MACKAY

33

LAKELAND SKYWAYS
LIMITED

June 14, 1947.

District Inspector Air Regulations,
1 Montgomery Avenue,
TORONTO, ONTARIO.

Subject: Forced landing of CF-EFP.

Dear Sir:

This will advise that at approximately 1900 hours on Tuesday, June 10th, Piper Cruiser CF-EFP, flown by Mr. H. Burry, holder of a Private Pilots license, made a forced lading 4 miles north of Earlton Airport and overturned due to mud conditions.

The pilot was uninjured and the aircraft appears to be very slightly damaged. Cause of forced landing was engine failure due apparently to exhaust and fuel supply.

Please advise whether this report is sufficient or whether details of damage of the aircraft are necessary. Also whether a report from the pilot will be required.

Yours very truly,

LAKELAND SKYWAYS LTD.

J.F. Reed

(per) J.F. Reed.

TRANSPORT - TORONTO
AVIATION
JUN 17 1947
File 212-57

m. Gordon.
91

28 June 47

5008-E6-16
5802-18972

HMF/ZC

OTTAWA, June 26, 1947.

REGISTERED

Mr. J. F. Reed,
Operations Manager,
Lakeland Skyways Limited,
North Bay, Ontario.

Dear Sir:

Your letter of June 14th, 1947, in connection with the forced landing of Piper aircraft CF-EFP has been forwarded to these Headquarters.

Since no one was injured, the one report is sufficient to comply with Air Regulations. However, all accidents are recorded and analyzed, and in this latter connection a report from the pilot would be of assistance in accurately determining the cause and related factors.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

TEMISKAMING BASE
NEW LISKEARD AIRPORT - PHONE 830
OPERATIONS MGR., J. F. REED

NIPISSING BASE
NORTH BAY AIRPORT - PHONE 391
TROUT MILLS SEAPLANE DOCK - 286 R 3
OPERATIONS MGR., DON. K. MACKAY

LAKELAND SKYWAYS
LIMITED

TRANSPORT-RECORDS
JUL 7
File 5008-E6-16 37

File
Reference-5008-E6-16
5802-18972

A11117 July 3, 1947.

Superintemdent of Air Regulations,
Department of Transport,
OTTAWA, ONTARIO.

Dear Sir:

With reference to your letter of June 26, attached hereto is a copy of our letter to Mr. H. Burry the pilot of aircraft CF-EFP at the time of its recent forced landing.

Yours truly,

JFR:sah

LAKELAND SKYWAYS LTD.

J F Reed

(per) J.F. Reed.

COPY ON 5802-18972

1 copy 7/7/47 B.M.

RM

TEMISKAMING BASE
NEW LISKEARD AIRPORT - PHONE 830
OPS. MGR., J. F. REED

NIPISSING BASE
NORTH BAY AIRPORT - PHONE 391
TROUT MILLS SEAPLANE DOCK - 286 R 3
OPERATIONS MGR., DON. K. MACKAY

LAKELAND SKYWAYS
LIMITED

36

July 3, 1947.

Mr. H. Burry,
NEW LISKEARD, ONTARIO.

Dear Bert:
We have been advised by the Superintendent, Air Regulations, Ottawa, that a report from you is required in connection with your forced landing in CF-EFP.

This is so that the accident can be analysed and recorded.

Please file your report with the department as soon as possible.

Sincerely,

LAKELAND SKYWAYS LTD.

Joe Reed.

MISKAMING BASE
NE[illegible] AIRPORT - PHONE 830
[illegible]NS MGR., J. F. REED

NIPISSING BASE
NORTH BAY AIRPORT - PHONE 391
TROUT MILLS SEAPLANE DOCK - 286 R 3
OPERATIONS MGR., DON. K. MACKAY

LAKELAND SKYWAYS
LIMITED

38

July 18/47

Dept. of Transport.
Civil Aviation Division.
Ottawa.

TRANSPORT-RECORDS
JUL 28 A.M.
File 508 E6-16

Gentlemen: A13756

Enclosed herewith find log book for Cruiser E.F.P.

Please alter class from land to Marine. & return.

Yours truly.
H. Avery.

ENTERED ON CARDS

937
198 Hrs
1136

HTP/HMC

39

5008-E6-16

Ottawa, Ontario,
August 1, 1947

REGISTERED

Lakeland Skyways, Limited,
North Bay Airport,
North Bay, Ontario

Gentlemen:

Enclosed please find Certificates of Registration No. 5247 and Certificate of Airworthiness No. 1740 and Journey and Aircraft Log Book for aircraft CF-EFP. The proper amendments have been made to the Certificates and the Log Book.

Yours truly,

(S. Graham),
Superintendent, Air Regulations

Encls. 3.

TEMISKAMING BASE
NEW LISKEARD AIRPORT - PHONE 830
OPERATIONS MGR., J. F. REED

NIPISSING BASE
NORTH BAY AIRPORT - PHONE 391
TROUT MILLS SEAPLANE DOCK - 286 R 3
OPERATIONS MGR., DON. K. MACKAY

LAKELAND SKYWAYS
LIMITED

41

New Liskeard, Ontario
July 23, 1947

TRANSPORT-RECORDS
14 AM
File 5-008-E6-16

Department of Transport,
Civil Aviation Division,
Ottawa, Ontario.

A15558

Gentlemen:

On June 10th., while enroute from Val'Dor, Que., to New Liskeard, Ontario, I made a forced landing in a field north of Earlton. The resulting damage was superficial... broken strut, and some broken wing ribs, which have since been repaired by Cub Aircraft....

I was flying a Piper Cruiser registered in name of Lakeland Skyways, and bearing registration E. F. P.

Immediately following the forced landing I had to go to Manitoba and have just now returned. Lakeland Skyways advised your Department of the landing, and I have witheld my report awaiting certain information.

It now seems that the landing was caused by foreign matter lodging in the motor which caused me to consume more gas than is normal. Therefore the direct cause of the landing can be only attributed lack of gas, as result of pilot inexperience.

Attached to this letter please find report of Lakeland Skyways Engineer who reconditioned the aircraft.

Yours truly

Herbert Burry

Herbert Burry

Received 16-8-47

ENTERED IN ACCIDENT RECORDS

TEMISKAMING BASE
NEW LISKEARD AIRPORT - PHONE 830
OPERATIONS MGR., J. F REED

NIPISSING BASE
NORTH BAY AIRPORT - PHONE 391
TROUT MILLS SEAPLANE DOCK - 286 R 3
OPERATIONS MGR., DON. K. MACKAY

LAKELAND SKYWAYS
LIMITED

40

New Liskeard Ont.
July 23-1947.

Department of Transport
Civil Aviation Division
Ottawa Ontario.

Dear Sir:-

Aircraft CF-EFP was brought to me in a damaged condition after forced landing in a field on floats.

Port lift struts were replaced & wing was repaired at Cub Aircraft. Hamilton. Only other damaged was holes in fabric & damage to 3 ribs on starboard wing received after aircraft had landed.

Engine was dismantled & cylinders & pistons were found to coated with white lead, which was apparently quite fresh. We had it analized & it was not lead found in gasoline. Engine was cleaned and assembled & ran satisfactorialy.

Yours truly
Wesley Smithers
A-1864.

COPY

42

ORIGINAL ON FILE.....

COPY FOR FILE.....

TOR:5008-E6-16

1 Montgomery Avenue, Toronto.
October 8th, 1947.

Mr. Herbert Burry,
NEW LISKEARD, Ontario.

Dear Sir: Re CF-EFP

Receipt is acknowledged of your application for re-registration of Piper PA-12 CF-EFP, Serial No. 12-586 recently purchased by you from the Lakeland Skyways Ltd., with the following papers:-

(a) Application forms.
(b) Fee of $5.00
(c) Bill of Sale dated October 8th/47
(d) Old Certificate of Registration No. 5247
(e) " " " Airworthiness No. 1740

Receipt No. 16854 for the $5.00 fee is attached hereto.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EFP as a Private aircraft (land-plane and seaplane) under conditions given in the Certificate of Airworthiness No. 1740 until December 7th/47.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

noted R.B.

(for) D.G.Joy,
District Inspector, Air Regulations,
Toronto.

8
2-47

RSC/HT

/RM.

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E6-16

43

Ottawa, Ontario.
March 31st, 1947.

REGISTERED

Lakeland Skyways Limited,
North Bay Airport,
North Bay, Ont.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5247 and Certificate of Airworthiness No. 1740 , together with Engine and Journey and Aircraft Log Books, for your Piper PA-12 aircraft, CF- EFP.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours very truly,

I.P. Stephens

f (S. Graham),
Superintendent, Air Regulations.

Encls:

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5247.

NATIONALITY AND REGISTRATION MARKS CF-EFP

1. Type and description	Piper PA-12
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	12-586
4. Name of owner	Lakeland Skyways Limited
5. Address of owner	North Bay Airport, North Bay, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	North Bay, Ontario.
8. Purpose	Commercial.

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 14th day of November, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFP and is of Canadian nationality.

Given at Ottawa this 21st day of March 1947.

T. P. Phillips

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

AIR TRANSPORT - FLYING INSTRUCTION - HUNTING and FISHING TRIPS - "CUB" SALES & SERVICE

PHONES:
NORTH BAY 1933-J
NEW LISKEARD 830

LAKELAND SKYWAYS LIMITED

NORTH BAY - NEW LISKEARD

ADDRESS ALL CORRESPONDENCE TO
TROUT MILLS P. O.
NORTH BAY, ONT.

45

BILL of SALE

8-10-47

This will certify that Piper Super Cruiser CF-EFP has been sold to Mr. Herbert Burry, New Liskeard Ontario.

(signed) J.F.Reed
J.F.Reed
LAKELAND SKYWAYS LTD

46

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~) Triplicate

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant Herbert Burry.

Date of Application Oct. 8-46.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Herbert Burry	New Liskeard. Ont.	Canadian.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Private.

Usual Station New Liskeard. Ont.

Date of manufacture or reconstruction Oct. 8-1946

Crew required 1

Accommodation for what number of passengers 2

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Piper Aircraft, Lock Haven Pa.

Type Piper PA-12 Maker's No. 12-586

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'5½"	
Length o/a in feet	22'10"	
Height o/a in feet	6'10"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 937 lbs

Total weight authorized (fully loaded) in lbs 1750 Air speed 105 miles per hour

EQUIPMENT—(Give number and type). Tachometer (stewart-Warner) ampmeter

1. Instruments Airspeed (aeromarine) Altimeter (aeromarine) Compass (Airpath)
2. Gauges Oil pressure & Temperature (Stewart-Warner)
3. Lights Navigation.
4. Signals
5. Fire Extinguishers 1 qt.
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Lycoming-O-235C #874-15			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	100 h.p			
Bore	4 3/8.			
Stroke	3 7/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

47 2 6-46

TORONTO, October 8th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER PA-12 CF-EFP Serial No. 12-586	5008-E6-16

A-2200

TRANSPORT-RECORDS
OCT 10 P.M.
File 5008-E6-16

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the re-registration of Piper PA-12 CF-EFP, Serial No. 12-586 recently purchased by Mr. Herbert Burry from the Lakeland Skyways Limited:-

(a) Application forms.
(b) Fee of $5.00 (See page 3087 Cash Book Receipt No.16854)
(c) Bill of Sale dated October 8th/47.
(d) Old Certificate of Registration No. 5247
(e) " " " Airworthiness 1740
(f) Copy of letter of temporary authority.

Eff. for re-reg. pub. 5/5

R C Smith

(for) D.G.Joy,
District Inspector, Air Regulations,
Toronto.

RCSMITH/HT

6384(R)
1740(A)
Log Books

/RM

49

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6384

NATIONALITY AND REGISTRATION MARKS CF-EFP

1. Type and description	Piper PA-12
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	12-586
4. Name of owner	Herbert Burry,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, Ontario.
8. Purpose	Private,

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 8th day of October 19 47, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFP and is of Canadian nationality.

Given at Ottawa this 17th day of October 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after November 14th, 1947, unless endorsed.

/SEK

VALID FOR DAY FLYING ONLY.

48 348

2462
7-45

VALID IN CANADA ONLY.
THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #10918 AND IS SUBJECT TO CONDITIONS SPECIFIED THEREIN.

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1740

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) (8.10.47) BURRY ~~Lakeshore Skyways Limited~~
2. Christian name Herbert,
3. Address ~~North Bay Airport, North Bay, Ont.~~ New Liskeard, Ont.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-KVP

DESCRIPTION OF AIRCRAFT

7. Type Piper Series PA-12 Constructor's No. 12-586
8. Place and year of construction of aircraft Lock Haven, Penn., U.S.A. 18th Oct.1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land and Marine (30-7-47)
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Three

CLASSIFICATION OF AIRCRAFT

13. Category Normal & Utility
14. Subdivision ~~a.b.c.d & e.~~ A
15. Maximum span (in flying position) 35' 5"
16. Maximum length (in flying position) 22' 10"
17. Total height (with and without trolley in case of seaplanes) 6' 10".

ENGINES

18. Number installed: One

19. Makes: Lycoming

20. Types: O-235-C

21. International power of the engine or engines at

(a) Sea Level 100 H.P. at 2600 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: One Types: Sensenich No. .....
Pitch: Fixed Diameter .....

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	937	lbs.
(b) Seaplane (30-7-47)	1135	lbs.
(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	251	lbs.
(a) Number of tanks: Two		
(b) Capacity of tanks: 32 Imp. gals.		
27. Oil (at 9·0 lbs. per gallon)	11	lbs.
(a) Number of tanks: One		
(b) Capacity of tanks: 8 Imp. ~~gals.~~ qts.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (S.P.) 291 lbs. (30-7-47) (L.P.) 401		lbs.
32. Maximum total weight authorized (30-7-47)		lbs.
Landplane	1750	lbs.
Seaplane (30-7-47)	1838	lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

* 33. Maximum total weight authorized (write in full)
Landplane: Seventeen Hundred and Fifty Pounds
Seaplane: Eighteen hundred and thirty-eight pounds (30-7-47)
Skiplane .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 9. inches and 18.6 inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2600 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2600 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 14 Nov.46 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 21st day of March, 19 47.

Superintendent, Air Regulations.

MIM/ZC/LEM

19

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant
Life preserver for each occupant when operating as a marine aircraft. (30-7-47)

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

* Utility category not to exceed a gross weight of 1500 lbs.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		14 Nov. 47. Oct 21/48	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/RH

AC-5-60

5008-E6-16

OTTAWA, October 17th, 1947.

REGISTERED

Mr. Herbert Burry,
New Liskeard,
Ontario.

Dear Sir:

Enclosed please find Certificate of Registration No. 6384 and Certificate of Airworthiness No. 1740 for your Piper PA-12 aircraft CF- EFP , Serial No. 12-586.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until November 14th, 1947.

Yours truly,

(H. Graham)
Superintendent, Air Regulations.

Encls.
cc. D.I.A.R. Toronto, Ont.

MDJ/AC'D

52

Ottawa, Ontario, November 17, 1947.

5008-E6-16 — Piper PA-12 CF-KVP Radio Installation — 5008-E6-16

District Inspector, Air Regulations,
1 Montgomery Avenue,
Postal Station "K",
Toronto 12, Ontario.

Attention: Resident Inspector, A.I.D.

1. Enclosed herewith, single sealed copy of Aviation Radio Service Drawings Nos. 12 and 13, covering the subject installation, which are approved subject to A.I.D. inspection and test.

2. It is requested that this installation be inspected by the Resident Inspector, A.I.D., and submit his report to Headquarters, please.

12

(H.S. Rees),
Chief Aeronautical Engineer.

Encl.

cc: Mr. H.R. Newcombe
Radio Division

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

51 2 6-46

TORONTO, November 13th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-16	Piper PA-12 CF-EFP Radio Installation	5008-E6-16

A26060 P.A.

CAR 5.
CAE (1)
CR1

TRANSPORT-REGULATIONS
NOV 14 A.M.
FILE 5008 E 6-16

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are two copies each of Drawings Numbers 12 and 13 covering the radio installation in the subject aircraft.

2. For your approval, please.

H. Batt

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

H.Batt/AC

MDJ

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

TORONTO, November 6th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER PA-12 CF-EFP Serial No. 12-586	5008-E6-16

A25248

TRANSPORT-RECORDS
NOV 7 A.M.
File 5008 E6-16

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Piper PA-12 CF-EFP serial no. 12-586 owned by Mr. H. Burry has recently been reconditioned at Leavens Bros. Air Services Limited.

2. Proper entries have been made in the log books of this aircraft that it was airworthy on October 31st, 1947.

3. These entries were signed by Messrs C.R.Leavens and D.E.Hall as Air Engineers, and J.D.Reilly as test pilot.

4. Certificate of Registration No. 6384 and Certificate of Airworthiness No. 1740 have been renewed until October 31st, 1948.

(for) D.G.Joy,
District Inspector, Air Regulations,
Toronto.

Noted

CAB/HT.

LEAVENS BROS. AIR SERVICES LTD.

BARKER AIRPORT

TORONTO ONTARIO

Type of Aircraft: Piper PA-12, Serial No. 12-586. **Registration:** CF-EFP

Type of Engine: Lycoming, Model O-235-C, Serial No. 87415.

Type of Propeller: Aeromatic, Model F-200, Serial No. 7752.

Type of Work: Inspection and repair for renewal of Certificate of Airworthiness.

Work Carried Out: All cowlings, fairings and inspection covers removed.

FUSELAGE

All structural members and attachments inspected for condition, damage and signs of corrosion.
All members showing sign of corrosion cleaned, inspected and repainted with zinc chromate and black enamel. Tubing adjacent to battery painted with acid resisting black.
All controls, pulleys and cables inspected for condition, wear and signs of fraying.
Starboard rudder cable renewed.
Cabin aileron balance cable renewed.
New cabin head lining installed.
Fabric repairs carried out at rear of baggage compartment in fuselage.
Fabric fuselage cover inspected for condition and damage, patched where necessary and doped to colour.
Rear bottom and lower sides of fuselage redoped with aluminum and doped to colour.
Former owners name doped out on both sides of fuselage.
Seats, safety belts, windows, floors inspected for condition, damage and security.
Fire extinguisher tested, refilled and remounted on pilots seats (right side).

MAINPLANES AND AILERONS

Structural members and attachments inspected through inspection openings for condition and damage.
Port wing trailing edge from rib No. 1 to rib No. 4 spliced in and fabric repairs carried out and doped to colour.
All controls and cables inspected for condition, wear and fraying.
Fabric covers inspected for condition, patched where necessary and doped to colour.

TAIL SURFACES

All members and attachments inspected for condition, damage and wear.
Fabric covers inspected for condition, patched where necessary and doped to colour.

UNDERCARRIAGE (Float)

All strut and bracing members inspected for condition and damage.
Floats checked for condition and drained.

GENERAL

New bulb installed rear navigation light.
Compass overhauled, installed, swung and deviation card installed in aircraft.
Oil pressure and temperature gauge renewed and temperature reading changed from Centigrade to Fahrenheit.
New port gas tank glass gauge tube installed.
New fuel line (carburetor to filter) installed.
New fuel filter screen and gasket installed.
One engine cowling fastener installed.
Engine given complete 100 hour inspection and service. Engine winterized. Service Bulleti 101 - "Ignition wire shielding" carried out. Propeller greased. Aircraft lubricated.

LEAVENS BROS. AIR SERVICES LTD.

TORONTO BARKER AIRPORT ONTARIO

October 31st, 1947

I hereby certify that the work listed has been done with certified materials and according to accepted practice, that all Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.

.....C.H. Leavens.....

October 31st, 1947

I hereby certify that I have inspected all flight controls for correct action and locking devices.

.....D.E. Hall A2405.....

.....A. Harris....A2407.....

October 31st, 1947

I hereby certify that I have flown aircraft, Registration CF-EFP, and that it flies in a satisfactory and airworthy manner.

.....J.A. Reilly.....

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 12 2
6-46

TORONTO, November 21st, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-16	Piper PA-12 CF-EFP (2) Radio Installation	5008-E6-16

H. Batt. New Liskeard Ont. A R E (1)

A27052 TRANSPORT-RECORDS NOV 22 A.M. File 5008. E6 -16

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. With reference to your memo of November 17th, 1947, requesting that the Resident Inspector, A.I.D. submit an Inspection Report on the radio installation in Piper PA-12, CF-EFP; it is pointed out that this aircraft is now stationed at New Liskeard, Ontario, and, therefore, is out of our district.

not attached to 27052 as at 25.11 ?

2. Drawings Numbers 12 and 13 covering this installation are returned to you herewith.

H. Batt

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

H.BATT/AC

MDJ/AO'D

S'4.

5008-26-16

Ottawa, Ontario,
November 27, 1947.

Mr. H. Burry,
New Liskeard,
Ontario.

Subject: Radio Installation Piper Cub PA-12 - CF-EFP.

Dear Sir:

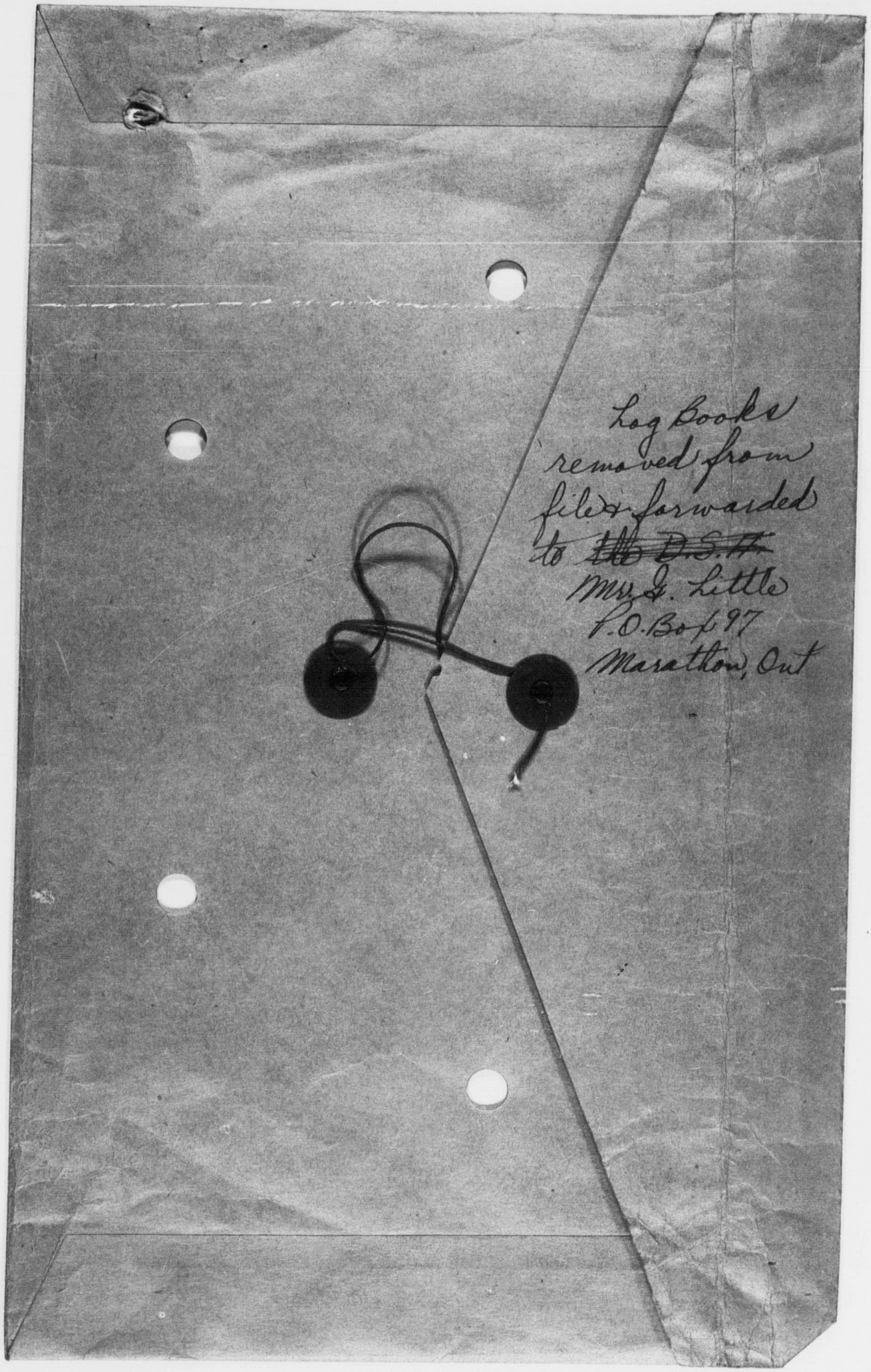
Enclosed please find single copies of Aviation Radio Service Drawings Nos. 12 and 13, covering the subject installation, which are approved subject to A.I.D. inspection and test.

Final approval of this installation will be granted when this office is in receipt of a satisfactory inspection report from the local Radio Inspector and the Resident Inspector, A.I.D.

Yours very truly,

(H.S. Rees),
Chief Aeronautical Engineer.

CC: Mr.H.R.Newcombe
Radio Division



Log Books
removed from
file & forwarded
to ~~the D.S.H.~~
Mrs. L. Little
P.O. Box 97
Marathon, Ont

VALID FOR DAY FLYING ONLY.

VALID IN CANADA ONLY.
THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #E10918 AND IS SUBJECT TO CONDITIONS SPECIFIED THEREIN.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1740

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

(8.10.47) BURRY, H.M.

1. Surname of owner (or name of Company) Lakeland Skyways Limited
2. Christian name [redacted] Herbert,
3. Address ~~North Bay Airport, North Bay, Ont.~~ New Liskeard, Ont.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EFP

DESCRIPTION OF AIRCRAFT

7. Type Piper Series PA-12 Constructor's No. 12-586
8. Place and year of construction of aircraft Lock Haven, Penn., U.S.A. 18th Oct.1946.

CLASS OF AIRCRAFT

Land and/or marine Land and Marine (30-7-47) H.M.
Number of planes One
Number of engines One
Number of persons to be carried (including crew) Three

CLASSIFICATION OF AIRCRAFT

Category Normal & Utility
14. Subdivision ~~a, b, c, d & e.~~ H.M.
15. Maximum span (in flying position) 35' 5"
16. Maximum length (in flying position) 22' 10"
17. Total height (with and without trolley in case of seaplanes) 6' 10".

ENGINES

18. Number installed: One

19. Makes: Lycoming

20. Types: O-235-C

21. International power of the engine or engines at

(a) Sea Level 100 H.P. at 2600 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude H.P. at revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) (b)

23. Oil: (a) (b)

24. Airscrews { Number fitted One Types Sensenich No
Pitch Fixed Diameter

25. Weight of aircraft empty (ncluding water in the radiators): (a) Landplane (30-7-47) 1138
(b) Seaplane
(c) Skiplane

WEIGHT OF FUEL AND OIL

26. Fuel 231 lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks Two
(b) Capacity of tanks 32 Imp. gals.

27. Oil 11 lbs.
(at 9·0 lbs. per gallon)
(a) Number of tanks One
(b) Capacity of tanks 5 Imp. ~~gals~~ qts.

28. Weight allowed for crew 170 lbs.

29. Weight allowed for equipment, excluding wireless apparatus lbs.

30. Weight of wireless apparatus lbs.

31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (S.P.) 291 lbs. (30-7-47) (L.P.) 401 lbs.

32. Maximum total weight authorized (30-7-47) lbs.
Landplane 1750 lbs.
Seaplane 1838 lbs.
Skiplane lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Seventeen Hundred and Fifty Pounds
Seaplane Eighteen hundred and thirty-eight pounds (30-7-47)
Skiplane

34. Minimum crew necessary One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 9. inches and 18.6 inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2600 r.p.m. for a total more than one minute in each flight or, if the flight exceeds one hour, in each hour of [illegible] must never exceed 2600 r.p.m.

40. The indicated air speed must never exceed (a) m.p.h and (b)

The Minister of Transport having regard to the reports furnished to him [illegible]

Certificate of Airworthiness dated 14 Nov.46 in respect of the above aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 21st day of March, 19 47.

T. P. Stephens
Superintendent, Air Regulations.

AC-5-60 /RM

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E6-16

REGISTERED

OTTAWA, October 17th, 1947.

Mr. Herbert Burry,
New Liskeard,
Ontario.

Enclosed please find Certificate of Registration No. 6384 and Certificate of Airworthiness No. 1740 for your Piper PA-12 aircraft CF- EFP , Serial No. 12-586.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until November 14th, 1947.

Yours truly,

H. L. Patterson

(S. Graham)
Superintendent, Air Regulations.

Encls.

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

8468A
5-47

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6384

NATIONALITY AND REGISTRATION MARKS CF-EFP

1. Type and description	Piper PA-12
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	12-586
4. Name of owner	Herbert Burry,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, Ontario.
8. Purpose	Private,

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 8th day of October 1947, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFP for the purposes of nationality.

Issued at Ottawa this 17th day of October 1947.

H. L. Wallinn

for *Superintendent, Air Regulations.*

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after November 14th, 1947, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Renewed valid until October 31st, 1948. [illegible]

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	Engine Revolution Counter
Altimeter	Oil Pressure Gauge
Airspeed Indicator	Oil Temperature Gauge

[illegible] preventing or dealing with fire whilst in flight:

[illegible] Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant
Life preserver for each occupant when operating as a marine aircraft (30-7-47)

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

* Utility category not to exceed a gross weight of 1500 lbs.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

4

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		14 Nov. 47.	I. G. Clapham
Leavens Bros. Air Services Ltd. Toronto, Ontario.	"airworthy"	31 October 48	[illegible]

(1) The periods of and reasons for suspensions and withdrawals of certificates of [illegible] in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

TORONTO (PLACE) 24th June, 1949. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E6-16	Piper PA-12, CF/EFP.	5008-E6-16

TRANSPORT - RECORDS
JUN 25 A.M.
File 5008-E6-16

Director of Air Services,
Department of Transport,
OTTAWA, Ontario. 12552

1. Reference is made to our letter dated October 7th, 1948, regarding the above subject aircraft.

2. We return herewith log books relating to Piper PA-12, CF/EFP, also Certificates of Airworthiness and Registration Nos. 1740 and 6384, for cancellation.

S T Grant
(D.W. Saunders),
District Inspector, Air Regulations,
(for) District Controller, Air Services,
Toronto.

Written off 9

HF/CB

5.6

Ottawa, Ontario, July 5, 1949.

5008-E6-16(CAR)

District Controller of Air Services,
260 Richmond Street West,
Toronto 1, Ontario.

Attention: District Inspector, Air Regulations

1. Reference is made to your letter of June 24th, 1949, in connection with Piper PA-12 aircraft CF-EFP.

2. Your letter dated October 7th, 1948 is not on file and cannot be located. There is no record of the aircraft having been involved in an accident. Would you therefore advise whether or not CF-EFP is to be written off.

(C.T. Travers),
Assistant Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

JUL 14 1949 59 2 6-47

TORONTO 260 Richmond St. West. 12.7.49
PLACE DATE

FILE	SUBJECT	OUR FILE
-E6-16 (CAR)	PIPER PA-12 C F/E F P	

CAR

15237

TRANSPORT - RECORDS
JUL 13 P.M.
File 5008-E6-16

Director of Air Services,
Department of Transport,
OTTAWA.

Attention: ASS'T SUP'T OF AIR REGULATIONS.

1. Reference is made to your letter of July 5th, 1949, concerning Piper PA-12 aircraft C F/E F P.

2. Please find enclosed copy of our letter of October 7th, 1948 together with the Pilot's report, dated October 2nd, 1948, advising of the destruction by fire of aircraft C F/E F P.

3. This aircraft is considered, therefore, to be a write-off.

District Inspector, Air Regulations,
(for)District Controller, Air Services,
Toronto.

noted

COPY

58

ORIGINAL ON FILE.....

COPY FOR FILE.....

TORONTO ONT.
Oct. 2/48

Civil Aviation Inspector,
Dept. of Transport,
1 Montgomery Ave.,
Toronto, Ont.

Dear Sir:

Further to our phone conversation this is to inform you that aircraft CF-EFP (private) owned by myself was destroyed by fire of unknown origin about 2 pm Tuesday, Sept. 28/48.

The aircraft was beached at McKellar Harbour (about 3 miles west of Middleton on the North shore Lake Superior).

To my knowledge no one was near the aircraft when the fire started, consequently, no one was injured.

We returned to the aircraft in time to see personal effects still burning, so salvaged the charred remains of log books and license which I am enclosing with request that license be replaced.

There was no evidence of fire in front of the fire wall, nor about the engine.

Please advise if you require further details.

Yours truly,

s/Herbert Burry,

address NEW LISKEARD, Ont.

8
2-47

COPY

37

ORIGINAL ON FILE.....

COPY FOR FILE.....

TORONTO Ontario October 7, 1948

BURRY, Herbert

5802-22-51
5008-B6-16

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

1. Mr. Burry has written to this office and enclosed together with his letter, aircraft and engine log books, also his Private Pilot's Certificate No. 5625, which have been destroyed by fire.

2. Forwarded herewith is a copy of Mr. Burry's letter regarding this accident.

3. The log books and Private Pilot's Certificate are being held in this office.

4. May Mr. Burry be issued with a new certificate as soon as possible.

(D.W.Saunders),
District Inspector,Air Regulations
for J.R. Robertson,
District Controller of Air Services
Toronto.

8
2-47

TRANSPORT - RECORDS
AUG 18 1950
5008-E6-16
File

P.O. Box 97
66 Yawkey St.,
MARATHON, Ontario,
August 13 1950.

16984

Department Of Transport,
Air Services Branch,
Civil Aviation Division,
OTTAWA, Ontario.

Gentlemen:-

I am endeavoring to locate the Log Books for a Piper Super Cruiser PA-12 Formerly owned by Mr. Herbert Burry of New Liskard Ont. This machine was damaged by fire during September 1948 at McKellar Harbour on Lake Superior. At that time we Purchased the remains of the aircraft from the insurance adjusters, Edwards & Angus Ltd. 44 Victoria St. Toronto. We were given to understand that the Log Books had been sent to D.O.T. On enquiry at your Toronto office we were advised to contact the Winnipeg Office since Toronto had no record of the machine.In my letter to your Winnipeg office I Quoted the registration letters supplied by the insurance adjusters, CF-EFT; However Winnipeg tells me that a Super Cruiser of this registration is currently owned and operated by Yorkton Flying Service Sask. and that the wrong registration had possibly been supplied, they suggested I contact your office.

The information I can supply is as follows:
Aircraft, Piper Super Cruiser PA-12
Former owner, Mr. Herbert Burry, New Liskard Ont.
Damaged at McKellar Harbour, Lake Superior, September 1948
Engine, Lycoming Model O-235-C Serial # 8-74-15

I would appreciate any assistance you could give me in obtaining these Log Books since I wish to have the engine majored .

Yours truly;

A.G. Little

ENTERED ON CARDS
No. 8 Bldg.

CF-EFP

61

Miss Jones

AK

Can you give me the registration markings for this aircraft.

L. Burton
3 Records

markings are CF-EFP ls I

JF/HMC

62

5008-E6-16

Ottawa, Ontario,
August 25, 1950

REGISTERED

Mr. A.G. Little,
P.O. Box-97,
66 Yawkey Street,
MARATHON, Ontario

Dear Sir:

As requested in your letter of August 13th, 1950, enclosed are Journey and Aircraft and Engine Log Books for Piper PA-12 aircraft, registration CF-EFP, Serial No. 12-586.

Yours very truly,

(O.T. Travers),
Superintendent, Air Regulations.

ENCL.
CC: TORONTO

1.
3-46
K.P. 58825
D.L.L. Co.

FILE No. 5008 - E6 - 23

VOLUME No. 1

VOL. 1
5008 - E6 - 23

DEPARTMENT OF TRANSPORT

FROM JULY 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EFW — CESSNA T50.

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
AUG 29 1946	24767	C.C.F. ①		H	SEP 4 1946
SEP 4 1946	—	S.A.R. ②		B	SEP 8
AUG 30 1946	—	[illegible] ③		E —	SEP 1 1946
SEP 1 1946	20611	S.A.R.	11.12.46	MJ	
	—	C.A.E. —		[illegible]	
DEC 10 1946	BB 11-12-46	S.A.R.		[illegible]	
FEB 6 1947	Requested	C.A.R.		[illegible]	
FEB 12 1947	Requested	C.A.R.		MJ	
		C.A.I. ①		[illegible]	FEB 21 1947
FEB 21 1947		Treas. ②		BJ	MAR 4 1947
NOV 28 47	27760	C.A.R.		[illegible]	DEC -5 47
	—	C.A.I.		[illegible]	DEC -5 47
MAR 16 48	41155	C.A.R.		[illegible]	APR 15 48
APR 15 1948	Ass. Reg	Miss Jones		BJ	MAR 19 48
JUN 8 - 48	Requested	10173 C.A.R.		BJ	JUN 10
NOV 18 48	Requested	C.A.E.		[illegible]	NOV 18
	(300 8-H6-23)	15516		[illegible]	SEP 12 1950

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102-B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	2
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
TGS/M			TRANSPORT (2221)

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

FILE: 5000-R6-85

OTTAWA ONTARIO JULY 20th 1946

DISTRICT INSPECTOR AIR REGULATIONS
717 DOMINION PUBLIC BUILDING
Winnipeg Manitoba

AR 42 RETEL RW78 REGISTRATION MARKINGS CF DASH EASY FOX WILLIAM ALLOTTED CESSNA 7 50 SERIAL ONE FIVE FIVE NAUGHT OWNED BY MESSRS ANDRE JEAN BAPTISTE LEGUILLOUX AND ALBERT MARCEL LEGUILLOUX THE PAS

CIVIL AVIATION

RS 23

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6122

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

1946 JUL 20 AM 10 42

A14915

.YE147 28 GB=WINNIPEG MAN 20 929A

CONTROLLER CIVIL AVIATION=

0255 DEPARTMENT OF TRANSPORT OTTAWA ONT=

RW 78 PLEASE ALLOT REGISTRATION MARKINGS CESSNA T FIFTY SERIAL NUMBER ONE FIVE FIVE NAUGHT OWNED BY MESSRS ANDRE JEAN BAPTISTE LEGUILLOUX AND ALBERT MARCEL LEGUILLOUX THE PAS=

T M SHIELDS DISTRICT INSPECTOR AIR REGULATIONS

C.A.R.s 20/7

ENTERED ON CARDS

CF-EFW

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
		3

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Winnipeg, Man., July 20, 1946.

Controller, Civil Aviation,
Department of Transport,
Ottawa, Canada.

A15192

RW 78 PLEASE ALLOT REGISTRATION MARKINGS CESSNA T FIFTY SERIAL NUMBER ONE FIVE FIVE NAUGHT OWNED BY MESSRS ANDRE JEAN BAPTISTE LEGUILLOUX AND ALBERT MARCEL LEGUILLOUX THE PAS

CF-EFW

T.M.Shields,
District Inspector, Air Regulations.

confirmation

ORIGINAL ON FILE ..... 1016-338 ..... COPY FOR FILE 4

8
6-44

LEJG

DEPARTMENT OF TRANSPORT

717 Dominion Public Bldg.,
Winnipeg, Man., August 26, 1946.

Accounting Returns
August 1st to 15th, 1946. Our Ref. 1016-1

TRANSPORT - RECORDS
AUG 28 P.M.
File 5708-C6-23

Controller, Civil Aviation, Ottawa.

1. With reference to Receipt No. 71477 forwarded with Cash Book Folio No. 8, issued to Messrs. A.J.P. and A.M.Leguilloux, covering fee of $10.00 for Cessna T50 CF-DEF, please be advised that the registration markings should read CF-EFW and not CF-DEF.

C 24767

T.M. Sheilds,
District Inspector, Air Regulations.

TMS/MH

9

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., August 29, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 CF-EFW	5008-E6-23

SAR
CA E

TRANSPORT-RECORDS
SEP 4 A.M.
File 5008-E6-23

Controller, Civil Aviation, Ottawa. A20611

1. Enclosed are the following papers, etc., in connection with the registration of the above noted aircraft:

1. Application (in duplicate) for Certificate of Registration and Certificate of Airworthiness submitted by Messrs. A.J. Leguilloux and A.M. Leguilloux.
2. War Assets Corporation Invoice No. HO 4040.
3. Aircraft Inspection Report dated August 29, 1946.
4. Copy of letter of temporary authority issued August 29, 1946.

2. Fees in the amount of $10.00 have been received, Receipt No. 71477 issued and the remittance shown in Cash Book Folio No. 8, August 1 to 15, 1946.

3. This application appears to be in order and if approved, it is recommended that Certificate of Registration and Certificate of Airworthiness might issue.

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC
Encs.

3976 (R)
1457 (A)

8

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00 ✓

Certificate of Airworthiness.....$5.00 ✓
(See note below)

The particulars given below are true in every respect. X A. J. Leguillou

Signature of Applicant.....A. M. Leguillou.....

Date of Application.....July 19 / 1946.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ALBERT M LEGUILLOUX	BOX 472 THE PAS MAN	CANADIAN
ANDRE J. LEGUILLOUX	BOX 472 THE PAS MANITOBA	CANADIAN

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....
Commercial.

Usual Station.....Clear Water Lake Airport

Date of manufacture or reconstruction.....Overhaul now in process

Crew required.....Pilot

Accommodation for what number of passengers.....Four

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cessna Aircraft Co.

Type Cessna T50 Maker's No. 1550

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41'11"	
Length o/a in feet	32'9"	
Height o/a in feet	9'11"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil

Total weight authorized (fully loaded) in lbs 5100 Air speed miles per hour

EQUIPMENT—(Give number and type)

1. Instruments 2 Tachometers.1 rate of climb. 1 Compass. 2 A/S ind. 2 T & B. 1 Art. horizon. 1 Gyro.
2. Gauges 2 oil temp. 2 oil press. 1 cyl. head temp. 2 Man. press. 2 fuel contents. 1 suction gauge.
3. Lights navigation and instrument lights.
4. Signals
5. Fire Extinguishers 1 hand type pyrene. 1 engine type
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	L4MB Jacobs	Jacobs L4MB		
Pusher or Tractor	Tractor	Tracotr		
Right or Left Hand	Right	Right		
No. of Cylinders	Seven	Seven		
H.P.	225/245	225/245		
Bore	5½"	5½"		
Stroke	5"	5"		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on August 29, 1946.

Particulars accurate as corrected Yes.

Modifications from type are indicated on annexed sheet All manufacturer's modifications to date incorporated for civil licence.

Registration recommended with the following special conditions Yes.

Empty weight - 3939 lbs. Carrying capacity - 196 lbs. Aircraft fitted with dual controls and cabin furnished with accommodation for 3 passengers only.

Date August 29, 1946.

Signature T.M.Shields. District Inspector, Air Regulations.

Registration approved and Registration Mark C.F. - EFW allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

WAC-4 REV. 10M-12-45

WAR ASSETS CORPORATION

P.O. BOX 6099, MONTREAL, QUE.

SOLD TO: Mr. A.J. Le Guillon,
The Pas
Manitoba.

SHIP TO: No. 304 R.C.A.F.
Dauphin, Man.

SHIP FROM: Dauphin, Man.

VIA:

TERMS: Cash Ex. Storage Location

INVOICE
HO Nº 4040

DATE	PURCHASER'S REFERENCE No.	SALES ORDER No.	PROVINCIAL SALES TAX LICENSE No.	LOCATION CODE
June 14th/46	Letter May 22/46	4-328-7007		

ITEM No.	W.A.C. DECLARATION NO.	W.A.C. DECLARATION ITEM	DESCRIPTION	UNIT MEASURE	No. OF UNITS	UNIT PRICE	AMOUNT
1	Decl.No 4-2-477 File No 223-28D-1 Sert 228		Cessna Crane Aircraft R.C.A.F. No. 6057 Mfg. Sert no.1550 Jacobs LA4B Engines Nos. 4250/21493 & 4803/21896 C/W 2 Wooden Propellers	each	1		$ 975.00

Cheque for $ 975.00 received

DUPLICATE

War Assets Corporation makes no warranties or representations whatsoever as to the aircraft(s) and/or equipment, nor does it make any representation as to condition or certificate of the aircraft(s) and/or equipment. Certification for flying use and the securing of the authority of the Department of Trade and Commerce for export purposes shall be the responsibility of the Purchaser.

CUSTODIAN: ~~Department of National Defence (Air) No.304 R.C.A.F. Dauphin Man.~~

DO NOT TYPE IN THIS SECTION

AMOUNT	
PROV. SALES TAX	
TOTAL	$ 975.00

KINDLY SHOW INVOICE NUMBER ON REMITTANCE

REMIT BY CERTIFIED CHEQUE OR BANK DRAFT PAYABLE TO WAR ASSETS CORPORATION

6

5008-BC-23

717 Dominion Public Bldg.,
Winnipeg, Man.

August 29, 1946.

Messrs. A.J. Leguilloux and A.M. Leguilloux,
Box 472,
The Pas, Man.

Gentlemen:

Re: Cessna T50 CF-EFW

Pending approval of your application for issue of Certificate of Registration and Certificate of Airworthiness for the above noted aircraft, this letter constitutes your temporary authority to operate the said aircraft for commercial purposes, under the following conditions:

All-up weight authorized not to exceed -		5100 lbs.
Empty weight equipped without load, fuel or oil	-	3939 lbs.
Crew to be carried - pilot only	-	170 lbs.
Fuel capacity- 100 Imp.gals. @ 7.2 lbs.-		720 lbs.
Oil capacity - 8.3 Imp.gals. @ 9.0 lbs.-		75 lbs.
Day Flying Only.		
Carrying capacity	-	196 lbs.

Number of passengers allowed - three only, unless dual control removed from pilot's cockpit.

Note: The all-up weight authorized does not permit carrying the total number of passengers unless a suitable reduction is made in the quantity of fuel.

This authority is valid for a period of thirty (30) days and will expire on the 28th of September, 1946, unless extended or renewed.

Yours truly,

T.M. Shields,
District Inspector, Air Regulations.

TMS/MC

c.c. H.O.

5

AIRCRAFT INSPECTION REPORT

Date of Inspection Aug. 29, 1946 Owner Messrs. A.J. Leguilloux and A.M. Leguilloux Reg. Markings CF-EFW

Type Cessna T50 Serial No. 1550 Purpose Commercial

C. of A. Nil C. of R. Nil Date of Last Inspection 29/8/46

Previous C. of R. & A. Expires Nil Present Temporary C. of A. & C. of R. Expires 28/9/46

AIRFRAME

Crew 1 Passengers Four No. of Fuel Tanks Two

Capacity 100 Imp.gals. No. of Oil Tanks 2 Capacity 8.5 Imp.gals.

Total Hrs. Since Purchase 2392:50 Since Overhaul 400:15 Since Reconditioned 30 mins. test flight.

WEIGHTS

		Gross	Tare	Empty	Carrying Capacity
Landplane	Passenger	5,100		3,939	196
	Freighter				
Seaplane	Passenger				
	Freighter				
Skiplane	Passenger				
	Freighter				

ENGINE(S)

LEFT		RIGHT	
Make	Jacobs	Make	Jacobs
Model	1-4MB	Model	1-4MB
Serial No.	4803	Serial No.	4250
H.P.	225	H.P.	225
Total Hrs. Since New	406	Total Hrs. Since New	406 hrs.
Since Complete Overhaul	6:45	Since Complete Overhaul	6:45

PROPELLER(S)

LEFT		RIGHT	
Make	S. & S.	Make	S. & S.
Model	210E	Model	210E
Diameter	93"	Diameter	93"
Pitch	76"	Pitch	76"
Blade Design	Wooden	Blade Design	Wooden
Mfg. No. 1	1451	Mfg. No. 1	2147
2	(new)	2	(new)
3		3	
Total Hrs. 1		Total Hrs. 1	
2		2	
3		3	
Hub Design		Hub Design	
Mfg. No.		Mfg. No.	
Total Hours		Total Hours	
Hrs. Since Last Overhaul		Hrs. Since Last Overhaul	
Date of Last Overhaul		Date of Last Overhaul	
Date of Last Inspection		Date of Last Inspection	
Date Purchased		Date Purchased	

UNDERGEAR

Skis	Not licensed	Pedestals	--
Floats	Not licensed	Chassis	--
Wheels	Standard	Chassis	Standard

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC

P.A. 15A

5802-84-22

717 Dominion Public Bldg.,
Winnipeg, Man.

October 2, 1946.

TRANSPORT-RECORDS
OCT 4 P.M.
File 5008-C86-23

A.J.B.LeGuillou, Esq.,
105 Cook Ave.,
The Pas, Man.

A25566

Dear Sir: Re: Cessna T50 - CF-EFW
Radio Installation

With reference to the above noted aircraft and the installation of radio apparatus, as discussed in this office on September 30th, 1946, you are advised that, before you are permitted to use this apparatus, it will be necessary for you to submit drawings to this Department showing in detail the installation of the units concerned, materials used, and method of attachment to the structure of the aircraft, also a wiring diagram giving in detail the type, gauge and weight of the wiring used.

These drawings should be submitted in triplicate, and will be forwarded after inspection to Department Headquarters for approval.

In this connection, you are referred to Air Regulations 1938, Part VIII, paragraph 4; also to Technical Information Circular T/8/38, dated March 9th, 1938, and you are reminded that Air Regulations and instructions issued through the medium of Information Circulars must be strictly complied with.

It is understood that you have applied for a radio licence for the aircraft, and also for a licence for yourself to operate the equipment. Until such time as the licence is issued, the radio apparatus as installed must be rendered inoperative.

Yours truly,

T.M.Shields,
District Inspector, Air Regulations.

FWB/MH

c.c. H.Q.

5008-EG-23
15B

CSW/JS

Ottawa, Ont., October 7, 1946.

RADIO INSTALLATION, Cessna T-50-CR-EFW, 5008-E6-~~25~~

District Inspector, Air Regulations,
717 Dominion Public Building,
WINNIPEG, Man.

Att'n. Res. Inspector. A.I.D.

1. We are returning herewith, for completion, a sketch of a radio installation which was submitted to the Radio Division by A.J. & A.M. Leguilioux of The Pas, Man.

2. It is pointed out that it would save Headquarters much unnecessary correspondence if you could arrange with the local Radio Inspector to submit to your office drawings covering radio installations for which approval for Airworthiness is desired, as all drawings lacking the necessary information could be returned to the applicant for completion before submission to Headquarters.

(J. L. Smith),
A/Chief Aeronautical Engineer.

Encl.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE — FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

Sask Winnipeg, Man., November 8, 1946.

COLLECT

TRANSPORT - RECORDS
5008-C6-23
NOV 1? A.M. 1946
~~5802-10594~~
File

A. J. LeGuilloux, Esq.
c/o M. & C. Aviation Ltd.,
Prince Albert, Sask.

55439

THIS TELEGRAM CONSTITUTES YOUR TEMPORARY AUTHORITY OPERATE CESSNA CF DASH EASY FOX WILLIAM IN ACCORDANCE WITH CONDITIONS LAID DOWN TEMPORARY CERTIFICATE ISSUED AUGUST TWENTY NINTH NINETEEN FORTY SIX FOR PERIOD THIRTY DAYS NOT VALID AFTER DECEMBER SEVENTH NINETEEN FORTY SIX

c.c. H.Q.

for District Inspector, Air Regulations.

15-D

Ottawa, November 29th, 1946.

5008-E6-23

Radio Installations Cessna T-50 CF-KFW

GEW/YD

District Inspector, Air Regulations,
717 Dominion Public Bldg.,
Winnipeg, Man.

Attention: Resident Inspector, A.I.D.

1. On October 7th,1946, we forwarded to your office a sketch of a radio installation which had been submitted to the Radio Division by A.J. and A.M. Leguilioux of The Pas, Man.

2. As the sketch was incomplete and was returned for completion, may we be informed, please, what progress is being made towards supplying the necessary drawings and information.

(J. L. Smith)
Acting Chief Aeronautical Engineer

c.c. for Mr. Newcombe, Room 288, Hunter Bldg.

16

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., Dec. 4, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-23	Radio Installation Cessna T50- CF-EFW ✓	5008-E6-23

TRANSPORT CANADA

DEC 5 A.M. 1946
5008 E 6-23
Files

Controller, Civil Aviation, Ottawa.

1. In reply to Headquarters' letter dated November 29th, 1946, in connection with the above noted aircraft, it is desired to advise that the owner presented himself to this office to discuss the matter.

2. It appears that he had approached MacDonald Bros. Aircraft Company to make up a set of drawings of the installation. Inspection of the installation, however, revealed that, had drawings been made of it, they certainly would not receive Department approval. This matter was definitely pointed out to Mr. Leguilloux, who then decided to cancel the order.

S/3555

3. MacDonald Bros. Aircraft Company were then requested to give a quotation estimate on the cost of re-installing the radio apparatus in an approved manner. The price quoted was too high and the matter was dropped.

4. Mr. Leguilloux has now decided to remove the radio equipment from the aircraft and have it remade into a portable, self-contained unit, as it was previously. He has now requested permission to use this portable unit pending his purchasing another set in the near future, a set that has a bigger output in transmission, and is more suitable for aircraft installation.

5. May this office be advised, please, if approval has been granted for the use of portable, self-contained radio transmitter and receiver.

6. Submitted please.

COPY ON
6252 - 201
Copy

Fred W Bone
for T.M.Shields,
District Inspector, Air Regulations.

Copy 2-12-46

FWB/MH

Mr. Newcombe (Radio Section)

What is your reaction to portable transceivers in air-craft, wouldn't he have licensing difficulties?

If he proposes to carry the equipment as baggage and use it only in emergency we could approve but if he wants to install it before each flight we would be interested in the wiring, fusing, attachments and potential fire hazard.

5008-E6-23

717 Dominion Public Bldg.,
Winnipeg, Man.

December 6, 1946.

TRANSPORT RECORDS
DEC 9 A.M. 1946
5008 E 6-23
File

A.J.Leguilloux, Esq.,
The Pas, Man.

Dear Sir: Re Cessna CF-EFW ✓

This letter constitutes an extension of the temporary authority to operate the above noted aircraft in accordance with the conditions laid down under the temporary certificate issued, dated August 29th, 1946, for a further period of thirty (30) days, to be not valid after January 7th, 1947.

60786

Yours truly,

Fredow Done
for T.M.Shields,
District Inspector, Air Regulations.

TMS/MH

c.c. H.Q.✓

SAR

~~6252-20I~~
5008-E6-23 17

Mr. Bulger (Air Regulations Section)

With reference to your note hereunder regarding the use of portable transceivers in aircraft I may say that the use of this type of equipment complicates the licensing situation.

However if the CAE is prepared to approve such installations for airworthiness, we are prepared to issue the necessary licences.

In the case of CF-EFW it is suggested that your Winnipeg Inspector be requested to advise whether or not Messrs. Leguilloux desire to operate the equipment in question while the aircraft is in flight.

If their equipment is to be used for emergency communication from the ground only, we can deal with this matter from a licensing point of view, on the basis of a "Portable" Private Commercial Station.

I would appreciate being advised regarding any further information in the above respect.

For your information I might add that we were informed by Mr. Jelinuk that the installation CF-EFW was inspected and approved on December 6th whereas the correspondence with the Winnipeg DIAR is dated December 4th.

H. R. Newcombe

Ottawa, Ontario, December 16, 1946

5008-E6-23 Radio Installation - Cessna T50 - CF-EFW 5008-E6-23

AIR MAIL

District Inspector, Air Regulations,
717 Dominion Public Building,
Winnipeg, Manitoba

Attention: Resident Inspector, A.I.D.

1. Single sealed copy of the drawing submitted by Mr. A.J. Leguilloux, covering the radio installation in the Cessna T50, CF-EFW, aircraft is returned herewith.

2. Referring to paragraph 2. of your letter of December 9, 1946, approval of this drawing is based upon the satisfactory inspection made by your A.I.D. Inspector, on December 6, 1946.

3. In future when drawings are submitted to these Headquarters for approval, the District Officer should make sure that the drawings are properly identified by means of a title, applicant's name, drawing number, and date of issue, please.

(J.L. Smith),
Acting Chief Aeronautical Engineer

Encl. cc: Mr. H.E. NEWCOMBE RADIO DIVISION

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., December 9, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Radio Installation - Cessna T50 CF-EFW ✓	5008-E6-23

DEC 10 A.M. 1946
5008-E6-23
File

Controller, Civil Aviation, Ottawa.

Attention: Chief Aeronautical Engineer.

1. Enclosed herewith (in duplicate) is an unnumbered drawing illustrating the proposed radio installation in the above noted aircraft, submitted by Mr. A.J. Leguilloux. 61393

2. This drawing was checked, also the installation was inspected on the 6th instant and found in conformity to the drawing.

Fred W Bone
for T.M.Shields,
District Inspector, Air Regulations.

AHW/MC
Encs.

M/DJ

GCB/CB

Ottawa, December 23, 1946.

Radio Installation, Cessna T50 - CF-EFW 5008-E6-25

District Inspector, Air Regulations,
717 Dominion Public Bldg.,
Winnipeg, Manitoba.

1. Referring to your letter of December 4, 1946 concerning radio equipment for Cessna Aircraft CF-EFW, may we be advised, please, whether the operator intends to carry the radio equipment as baggage and use it for emergencies only or does he intend to use the equipment in flight.

2. If he intends to use the radio equipment in flight, drawings will be required showing details of the aerial installation, method of securing equipment to the aircraft, power connections, etc.

S. Graham
Superintendent, Air Regulations.

5008-E6-23

717 Dominion Public Bldg.,
Winnipeg, Man.

January 6, 1947.

TRANSPORT-RECORDS
JAN 9 A.M.
5008 E6-23
File

A.J.Leguilloux, Esq.,
The Pas, Man.

65106

Dear Sir: Re Cessna CF-EFW ✓

This letter constitutes an extension of the temporary authority to operate the above noted aircraft in accordance with the conditions laid down under the temporary certificate issued, dated August 29th, 1946, for a further period of thirty (30) days, to be not valid after February 7th, 1947.

Yours truly,

T.M.Shields,
District Inspector, Air Regulations.

TMS/MH

c.c. H.Q.✓

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., Dec. 30, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-23 ✓	Radio Installation - Cessna T50, CF-EFW	5008-E6-23

JAN 1946
5008 E 6-23
File

S.A.R.

Controller, Civil Aviation, Ottawa.

1. In reply to Headquarters' letter dated December 23rd, 1946, in connection with the above noted aircraft, it is desired to advise that the owner has again changed his mind on the type of radio installation and has had the equipment properly installed, submitting the required drawings.

64199

2. The drawings were approved by Department Headquarters, and the radio installation was inspected and checked by the Resident Inspector, A.I.D. Approval of the drawings was received in Headquarters' letter dated December 16th, 1946, File No. 5008-E6-23. The functioning of the radio has also been checked by the Department Radio Inspector. It appears that the radio installation of this aircraft is now in order.

3. Submitted please.

T.M.Shields,
District Inspector, Air Regulations.

FWB/MH

EXCHANGE IN CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	X
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

CAR

Winnipeg, Man., February 6, 1947 A.M.

TRANSPORT - RECORDS
5008 E 6-23
File

A.J.Leguilloux,
The Pas, Man.

THIS TELEGRAM CONSTITUTES AN EXTENSION OF THE TEMPORARY AUTHORITY GRANTED TO OPERATE CESSNA CF-EFW FURTHER PERIOD THIRTY DAYS TO BE NOT VALID AFTER MARCH NINTH NINETEEN FORTY SEVEN

69707

District Inspector, Air Regulations.

Noted
ISS

c.c. H.Q.

Orig sent

14

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3976

NATIONALITY AND REGISTRATION MARKS CF-KFW

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company Wichita, Kansas, USA
3. Constructor's serial number	1550
4. Name of owner	Albert M. and Andre J. Leguilloux
5. Address of owner	Box 472, The Pas, Man.
6. Nationality of owner	British
7. Usual station of aircraft	Clear Water Lake Airport
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 29th day of August 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-KFW and is of Canadian nationality.

Given at Ottawa this 30th day of September 1946.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Valid for day flying only 11

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1457

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Leguillous
2. Christian name Albert M. and Andre J.
3. Address Box 472, The Pas, Man.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Company

NATIONALITY AND REGISTRATION MARKS

6. CF-KFW

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1550
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Two
- * 12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

* Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed: Two

19. Makes: Jacobs

20. Types: L[illegible]

21. International power of the engine or engines at

(each) (a) Sea Level 225 H.P. at 2000 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: Two — Types: Hamilton Standard — No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	3939	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane (24.11.47)	5973	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		720	lbs.
(a) Number of tanks	Two		
(b) Capacity of tanks	100 Imp. gals.		
27. Oil (at 9·0 lbs. per gallon)		75	lbs.
(a) Number of tanks	Two		
(b) Capacity of tanks	8 Imp. gals.		
28. Weight allowed for crew		170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus			lbs.
30. Weight of wireless apparatus			lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (Skiplane) 162 lbs (L.P.)		196	lbs.
32. Maximum total weight authorized (24.11.47)			lbs.
Landplane		5100	lbs.
Seaplane			lbs.
Skiplane		5100 (24.11.47)	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Fifty-one hundred pounds
Seaplane
Skiplane Fifty-one hundred pounds (24.11.47)

34. Minimum crew necessary One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 4.8 inches ahead of 3.1 inches behind the prescribed datum. (Center line of the top of the front spar)

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2000 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2200 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated August 29th, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 30th day of September 19 46

Superintendent, Air Regulations.

5008-E6-23

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		August 29/47 Nov 23/48	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

CLASS OF SERVICE

Full Rate	
Day L[illegible]	
Night Message	
Night Letter	
Evening and Sunday Message	

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, General Manager of Communications, Montreal

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to. File No. 5008-36-23

OTTAWA, February 1, 1947.

MR. STEWART HART
COLEBROOK ONT

AR94 TEMPORARY CERTIFICATES OF AIR WORTHINESS AND REGISTRATION FOR AIRCRAFT CHARLIE FOX DASH BAKER FOX WILLIAM EXTENDED TO BE NOT VALID AFTER APRIL 1, 1947

File copy

CIVIL AVIATION

Oct

HRW:GMc

OTTAWA, Ontario, 11th February, 1947

Licence Application - A.J. & A.M. Leguilloux, The Pas, Manitoba. 6252-201 5005-E6-23

AIR MAIL

Further to my letter of December 2nd, 1946, I would advise that we are still unable to deal with the application of the abovenamed individuals for a licence to authorize the proposed installation and operation of radio equipment in Cessna Aircraft CF-EFW.

The original drawings submitted in connection with this installation were incomplete and were returned to the Resident Inspector, A.I.D., Winnipeg.

The latest information we have on this matter indicates that Messrs Leguilloux were desirous of operating their proposed radio equipment on the basis of a "Portable" Station rather than as an Aircraft Station.

It is requested that you endeavour to ascertain whether or not Messrs Leguilloux have abandoned their proposal.

(G.C.W. Browne)
Acting Controller of Radio

G. Gray, Esq.,
Supervising Radio Inspector,
539 Public Building,
WINNIPEG, Manitoba.

Orig. 6252-201

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3
6-44

Winnipeg, Man., February 13th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
6252-201 5008-E6-23	Licence Application A.J. & A.M. Leguilloux, The Pas, Manitoba.	

RECORDS FILE

Controller of Radio, Dept. of Transport, Ottawa, Ont.

70664

TRANSPORT RECORDS
FEB 15 A.M.
DIS
5008-E6-23

This will acknowledge receipt of your letter of 11th inst., in connection with application for licence on aircraft CF-EFW and asking if Messrs Leguilloux have abandoned their proposal.

In reply I would refer you to my letter of 10th December enclosing two copies of new drawings covering the radio installation in this aircraft and also to our Inspection Report showing that this equipment was inspected on 6th December, 1946.

G. Gray,
Supervising Radio Inspector.

5008-E6-23

REGISTERED

OTTAWA, Ontario.
February 20th , 1947.

Messrs. Albert M. & Andre J. Leguilloux,
Box 472,
The Pas,
Manitoba.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3976 and Certificate of Airworthiness No. 1457 for your Cessna T-50 aircraft CF-EFW , Serial No. 1550.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Winnipeg, Man.

AIRCRAFT INSPECTION REPORT

16

Date of Inspection Nov. 24, 1947. Owner Messrs. A.M. and A.J.Leguilloux (The Pas Airways) Registration Markings CF-EFW

Type Cessna T-50 Serial No. 1550 Purpose Commercial

C. of R. 3976 C. of A. 1457 Date of Last Inspection November 24, 1947.

Previous C. of R. & A. Expires August 29, 1947 Present C. of R. & C. of A. Expires November 23, 1948.

AIRFRAME

Crew One Passengers Three No. of Fuel Tanks Two

Capacity 100 Imp. gals. No. of Oil Tanks Two Capacity 8 Imp. gals.

Total Hours Since New 2706:05 Since Overhaul 718:30 Since Reconditioned 319:15

WEIGHTS

	Gross	Tare	Empty	Carrying Capacity
Landplane Passenger	5100		3939	196
Landplane Freighter				
Seaplane Passenger				
Seaplane Freighter				
Skiplane Passenger	5100		3973	162
Skiplane Freighter				

A27760

TRANSPORT-RECORDS
NOV 28 A.M.
File 580-E-6-23

ENGINE(S)

LEFT		RIGHT	
Make Jacobs	Model L4MB	Make Jacobs	Model L4MB
Serial No. 4803	H.P. 225	Serial No. 4250	H.P. 225
Total Hrs. Since New 2059:35		Total Hrs. Since New 2614:35	
Since Complete Overhaul 319:05		Since Complete Overhaul 319:05	

PROPELLER(S)

LEFT		RIGHT	
Make S. & S. Wood	Model 210 F	Make S. & S. Wood	Model 210 F
Diameter 93"	Pitch 76"	Diameter 93"	Pitch 76"
Blade Design --		Blade Design --	
Mfg.No.1 -- 2 3		Mfg. No.1 -- 2 3	
Total Hrs.1 --- 2 3		Total Hrs.1 --- 2 3	
Hub Design - -	Mfg. No. S 1451	Hub Design --	Mfg. No. S 2945
Total Hours --	Since Last Overhaul -- --	Total Hours --	Since Last Overhaul —
Date of Last Overhaul --		Date of Last Overhaul --	
Date of Last Inspection --		Date of Last Inspection --	
Date Purchased --		Date Purchase --	

UNDERGEAR

Skis	Elliot	Pedestals	MacDonald Bros. Aircraft Ltd.
Floats	--	Chassis	
Wheels	Retractable.	Chassis	

Radio Licence No. 661 expires 31/3/48.

2 Aerials 2 loops

OVER

Amendments to Certificate of Airworthiness No. 1457

Item 25 (c) Skiplane - "3973" inserted.

Item 31 "Ski.P. 162" inserted.

Item 33 "Fifty-one hundred pounds" inserted.

Fred W Bone

F.W.Bone,
District Inspector, Air Regulations.

FWB/MC

/mm

AC-5-61

17

5008-E6-23

REGISTERED

OTTAWA, Ontario,
February 5th 1947. 1948.

Messrs. A.M. Leguilloux and A.J. Leguilloux,
Box 472,
The Pas, Manitoba.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-KFW.

The Certificates of Registration and Airworthiness must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

cc. D.I.A.R. Winnipeg, Man.

P.S. Also enclosed are two Airscrew Log Books.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

20 2 6-47

717 Dominion Public Bldg.,
Winnipeg (PLACE), Manitoba, March 12, 1948 (DATE)

YOUR FILE	SUBJECT	OUR FILE
	The Pas Airways - Cessna T50 - CF-EFW Republic Seabee - CF-FOT	5008-E6-23 5008-F15-20

A41155

Controller, Civil Aviation, Ottawa.

1. On the 29th February, 1948 this office was informed by telegram, copy attached, that the records of the above noted aircraft were destroyed by fire at The Pas. These records consist of the following:

CF-EFW
Certificate of Registration No. 3976
Certificate of Airworthiness No. 1457
Journey and Aircraft Log Book
Engine Log Books (2)
Propeller Log Books (2)
Radio Licence No. 661.

CF-FOT
Certificate of Registration No. 5835
Certificate of Airworthiness No. 2152
Journey and Aircraft Log Book
Engine Log Book
Radio Licence

TRANSPORT-RECORDS
MAR 15 A.M.
File 5008 E6-23

Mrs Jones
Dom Pub Bldg
Cert N/A

2. Attached please find affidavit sworn by Mr. A.M. LeGuilloux to this effect.

3. Mr. LeGuilloux has been advised to write to the King's Printer, Ottawa, for new log books.

4. May replacement certificates of Registration and Airworthiness be issued please.

5. Submitted.

COPY SUB
5008 F15-20

1 copy
16/3/48
MAC

Fred W Bone

F. W. Bone,
District Inspector, Air Regulations.

FWB/CH Enc.

Make one copy of Cof R'd (Issued to replace destroyed document)

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVER'S No.	TIME FILED	COPY	CHECK
			14

Send the following message, subject to the terms on back hereof, which are hereby agreed to

THE PAS, MANITOBA FEB. 29, 1948

To F.W. BONE
DISTRICT INSPECTOR AIR REGULATIONS DOMINION PUBLIC BLDG.

LOG BOOKS FOR OUR AIRCRAFT CFEFW AND CFFOT COMPLETELY DESTROYED
IN FIRE STOP PLEASE ADVISE ACTION TO BE TAKEN.

A J LEGUILLOUX

FORM No. 179—GENERAL AFFIDAVIT—g-2-47 THE WILLSON STATIONERY CO., LTD.—40363

Canada
Province of Manitoba
To Wit:

In the Matter of

I, ALBERT MARCEL LEGUILLOUX,

of the Town of The Pas,

in the Province of Manitoba, Clerk,

make oath and say:

1. THAT the business of The Pas Airways is carried on by myself and Andre J. Leguilloux, as Partners;

2. THAT on or about Six O'clock in the afternoon of February 27th, 1948, a fire occurred in a building occupied by us as an office and shop and waiting room, at which time the building and contents were burned, including all the Log Books and the Certificates of Airworthiness for the Cessna CF-EFW and the R.C. Republic Seabee were completely destroyed by fire.

3. THAT at the time of the fire the hours marked in the Log Book for the Cessna CF-EFW were four hundred and twenty-seven hours and thirty minutes (427:30) as of February 23, 1948, since last overhaul; and on the R.C. Republic Seabee Two Hundred and Eighty-six (286) hours since purchased new, as shown from my records in which the information was taken for the Annual reports.

4. THAT I make this Affidavit for the purpose of obtaining replacement certificates for the two Airplanes above mentioned.

Sworn before me at the Town
of The Pas,
in the Province of Manitoba
this 9th day of March,
A.D. 1948.

A. M. LeGuilloux

A NOTARY PUBLIC
in and for the Province of Manitoba

Dated March 9th, A.D. 1948

AFFIDAVIT OF ALBERT MARCEL LEGUILLOUX

RE: Certificates for Cessna CF-EFW and RC Republic Seabee Airplanes to replace Certificates burned.

Affidavit
General

THE WILLSON STATIONERY CO., LTD.

FLEET G. WHITAKER,
Barrister, etc.,
THE PAS, Manitoba.

/mm

21

5008-E6-23
5008-F15-20

Ottawa, Ontario,
March 18th, 1948.

REGISTERED

Messrs. A.J. LeGuilloux and A.M. LeGuilloux,
c/o The Pas Airways,
Box 269,
The Pas, Manitoba.

Gentlemen,

Enclosed please find Certificate of Airworthiness No. 2152 and Certificate of Registration No. 5835, for Republic RC-3, CF-FOT aircraft and Certificate of Airworthiness No. 1457 and Certificate of Registration No. 3976, for Cessna T-50, CF-KFW aircraft.

These Certificates are issued to replace the documents declared lost in your recent fire.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Winnipeg, Man.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

25 2 6-47

717 Dominion Public Bldg.,
Winnipeg, Manitoba, June 3, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T-50 - CF-EFW	5008-E6-23

A10173

TRANSPORT-RECORDS
JUN 8 A.M.
File 580-E6-23

Controller, Civil Aviation, Ottawa.

1. Attached hereto copy of report dated May 24th, 1948, covering damage sustained to the above noted aircraft at Swan River, Manitoba.

2. As the aircraft is considered a write-off, the Certificate of Registration No. 3976 and Certificate of Airworthiness No. 1457 are being returned herewith for cancellation.

(1) Janie Jones
To write 1457
(2) Mrs. Finkle

F. W. Bone,
District Inspector, Air Regulations.

RLB/CH
Enc.

Noted
MT

JN

...and has been allocated the nationality and registration marks CF-EFW
and is of Canadian nationality.

Given at Ottawa this 30th day of September 19 46.

H. L. Watteson
for Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

COPY

24

The Pas Airways,
The Pas, Man.,
Box 269,
May 24th, 1948.

Mr. F. W. Bone,
District Inspector Air Regulations,
Dominion Public Bldg.,
Winnipeg, Man.

Dear Sir: Re: Cessna CF-ERW

On April 28th, while landing in a farm field at Swan River a ski twisted and damaged the undercarriage structure of this aircraft. As the engine times were almost expired we did not deem it practical to repair the aircraft and therefore dismantled it and are now writing the aircraft off.

I was pilot of the aircraft and believe the undercarriage gave way because of soft mud underneath the snow, as this was after our last snow-fall.

This is the report you requested of me in our last conversation of the past week.

Sincerely Yours,

"A. J. LeGuilloux"

/R

23

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

ISSUED TO REPLACE DOCUMENT DECLARED LOST

No. 2976

NATIONALITY AND REGISTRATION MARKS CF-EFW

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1550
4. Name of owner	Albert M. and Andre J. Leguilloux,
5. Address of owner	Box 472, The Pas, Man.
6. Nationality of owner	British
7. Usual station of aircraft	Clear Water Lake Airport,
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 29th day of August 19 46, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFW and is of Canadian nationality.

Given at Ottawa this 30th day of September 19 46.

H. Wallace

for *Superintendent, Air Regulations.*

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/RM

Valid for day flying only.

22 2462 6-47

ISSUED TO REPLACE DOCUMENT DECLARED LOST

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1457

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Leguilloux
2. Christian name Albert M. and Andre J.
3. Address Box 472, The Pas, Man.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Company,

NATIONALITY AND REGISTRATION MARKS

6. CF-EFW

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1550
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Two

X 12. Maximum number of persons to be carried (including crew) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e.
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

X Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed: Two
19. Makes: Jacobs
20. Types: L4MB
21. International power of the engine or engines at
(each) (a) Sea level 225 H.P. at 2000 revolutions per minute. (International number of revolutions)
(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....

24. Airscrews: Number fitted Two Types Hamilton Standard No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane		3939 lbs.
	(b) Seaplane		lbs.
	(c) Skiplane (24.11.47)		3973 lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	720 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 100 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	75 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 8 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full Skiplane (162 lbs.) (L.P.) (24.11.47)	196 lbs.
32. Maximum total weight authorized	lbs.
Landplane	5100 lbs.
Seaplane	lbs.
Skiplane (24.11.47)	5100 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Fifty-one hundred pounds.
Seaplane:
Skiplane: Fifty-one hundred pounds (24.11.47)
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 4.8 inches ahead of and 3.1 inches behind the prescribed datum. (Center line of the top of the front spar)
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2000 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2200 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister having regard to the reports furnished to him issues the present Certificate of Airworthiness dated August 29th, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 30th day of September 19 46.

H. L. Patterson

Superintendent, Air Regulations.

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public Transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	Engine Revolution Counter
Altimeter	Oil Pressure Gauge
Airspeed Indicator	Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		August 29th, 1947. November 23rd, 1948.	H Carter

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

1.
3-46
K.P. 58825
D.L.L. Co.

FILE NO. 5008 - E 6 - 24

VOLUME NO. 1

VOL. 1
5008 - E6 - 24

DEPARTMENT OF TRANSPORT

FROM JULY 1946
TO

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EFX - CESSNA T50.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED] UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
SEP 14 1946	22328	S.A.R.	~~30.9.46~~	[illegible]	SEP 16 1946
SEP 30 1946	BF Sept 30	S.A.R.	~~[illegible]~~	GJ	DEC 3 [illegible]
DEC 10 1946	B-1672-46	S.A.R.		GJ	[illegible]
		Treas.		D.	MAR 8 1947
OCT 28 47	23874	CAR		[illegible]	OCT 31 47
		CAE		M.	OCT 31 47
DEC 16 48	36785	CAR		GJ	DEC 20 [illegible]
		CAE		[illegible]	DEC 20 [illegible]
NOV 21 1952	41507	CAR		[illegible]	NOV 25 1952

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

Ottawa, Ontario, 23rd July, 1946.

TGS/GEN

1-589 Cessna T50 - R.C.A.F. No. 8020 - Mfg. No. 1513 5008-E6-24

AIR MAIL

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

1. Reference your letter of July 19th, 1946.

2. Registration markings CF-EFX have been allotted Cessna T50 aircraft, R.C.A.F. No. 8020, Mfg. No. 1513, owned by the Central British Columbia Airlines.

(S. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Edmonton, Alberta, July 19, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 R.C.A.F. No. 8020 Manufacturer's No. 1513	1-589

AIR MAIL

A15204

TRANSPORT-RECORDS
JUL 22 A.M.
File

Controller of Civil Aviation,
OTTAWA.

1. Will Headquarters kindly allot registration markings to Cessna T50 aircraft, R.C.A.F. Number 8020, Manufacturer's Number 1513, owned by the Central British Columbia Airlines, but is being overhauled in this District by United Aviation Limited.

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/mp

CF-EFX

A1-6 Issue 3

R.N. Serial No. 4

INSPECTION RELEASE CERTIFICATE

Aero Engines, Propellers, Relevant Accessories & any Parts thereof Assembled or Overhauled in Canada.
(Including special engine parts overhauled by the engine manufacturer for the Canadian agent)

This Release Note covers the following:

Description Jacobs L4MB Ser. No. 904

Time Since Manufactured 2445.45 hrs. Time Since Overhaul 7.00

I hereby certify that the aero engine, propellers, relevant accessories or parts of any of them covered by the Report of Materials Shipped or Packing Sheet No. 5783, 5696, 5812, 55742, 55783.
From Standard Aero Engine Works, Winnepeg, Man.
have been assembled or overhauled under my supervisory inspection or in the case of special engine parts by the engine manufacturer on our behalf. All fittings and adjustments have been made and all tests carried out in accordance with the manufacturers' instructions.

Documentary evidence in our possession substantiates that:

(a) All new parts fitted were obtained from a reliable source and conform to the manufacturers' drawings and specifications.

(b) Engine and propeller parts are constructed to approved designs, and no parts of unknow history have been fitted.

Signed [signature] Date AUG 12 1946
Chief Inspector

AUL 1

This is to certify that, to the best of my knowledge and belief, the component (s) described herein is (are) airworthy and satisfactory for installation in airworthy aircraft.

Signed [signature] Date AUG 12 1946

Air Engineer "D" License No. A1349.

From the documentary evidence available it is considered that the component (s) described herein may be accepted as being eligible for use in airworthy aircraft.

Signed J.J. Currie Date AUG 20 1946
Resident Inspector A.

DEPARTMENT OF TRANSPORT AERONAUTICAL A.I.D. ENGINEERING CANADA

Nature or Test: Run In — Date: 26-7-46

Prop. No. 18066 — Specification Curve No. Club — Prop. Type — Job No. 11

Model: L4MB	Rated R.P.M.: 2000	Carb. Type: MAR7A	Left Mag. Type: CMN7D-SF	Timing Cyl. No.: 1			
Eng. No.: 90M	Rated H.P.: 225	Venturi:	Right Mag. Type:	Inl. Opens: 16°	True Bar: Clear		
Comp. Ratio: 5.25-1	Rated H.P.: 26	Main Jet: 30	L. Mag. Adv.: 30	Inl. Closes: 64°	Weather:		
Blower Ratio: S-1	Rated Man.: 80	Econ. Jet:	R. Mag. Adv.: 30	Exh. Opens: 62°	Temperature: 65		
Tech. Ratio: Direct	Fuel Octane: 4175	Econ Timing:	L. cut-in Speed: OK	Exh. Closes: 18°			
Prop. Ratio:	Spark Plugs: 120	Setting No.: —	R. cut-in Speed: OK	Clearance: .008			
	Oil	Overhauled:	Overhauled:				
		Checked:	Checked:				

P.P.HR. — FUEL — OIL — TEMPERATURES — HEADS

TIME Start	Stop	Total	POWER OUT PUT R.P.M.	B.H.P. Obs.	B.H.P. Corr.	Man. Abs. Press.	Lbs/hr.	Press	Fuel Air Ratio	Lbs/hr.	Flow lbs/min.	Press	Oil in	Oil out	Carb.	No.	No.	No.
1230	1300	.30	1000			15	40	4½				80	108	115	53	200		
1300	1500	1.20	1200			17½	54	5				78	134	138	62	250		
1500	1630	90	1400			19½	70	5				78	145	152	67	300		
0900	0930	30	1400			19½	70	5				78	135	143	62	290		
0930	1130	1.20	1600			22	91	5½				78	160	165	68	350		
1130	1200	30	1800			24	118	5½				78	170	177	70	375		

Carburetor: 5591606 — Dist. — Magnetos: 1203 — Accessories: OK

Serial No.: OK — R.H. Serial No.: 35903 — Starter: OK

Float Level: OK — L.H. Serial No.: @ 1800 — Fuel Pump: Nil

Slow Accel.: OK — PERFORMANCE — Fuel leaks: Nil

Rapid Accel.: OK — Left: 1750 — Oil leaks:

Flooding: Ok — Right: 1760 — R.P.M.

Mix Control: OK — 70

Idling: Nil — Idling Oil Pressure: 4½

Idle Cut-out: — Idling Fuel Pressure: 12

Idling Man. Press.:

Remarks:

E. K. Anderson — Tester

Inspector

PARTS INSTALLED IN JACOBS
#904

Aug. 3 1946.

68 ft.	High Tension Cable
14	Elbow Assy. Shielde d Spark Plugs.
2	Leather Guards.
19	Piston Rings Oil
21	Piston Rings Comp. Taper
9	Piston Rings Comp.
4	Oil Seal Rings (Bronze)
4	Oil Seal Rings (Cast Iron)
6	Link Rods.
14	Connectors-Spark Plug.
1	Complete Set of Gaskets & Packings.
1	Crankcase
7	Cylinder Barrels.
1	Complete Set of Hoses
1	Relief Valve Spring.
1	Check Valve Spring.
1	Bearing Drive Shaft
1	Dist. Block,

U A L 1

8

A1-6 Issue 3

R.N. Serial No. 5

INSPECTION RELEASE CERTIFICATE

Aero Engines, Propellers, Relevant Accessories & any Parts thereof Assembled or Overhauled in Canada.
(Including special engine parts overhauled by the engine manufacturer for the Canadian agent)

This Release Note covers the following:

Description Jacobs L4MB Ser. No. 974

Time Since Manufactured 2254.75 hrs. Time Since Overhaul 7.00

I hereby certify that the aero engine, propellers, relevant accessories or parts of any of them covered by the Report of Materials Shipped or Packing Sheet No. 5783, 5696, 5812, 55742, 55783.

From Standard Aero Engine Works Winnepeg, Man.

have been assembled or overhauled under my supervisory inspection or in the case of special engine parts by the engine manufacturer on our behalf. All fittings and adjustments have been made and all tests carried out in accordance with the manufacturers' instructions.

Documentary evidence in our possession substantiates that:

(a) All new parts fitted were obtained from a reliable source and conform to the manufacturers' drawings and specifications.

(b) Engine and propeller parts are constructed to approved designs, and no parts of unknow history have been fitted.

Signed A R Richardson Chief Inspector AUG 12 1946

U A L 1

This is to certify that, to the best of my knowledge and belief, the component (s) described herein is (are) airworthy and satisfactory for installation in airworthy aircraft.

Signed T Richardson Date AUG 12 1946

Air Engineer "D" Licence No. A1349

From the documentary evidence available it is considered that the component (s) described herein can be accepted as being eligible for use in airworthy aircraft.

Signed J J Currie Resident Inspector A.I.D. Date AUG 20 1946

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING A.I.D. CANADA.

Nature of Test Run In Specificatio Curve No.
Prop. No. 18066 Prop. Type Club

Date 19-7-46
Job No. 12

Model L4MB Rated R.P.M. 2000
Eng. No. 974 Rated H.P. 225HP
Comp. Ratio 5.25-1 Rated Man. 26
Blower Ratio -- Fuel Octane 80
Tach. Ratio .5-1 Spark Plugs 4175
Prop. Ratio Direct Oil 120

Carb. Type NAR7A Left Mag. Type VMN7D Timing Cyl. No. 1 True Berr
Venturi Right Mag. Type WL7 15° Inl. Opens. 16° Weather Clear
Main Jet L. Mag. Adv. 30 Inl. Closes. 14° Temperature 70
Econ. Jet R. Mag. Adv. 30 Exh. Opens. 62°
Econ Timing L. cut-in Speed -- Exh. Closes. 18
Setting No. R. cut-in Speed -- Clearance .008
Overhauled -- Overhauled --
Checked Checked

TIME		POWER CUT OUT				P.P.HR.FUEL			OIL			TEMPERATURES				HEADS		
Start	Stop	Total	R.P.M.	B.H.P. Obs.	B.H.P. Corr.	Man. Abs. Press.	Lbs/hr.	Press	Fuel Air Ratio	Lbs/hr.	Flow lbs/min.	Press	Oil in	Oil out	Carb.	No.	No.	No.
												75	100	112	45	170		
1430	1500	.30	1000			13½	33	5				75	135	140	55	225		
1500	1700	1.20	1200			16½	52	5				75	155	160	63	295		
1030	1230	1.20	1400			18¼	66	5½				75	173	182	73	370		
1230	1430	1.20	1600			22	93	5½				75	185	195	77	402		
1430	1500	.30	1800			24½	125	5½										

Carburetor
Serial No. 5592402
Float Level OK
Slow Accel. OK
Rapid Accel. OK
Flooding OK
Mix Control OK
Idling OK
Idle Cut-out OK

Magnetos
R.H. Dist. No. 2612
L.H. Serial No. 6892
PERFORMANCE 1800
Left 20 R.P.M.
Right 20 R.P.M.

Idling Oil Pressure 70
Idling Fuel Pressure 5 lbs.
Idling Man. Press 12½

Accessories
Starter OK
Fuel Pump OK
Fuel leaks Nil
Oil leaks Nil

Remarks:

Tester E.K.Anderson Inspector F.Butterfield

6

PARTS INSTALLED IN JACOBS.
#974.

Aug. 3 1946.

68 ft.	High Tension Ignition Cable.
14	Elbow Assy. Shielded Spark Plug.
2	Leather Guards.
19	Piston Ring Oil.
21	Piston Ring Comp. Taper
9	Piston Ring Comp.
4	Oil Seal Ring (Bronze)
4	Oil Seal Ring (Cast Iron)
6	Link Rods.
14	Connectors- Spark Plug.
1	Complete set of Gaskets & Packings.
1	Complete set of Hoses.
1	Relief Valve Spring
1	Check Valve Spring.



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

5

2
8-45

Edmonton, Alberta, August 6, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 CF-EFX	1-589

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was weighed empty as a Landplane at Edmonton on August 3, 1946, and the following weights were obtained:

	1st weighing	2nd weighing
Left Side	1710 lbs.	1660 lbs.
Right Side	1710 lbs.	1740 lbs.
Tail	420 lbs.	420 lbs.
	3840 lbs.	3820 lbs.

Aircraft mean empty weight.....3830 lbs.

J. J. Currie

J. J. Currie,
Resident Inspector A.I.D.

JJC/P
C/CAE

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

4

2
8-45

Edmonton, Alta. Sept. 10, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 Serial No. 1513 CF-EFI	1-589

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected in detail as a Landplane at Edmonton on August 20, 1946.

AIRCRAFT: Total time: 2815:40.
Time since overhaul: 1300:00.

ENGINES: Left: Jacobs L4MB No. 974.
Total time: 2254:15.
Time since overhaul: 7:00.
Right: Jacobs L4MB No. 904.
Time since new: 2444:45.
Time since overhaul: 7:00.

AIRSCREWS: Wood S & S.
Serial No. S-1848 #S 1228.

2. The aircraft and engines were found in good condition and considered airworthy on this date. All documentary history accompanying the aircraft and engines was examined and found satisfactory.

3. Attached hereto, Release Certificates and Work Sheets covering the inspection and work carried out on this aircraft.

J. W. CURRIE,
Resident Inspector A.I.D.

JJC/M
C/ GAE

1-589

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Sept. 4, 1946.

AIR MAIL

Central British Columbia Airways Ltd.,
P.O. Box 714,
PRINCE GEORGE, B.C.

Dear Sirs:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Cessna CF-EFX, for a period of sixty days, to be not valid after November 3, 1946.

The aircraft must be operated within the following conditions:

VFR
Day flying only
Landplane empty weight.....3830 lbs.
Landplane gross weight.....5100 lbs.

Yours very truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/M
Ch
cc: DIAR Vancouver

15

DATE Aug, 3 1946.

R.N. SERIAL NO 2

CERTIFICATION OF

SERVICEABLE SURPLUS MILITARY AIRCRAFT.

Aircraft Identification Markings Displayed CF-EFX.

Aircraft Manufacturer Cessna Aircraft Type Crane T50

Manufacturer's Serial Number 1513

Engine Manufacturer Jacobs Engine Type L4MB

Manufacturer's Serial Number Left 974 Right 904

The above aircraft has been inspected in accordance with accepted practice and to the best of our knowledge and belief is serviceable.

Air Engineer Category B

Licence No. UAL 1

Air Engineer Category D

Licence No.

Air Engineer Categories A & C Licence No.

Aircraft test flown at a total all up weight of 4650 lbs and found satisfactory.

Test Pilot

Pilot Licence No 63

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT.

The aeroplane described herein has been properly inspected, weighed and tested and the issue of a Certificate of Airworthiness in Category.....
Subdivision..... is recommended

Signed .....
Department of Transport, A.I.D.

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING CANADA. AUG 20 1946

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date).....

Signed .....
District Inspector, Civil Aviation.

UNITED AVIATION LTD.
EDMONTON, ALTA.

14

INSPECTION REPORT ON CESSNA "CRANE" AIRCRAFT CF-EFX

AIRCRAFT

Cessna Crane T50 Mfg Serial #1513

Registration CF-EFX

Total time since Mfg. 2815.40 hrs.

Total time since overhaul 1300.00 hrs.

ENGINES

Starboard - Jacobs L4MB Serial #904

Total time since Mfg. 2444.45 Hrs.

Time since overhaul 7.00 Hrs.

Port - Jacobs L4MB Serial #974

Total time since Mfg. 2254.15 Hrs.

Total time since overhaul 7.00 Hrs.

AIRSCREWS

Starboard S&S Wood Serial #S-1848

Port S&S Wood Serial #S-1228

No log books available on airscrews-- both airscrews checked for condition and balance by C.P.A.

INSTRUMENTS

All Flight Instruments checked

Compass and Fuel Air Ratios overhauled

Both Tachometers re-calibrated.

UNITED AVIATION LTD.
EDMONTON, ALTA.

10

INSPECTION REPORT ON CESSNA "CRANE" AIRCRAFT CF-EFX

AIRCRAFT GENERAL

(1) Both engines removed, overhauled and reinstalled.

(2) Cowlings patched where necessary.

(3) Undercarriage swung and one bolt renewed.
Tires removed and checked O.K. by Edmonton Tire Co.

(4) Extinguishers filled

(5) Aircraft inspected to Airworthiness Directive AD356 and found to conform.

(6) Fuselage and Nacelles colored green and Registration letters CF-EFX affixed.

(7) The general condition of this aircraft at the time of this inspection was found to be good.

(8) Aircraft weighed by the local A.I.D.
Weight empty 3830 lbs.
Gross Weight 5100 lbs.

(9) Compass to be swung.

R.R. Marshall

A U L 1

"I hereby certify that all work listed has been done with certified material according to accepted practice; that all Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy."

Sgd. .....
Air Engineer "B"

All controls checked for proper action & rigging.

Aug 19/46 [signature]

A. Crowe

WAC 4

WAR ASSETS CORPOR

P. O. BOX 6099, MONTREAL,

16

SOLD TO Central British Columbia Airways,
Prince George, B.C.

SHIP TO Sa

SHIP FROM Moo

TERMS Cash F.O.B. Storage Location

VIA

DATE	PURCHASER'S REFERENCE No.	SALES ORDER No.
June 13, 1946.	Telegram.G.Hobbs, Oct.30/45	7-448-18427

ITEM No.	W.A.C. DECLARATION NO.	W.A.C. DECLARATION ITEM	DESCRIPTION
			File No.: 223-28D-1 Serial No.: 228 Class 477 Cossna Crane Aircraft R.C.A.F. No.8020 Mfg. Serial No. N.A. Jacobs L4MB Engines Nos. 974/211

CUSTODIAN: Dpartment of National Defence(Air) #2 R.E.M.U.,
Moose Jaw, Sask.

DO NOT TYPE IN THIS SECTION

KINDLY SHOW INVOICE NUMBER ON

REMIT BY CERTIFIED CHEQUE OR BANK DRAFT PAYABLE TO WAR ASSET...

17 2413 9-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... President
(W.E.GILBERT, President).

Date of Application CENTRAL BRITISH COLUMBIA AIRWAYS,LTD.
July 24,1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CENTRAL BRITISH COLUMBIA AIRWAYS,LIMITED.	P.O.Box 714, PRINCE GEORGE, B.C.	CANADIAN.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
~~Walter E. Gilbert~~ WALTER EDWIN GILBERT,	PRESIDENT.	PRINCE GEORGE,B.C.	CANADIAN.
RUSSELL BAKER,	MNG.DIRECTOR,	FT.ST.JAMES, B.C.	CANADIAN.
KARL JOHN SPRINGER,	DIRECTOR,	TORONTO,ONTARIO.	CANADIAN.

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)
COMMERCIAL. (Passenger and Freight).

Usual Station PRINCE GEORGE, B.C.

Date of manufacture or reconstruction 9/29/41

Crew required one

Accommodation for what number of passengers four

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

Fee of $10.00 rec'd Folio #3 Rec't #75005

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air ..... Heavier ..... made by ... Cessna Aircraft Co. .....

Type ..... Crane T50 ..... Maker's No. ..... 1513 .....

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41 ft. 11 in.	
Length o/a in feet	32 ft. 9 in.	
Height o/a in feet	9 ft. 11 in.	

Cubic Capacity (of Airship or Balloon) .....

Weight equipped, but without load, fuel, or oil ..... 3830 lbs. .....

Total weight authorized (fully loaded) in lbs. 5100 bls. Air speed ..... miles per hour .....

EQUIPMENT—(Give number and type).

1. Instruments ..... 20 Kollsman, Pioneer. .....
2. Gauges .....
3. Lights ..... Landing and Navigation. .....
4. Signals ..... Nil .....
5. Fire Extinguishers ..... Two .....
6. Parachutes ..... Nil .....
7. Tools ..... Nil .....
8. Other Equipment ..... Nil .....

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacob L4MB	Jacob L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Left	Left		
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5.25	5.25		
Stroke	5.00	5.00		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on ~~September 1946~~ Aug. 20, 1946 at Edmonton as a LP - satisfactory .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

Weighed empty as a LP at Edmonton on Aug. 3, 1946 - 3830 lbs. .....

.....

Date Sept 4. 46 .....

Signature ....

Registration approved and Registration Mark C.F. CF-EFX ..... allotted.

Registration { approved or
not approved for reasons annexed.

.....
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

18

2
8-45

Edmonton, Alta. Sept. 10, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 aircraft CF-EFX Serial No. 1513	L-589

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration commercially of the subject aircraft in the name of Central British Columbia Airways Ltd. of Prince George, B.C., together with:

(a) Bill of Sale from War Assets Corp. to Central British Columbia Airways.
(b) Inspection report covering aircraft
(c) Certification of Serviceable Surplus Military aircraft.
(d) Run-in report covering Engine #904 together withReport on Parts Installed and Inspection Release Certificate A1-6 Issue 3 covering this Engine.
(e) Run-in report covering Engine #974 together with Report on Parts Installed and Inspection Release Certificate A1-6 Issue 3 covering this engine.
(f) AID report covering weighing of this aircraft as a Landplane at Edmonton on August 3, 1946.
(g) AID report covering inspectionof this aircraft as a Landplane on August 20, 1946.
(h) Copy of our letter of temporary authority dated the 4th instant to Central British Columbia Airways Ltd. which is self-explanatory.

TRANSPORT-RECORDS
SEP 13 P.M.
500 E.C.C. 24

A22328

2. Fee of $10.00 has been received and forwarded to Headquarters under Folio #3, Receipt No. 75005.

3. We recommend that formal Certificates be issued this aircraft in the name of the new Company, and that they be forwarded direct to the Owner, please.

K. F. Saunders,
A/D.I.A.R.

KFS/M
Encls.
cc: DIAR Vancouver

5008-E6-24

420 Federal Building,
Vancouver, B.C.
28th October, 1946.

A30004

TRANSPORT-RECORDS
NOV 4 P.M.
5008-C6-24
Files

Central B.C. Airways Ltd.,
Box 714,
Prince George, B.C.

Dear Sir:

This letter constitutes 60 day extension of temporary certificates of Airworthiness and Registration for Cessna CF-EFX to be not valid after 27th December, 1946.

Yours truly,

(for) District Inspector,
Air Regulations

GCU/DB
cc/CCA

5006(R)
1552(A)

2462A
8-41

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CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5006

NATIONALITY AND REGISTRATION MARKS CF-EFX

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1515
4. Name of owner	Central British Columbia Airways Ltd.
5. Address of owner	P.O. Box 714, Prince George, B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Prince George, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 4th, day of September, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFX and is of Canadian nationality.

Given at Ottawa this 31st, day of October, 1946.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Valid for day flying only

2462
7-45

20

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1552

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Central British Columbia Airways Ltd.
2. Christian name
3. Address P.O. Box 714, Prince George, B.C.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-MFX

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1513
8. Place and year of construction of aircraft Wichita, Kansas, 1941

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Two
* 12. Maximum number of persons to be carried (including crew) Five

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

* Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

9/1

ENGINES

18. Number installed: Two
19. Makes: Jacobs
20. Types: L4MB
21. International power of the engine or engines at

(each) *(a)* Sea Level 225 H.P. at 2000 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: *(a)* ..... *(b)* .....
23. Oil: *(a)* ..... *(b)* .....
24. Airscrews — Number fitted: two Types: Hamilton Standard No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	3830 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	720 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 100 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	75 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 8 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	305 lbs.
32. Maximum total weight authorized	lbs.
Landplane	5100 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Fifty-one hundred pounds
Seaplane .....
Skiplane .....
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 4.8 inches ahead of 3.1 inches behind the prescribed datum. (Center line of the top of the front spar)
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2000 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2200 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Sept. 4th, 1946. in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 31st day of October 19 46

Superintendent, Air Regulations.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	2 Engine Revolution Counter
Altimeter	2 Oil Pressure Gauge
Airspeed Indicator	2 Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First aid kit.

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 4/47 Oct 16, 1948. 12/12/49	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

5008-E26-24

22

420 Federal Building,
Vancouver, B.C.
20th December, 1946.

63540

TRANSPO... RDS
DEC ... A.M. 1946
File 5008-E6-24

Central British Columbia Airways Ltd.
P.O. Box 716,
Prince George, B.C.

Dear Sirs:

This letter constitutes sixty day extension of temporary certificates of Airworthiness and Registration for Cessna CF-EFX to be not valid after 25th February, 1947.

Yours truly,

Department of Transport
Civil Aviation Division
CANADA

District Inspector,
Air Regulations.

RCG/DB
cc-CCA

/SHK

5008-BS-24

23

REGISTERED

OTTAWA, Ontario.
February 3rd, 1947.

Central British Columbia Airways Ltd.,
P.O. Box 714,
Prince George, B.C.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5008 and Certificate of Airworthiness No. 1552 for your Cessna T-50 aircraft CF- EFX , Serial No. 1513.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

CC. DIAR. VANCOUVER.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

25 2 6-46

Vancouver, B. C., October 21st, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-24	CF-EFX Cessna T50 Serial No. 1513 - Central B. C. Airways Ltd.	5008-E6-24

A23874

TRANSPORT-RECORDS
OCT 27 P.M.
File 5008 C

C-24

C.C.A.,
Ottawa.

1. This is to advise that Certificate of Registration No. 5006 and Certificate of Airworthiness No. 1552, for the marginally noted aircraft, were renewed to be not valid after October 16th, 1948.

Re. Mr. Jake note. Fyi

2. Enclosed herewith please find Inspection Report by Resident Inspector, A.I.D.

Noted
Rm

D. I. G. A. R. [illegible]

RA
Encl. 1

Noted
Rm

2 aircraft Log Books

24

Vancouver, B. C., October 21st, 1947.

CF-EFX Cessna T50 Serial No. 1513 -
Central B. C. Airways Ltd. 5008-E6-24

D.I.A.R.,
Vancouver.

1. This aircraft was inspected at Prince George, B. C. on October 17th, 1947, for renewal of C. of A. and R.

2. Total time of aircraft - since new -
2882 hours 20 min.
Total time since overhaul -
1366 hours 50 min.

3. Engine installed - Left - Jacobs L4MB, Serial No. 974.
Total time since new - 2325 hours 05 min.
Total time since overhaul - 77 hrs. 50 min.

4. Engine installed - Right - Jacobs L4MB, Serial No. 904.
Total time since new - 2515 hours 35 min.
Total time since overhaul - 76 hours 50 min.

5. Propellers installed - Left - Sensenich, Serial No. S-1228. Right - Sensenich, Serial No. S-1848.

6. Radio installed - Ranger Type 209-120, Serial No. 309-117.

7. Aircraft is considered satisfactory and Airworthy, and Certificate of Registration No. 5006 and Certificate of Airworthiness No. 1552, were renewed to be not valid after October 16th, 1948.

8. Instruments installed to specification. Compass checked. Fire Extinguishers and Safety Belts installed.

for (N. C. Terry),
Resident Inspector, A.I.D.

JB/RA cc: cca✓ cae

AC-5-61 /RH

5008-E6-24

REGISTERED

OTTAWA, Ontario,
February 5th 1947. 1948.

Central British Columbia Airways Ltd.,
P.O. Box 714,
Prince George, B.C.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-RFX.

The Certificates of Registration and Airworthiness must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

cc. D.I.A.R. Vancouver, B.C.

P.S. Also enclosed are two Airscrew Log Books.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

28 2 6-46

420 Federal Bldg.,
Vancouver, B.C. (PLACE) December 14th, 1948. (DATE)

YOUR FILE	SUBJECT	OUR FILE
	CF-EFX - Cessna T50 - Serial No. 1513 Central B. C. Airways Ltd.	5008-E6-24

A36785

TRANSPORT-RECORDS
DE 16 M.
File 5008 E6-24

D.A.S.
Ottawa.

1. This is to advise that Certificate of Registration No. 5006 and Certificate of Airworthiness No. 1552, for the marginally noted aircraft, were renewed to be not valid after December 12th, 1949. ✓

2. Enclosed herewith please find Inspection Report by Resident Inspector, A.I.D.

L.D. Guiguet
for D.I.A.R.

noted
blsJ

W

27

420 Federal Bldg.,
Vancouver, B.C. December 14, 1948.

CF-HFX - Cessna T50 - Serial No. 1513 5008-E6-24
Central B. C. Airways Ltd.

D.I.A.R.
Vancouver.

1. This aircraft was inspected at Vancouver, B.C. on December 13th, 1948, for renewal of C. of A. and R.

2. Total aircraft time since manufacture - 2983:10 hrs.
Total aircraft time since overhaul - 1697:00 hrs.

3. Engine installed - Left - Jacobs L4MB, Serial No. 11431.
Total engine time since manufacture - 1390:00 hrs.
Total engine time since overhaul - 56:15 hrs.

4. Engine installed - Right - Jacobs L4MB, Serial No. 904.
Total engine time since manufacture - 2426:55 hrs.
Total engine time since overhaul - 181:40 hrs.

5. Propellers installed - Left - Sensenich, Serial No. S-1393. Right - Sensenich, Serial No. S-1848.

6. Radio installed - Ranger Type 209-120, Serial No. 309-117.

7. Instruments installed to specification. Compass checked. Fire Extinguishers and Safety Belts installed.

8. Aircraft is considered satisfactory and airworthy and it is recommended that Certificate of Registration and Certificate of Airworthiness be renewed.

(N.C. Terry)
for Resident Inspector, A.I.D.

IW
cc. DAS

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

34/2

2-50

401 Winch Building,
Vancouver 1, B.C. (PLACE) 17th November, 1952. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E6-24	Cessna T-50 - CF-EFX	5008-E6-24

41507

TRANSPORT - RECORDS
NOV 21 P.M. 1952
File 5008-E6-24

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. Please find enclosed copy of letter dated 10th November, 1952, from Central British Columbia Airways Ltd. which is self-explanatory.

2. May the Certificates of Registration and Airworthiness (attached hereto) now be cancelled, please.

District Controller of Air Services.

Encs: 3.

② Miss Jones
Please cancel
registration CF-EFX.
[illegible] 22/11/52.

Noted AD

27

COPY

33

ORIGINAL ON FILE 5008-B20-19 (VR)

COPY FOR FILE 5008-B20-19 (OW)
5008-B6-24 (OW) ✓

CENTRAL BRITISH COLUMBIA AIRWAYS LTD.

Head Office: PRINCE GEORGE, B.C.

1023 West Georgia Street,
Vancouver, B.C.
November 10, 1952.

District Superintendent,
Air Regulations,
401 Winch Building,
Ottawa, Canada.

Dear Sir:

Re: CF-BTS Cessna and
CF-HFX Cessna

We notice that the two above noted aircraft are still listed on the Canadian Aircraft Register. C. of A. No. 886 and C. of R. No. 7114 apply to BTS - C. of R. No. 5006 and C. of A. No. 1552 apply to HFX.

This is to advise that both aircraft were demolished in the spring of 1951. Both were found to require major overhaul and since the original cost was not high, it was decided that a can of gasoline and a box of matches would be the best solution.

Will you please take the necessary action to have these aircraft deleted from the Register? Thanks.

Yours very truly,

"Russell Baker"

Russell Baker,
Vice-President & General Manager.

RB/dt

8
10-50

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5006

NATIONALITY AND REGISTRATION MARKS CF-EFX

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1513
4. Name of owner	Central British Columbia Airways Ltd.
5. Address of owner	P.O. Box 714, Prince George, B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Prince George, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 4th, day of September, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFX and is of Canadian nationality.

Given at Ottawa this 31st, day of October, 1946.

T.J. Callaghan

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate for which there shall be payable a fee of $5.

2. In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Inspected at Prince George BC on 17 Oct 1947 & renewed to be not valid after 17 October 1948 GCLipson

Department of Transport Civil Aviation Division CANADA

Renewed to be not valid after December 12th, 1949. GCLipson.

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister of Transport.

Valid for day . 31
flying only .

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1552

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Central British Columbia Airways Ltd.
2. Christian name
3. Address P.O. Box 714, Prince George, B.C.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-EFX

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1513
8. Place and year of construction of aircraft Wichita, Kansas, 1941

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Two
- ✱ 12. Maximum number of persons to be carried (including crew) Five

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

✱ Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed: Two
19. Makes: Jacobs
20. Types: LAMB
21. International power of the engine or engines at

(each) *(a)* Sea Level 225 H.P. at 2000 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above mentioned power per engine.

22. Fuel: *(a)* ..... *(b)* .....
23. Oil: *(a)* ..... *(b)* .....
24. Airscrews — Number fitted two Types Hamilton Standard No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	3830	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		720	lbs.
(a) Number of tanks	Two		
(b) Capacity of tanks	100 Imp. gals.		
27. Oil (at 9·0 lbs. per gallon)		75	lbs.
(a) Number of tanks	Two		
(b) Capacity of tanks	8 Imp. gals.		
28. Weight allowed for crew		170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus			lbs.
30. Weight of wireless apparatus			lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full		305	lbs.
32. Maximum total weight authorized			lbs.
Landplane		5100	lbs.
Seaplane			lbs.
Skiplane			lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Fifty-one hundred pounds
Seaplane .....
Skiplane .....
34. Minimum crew necessary One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 4.8 inches ahead of and 3.1 inches behind the prescribed datum. (Center line of the top of the front spar)
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2000 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2200 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Sept. 4th, 1946. in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 31st day of October 19 46

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

29

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
2 Engine Revolution Counters
2 Oil Pressure Gauges
2 Oil Temperature Gauges

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

First aid kit.

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 4/47	[illegible]
		16 Oct. 1948	G Clapham
		Dec. 12/49	G Clapham

VOL. 1

5008- E6- 25

FILE NO. 5008- E6 - 25

VOLUME NO. 1

DEPARTMENT OF TRANSPORT

FROM JULY 1946-

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF- EFY - D.H.82C TIGER MOTH.

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES

1.
3-46
P. 58825
L. Co.

FILE NO. 5008 - E6 - 25

VOLUME NO. 1

DEPARTMENT OF TRANSPORT

FROM JULY 1946
TO

5008 - E6 - 25

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EFY TIGER MOTH

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")		(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUL 26 1946		15215	SAR		MH	
FEB 7 1947		69224	CAR			1947
MAR 3 1947		74763	CAR.			MAY 15 19
			CAI			MAY 15 194
MAY 15 1947			Trans.			MAY 17 947
JUL 10 1947		11335	CAR 2	Left 8		AUG 18 1947
	AUG 6 1947	—	CAI 3			AUG 7 19
AUG 18 1947	AUG 23 1947	—	ATC 1			
SEP 6 - 47		B.F. 8/9/47	CAR.			SEP 9 - 47
SEP 17 47		19625	CAR			EP 20 47
			CAI			EP 20 47
SEP 26	47	20618	CAR.			OCT 8 - 1
FEB 24 1948		Reynolds	CAI			FEB 24 48

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

1 2 8-45

910 Confederation Building,
Montreal 2, P.Q., July 23, 1946
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Registration Markings for Tiger Moth RCAF #4898	

~~A15018~~

TRANSPORT-RECORDS
JUL 24 A.M.
File 5008-E6-25
A15215

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ont.

1. Please allot markings for Tiger Moth R.C.A.F. No. 4898 owned by Dr. A. M. Hamel and purchased from War Assets Corporation. Application for registration of this aircraft in Dr. Hamel's name has been received in this office.

J. L. Blondeau

J. L. Blondeau,
District Inspector, Air Regulations

/BMc

CF-EFY

2

WHL/LM Ott wa, August 2nd, 1946.

Registration Markings for Tiger Moth RCAF #4898 5008-E6-25

District Inspector, Air Regulations,
910 Confederation Bldg.,
1253 McGill College Ave.,
Montreal 2, P. Q.

1. The following registration markings have been allotted to Tiger Moth RCAF No. 4898 owned by Dr. A. M. Hamel and purchased from War Assets Corp.:-

"CF-KFY"

(S. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

6 — 2 — 8-45

910 Confederation Building,
Montreal 2, Que., February 5, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Tiger Moth CF-EFY	5008-E6-25

69224

TRANSPORT - RECORDS
FEB 6 A.M.
5008-E6-25
File

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. The following documents regarding the subject aircraft are enclosed herewith:

(a) Application for Certificates of Registration and Airworthiness as a commercial aircraft in the name of Dr. A.M. Hamel.

(b) Fees $10.00 (Department Receipt No. 84435), will be forwarded under Cash Book Folio 3330.

(c) Proof of ownership: Copy of Advice of Sale from War Assets Corporation.

(d) Copy of our letter of authority for operation.

2. The subject aircraft has been reconditioned by Engineer N. Langlois under the supervision of B and D Engineer P. Davis, who has certified same as airworthy. The engine installed is brand new with a total time of two hours and fifteen minutes. One cylinder was removed to check for internal corrosion and found satisfactory. The machine has been weighed and the weight established at 1,232 pounds on wheels. Satisfactory test flight has been carried out by Pilot Albert Racicot.

3. This application appears in order, and issue of certificates is recommended.

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg
Encl.

Correct Ser. No. required
ES

2413

5

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate) triplicate

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ✓ $5.00

Certificate of Airworthiness ✓ $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant Albert M Hamel

Date of Application 9th July 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
HAMEL ALBERT MATHIAS	5010 MACDONALD AVE MONTREAL-29 APT-12 P.Q.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial

Usual Station montreal

Date of manufacture or reconstruction MAN 30/10/42

Crew required One

Accommodation for what number of passengers One

Noted

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air aircraft made by The de Havilland Co

Type Tiger Moth Maker's No. RCAF 4898 DH1089

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	29' 4"	
Length o/a in feet	23' 11"	
Height o/a in feet	8' 10"	
Cubic Capacity (of Airship or Balloon)		1232 lbs
Weight equipped, but without load, fuel, or oil	Landplane	~~1,230~~ lbs
Total weight authorized (fully loaded) in lbs 1,825	Air speed 90	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments 8: 2 Turn Bank; 2 Comps; 2 altitude; 2 R.P.M; 2 air speed
2. Gauges 2: 1 oil pressure; 1 oil temp
3. Lights 0
4. Signals 0
5. Fire Extinguishers 2
6. Parachutes 0
7. Tools Ref. Eng.
8. Other Equipment 0

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Gipsy Major			
Pusher or Tractor	Tractor			
Right or Left Hand	L.H.			
No. of Cylinders	4			
H.P.	125			
Bore	118 mm			
Stroke	140 mm			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on January 13/47 by Eng. N. Langlois

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet No mods

Registration recommended with the following special conditions

Registration recommended

Date 13/1/47 Signature J. L. Blondeau

Registration approved and Registration Mark C.F. EFY allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

COPY ONLY

4

Form No. M.D. 54

November 12,1946.

4-2-470

WAR ASSETS CORPORATION

MONTREAL.

To: Department of Transport,
Civil Aviation Branch,
Montreal.

Please be advised that the sale of the following equipment has been negotiated by the Aircraft Division of this Corporation.

AIRCRAFT

TYPE	DESCRIPTION	MFG. SERIAL NO.	R.C.A.F. NO.	TIME SINCE NEW	TIME SINCE OV.
	MENASCO MOTH	N.A. ?	4822,4898 ?	N.A.	N.A.

AIRFRAMES ONLY

AIRCRAFT ENGINES

TYPE	DESCRIPTION	MFG. SERIAL NO.	R.C.A.F. NO.	TIME SINCE NEW	TIME SINCE OVER.
	N.A.	N.A.	N.A.	N.A.	N.A.

CUSTODIAN: #6 DEPOT REPAIR, RCAF
TRENTON, ONT.

PURCHASER: DR. ALBERT H. HAMEL
DEPT. OF INDIAN AFFAIRS
CAUGHNAWAGA, QUE.

ULTIMATE CONSIGNEE: DR. ALBERT H. HAMEL

ULTIMATE DESTINATION: CANADA

END USE: REBUILT FOR PRIVATE FLYING

METHOD OF DELIVERY: EX STORAGE LOCATION

CONDITION OF EQUIPMENT: FAIR

REMARKS: PURCHASER WILL APPLY FOR NECESSARY DOCU/
MENTS.

WAR ASSETS CORPORATION
H. J. CHASE.
AIRCRAFT DIVISION.

3

5008-E6-25

910 Confederation Building,
Montreal 2, Que., Jan. 30, 1947.

Dr. A.M. Hamel,
5010 MacDonald Ave.,
Village Cote St. Luc,
Montreal 29, Que.

Dear Sir:

This letter will constitute your temporary authority not valid after March 29, 1947, for the commercial operation of your Tiger Moth CF-EFY.

This authority is valid for visual day flying conditions only. The maximum all-up weight of this aircraft must not exceed 1,825 pounds. The weight empty has been established at 1,232 pounds as landplane.

No more than one passenger may be carried in addition to the pilot.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

TGS/HMC

1

Ottawa, Ontario, February 14, 1947

5008-E6-25 Tiger Moth CF-EFY 5008-E6-25

District Inspector, Air Regulations,
910 Confederation Building,
1253 McGill College Avenue,
Montreal 2, Quebec

1. Receipt is acknowledged of your letter of February 5, 1947, with documents as itemized.

2. The Advice of Sale from War Assets Corporation bears no manufacturer's number but quotes two R.C.A.F. numbers - 4822 and 4898. The application refers to R.C.A.F. number 4898, D.H. 1089.

3. Please verify the manufacturer's serial number of this aircraft.

4. It is noted further that War Assets Advice of Sale refers to Menasco Moth, purchaser Dr. Albert H. Hamel.

5

(S. Graham),
Superintendent, Air Regulations

lo

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

8 2 6-46

910 Confederation Building,
Montreal 2, Que., March 11, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-25	Tiger Moth CF-EFY	5008-E6-25

TRANSPORT - RECORDS
MAR 13 A.M.
5008-E6-25
File

Controller of Civil Aviation, 74763
Department of Transport,
Ottawa, Ontario.

1. In reply to your letter of February 14, 1947, it is desired to advise that Nos. 4822 and 4898 shown on the Advice of Sale from War Assets Corporation refer to two different aircraft purchased by Dr. A.H. Hamel.

2. R.C.A.F. No. 4898 and Manufacturer's Serial No. 1089 are the correct numbers for Tiger Moth CF-BFY.

3. These two aircraft were sold by War Assets Corp. as Menasco Moths but Dr. Hamel has purchased Gipsy Major engines from War Assets Corporation, apart from the aircraft, one of which he has installed in Tiger Moth CF-EFY. As stated in our letter of February 5, 1947, the engine installed in CF-EFY is a brand new one and the necessary checking has been done by Engineer P.L. Davis for internal corrosion condition, which has been found satisfactory.

4. Log books for this engine have been checked by this office and found satisfactory.

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations.

JLB:HK

COPY ON
5008-36-25

5518 (R)
1449 (A)

9

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5518

NATIONALITY AND REGISTRATION MARKS CF-EFY

1. Type and description	Tiger Moth 82C
2. Name and address of constructor	The De Havilland Aircraft of Canada Ltd. Toronto, Ont.
3. Constructor's serial number	1089
4. Name of owner	Albert Mathias Hamel
5. Address of owner	Apt. 12, 5010 MacDonald Ave., Montreal, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Montreal, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 30th day of January, 19 47, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFY and is of Canadian nationality.

Given at Ottawa this 26th day of April, 19 47

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/YD

Valid for day flying only

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1949

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Hamel
2. Christian name Albert Mathias
3. Address (Apt. 12) 5010 MacDonald Ave., Montreal, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name The De Havilland Aircraft of Canada Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-EFY

DESCRIPTION OF AIRCRAFT

7. Type Tiger Moth Series 82C Constructor's No. 1089
8. Place and year of construction of aircraft Toronto, Ont. Oct. 1942

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes Two
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e
15. Maximum span (in flying position) 29' 4"
16. Maximum length (in flying position) 23' 11"
17. Total height (with and without trolley in case of seaplanes) 8' 10"

ENGINES

18. Number installed: One
19. Makes: De Havilland
20. Types: Gipsy Major
21. International power of the engine or engines at
    (a) Sea Level 130 H.P. at 2100 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....

24. Airscrews: Number fitted One Types Laidlaw No. .....
    Pitch Fixed Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	1232 lbs.
	(b) Seaplane	..... lbs.
	(c) Skiplane	..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	137 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 19 Imp. gals.	
27. Oil	18 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 2 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	..... lbs.
30. Weight of wireless apparatus	..... lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full L.F.	268 lbs.
32. Maximum total weight authorized	..... lbs.
Landplane (Aerobatic) 1770 (Normal)	1825 lbs.
Seaplane	..... lbs.
Skiplane	..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane (Normal) Eighteen hundred and seventy five pounds
    Seaplane .....
    Skiplane (Aerobatic) Seventeen hundred and seventy pounds
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2400 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 30th January, 1947 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 26th day of April, 19 47

.....

Superintendent, Air Regulations.

/MIM
/ZC
/MM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

(Normal) Safety belt for each occupant
(Acrobatic) **Safety harness for each occupant**

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Jan. 30th, 1948	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/RM

10

5008-E6-25

Ottawa, Ontario.
May 2nd, 1947.

REGISTERED

Mr. Albert Mathias Hamel,
Apt. 12,
5010 MacDonald Ave.,
Montreal, P.Q.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5518 and Certificate of Airworthiness No. 1949, together with Engine and Journey and Aircraft Log Books, for your Tiger Moth aircraft, CF- EFY. 82C

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Montreal, P.Q.

FORM TC 7

DEPARTMENT OF TRANSPORT
CIVIL AVIATION DIVISION

AIRPORT TRAFFIC CONTROL ACCIDENT REPORT

Tower: MONTREAL Date of accident: 6th July 1947

Did you witness the accident? YES Time of accident: 1615 E.

Number of fatalities and injured: NIL Number of aircraft involved ONE

Place of accident: NORTH SIDE OF RUNWAY 24 AT APPROXIMATELY ½ of its LENGTH.

Name(s) of pilot(s) involved and type(s) of certificates (if available):

D.M.SULLIVAN LIMITED COMMERCIAL C-3128

Registration number, make and model of aircraft involved:

CF-EFY DH-82 A TIGER MOTH.

Location and path of aircraft at time of accident: AIRCRAFT ATTEMPTING LANDING ON RUNWAY 24 AT MONTREAL AIRPORT.

Damage to aircraft and property other than aircraft: BROKEN LOWER STARBOARD PLANE AND OTHER PROBABLE DAMAGE NOT IN EVIDNECE FROM THE CONTROL TOWER.

Weather report current at the time of accident: UL 1530 E. High Overcast, viz 15 miles 133/80/68 SSW at 5MPH 991 AC 8 Few CU NW

Additional weather information as observed by the airport traffic controller: WIND LIGHT AND VARIABLE FROM 0-8 MPH SOUTH to WEST.

Indicate radio instructions or visual signals given to aircraft prior to accident: AIRCRAFT WAS NORDO AND PERMISSION TO LAND GIVEN BY GREEN LIGHT.

Give a brief account of the accident including the emergency action taken by the airport traffic control officer at the time of the accident: AIRCRAFT WAS INBOUND MONTREAL FROM BURLINGTON NEW YORK AND ARRIVED WITH EIGHT MINUTES OF FLIGHT PLANNED E.T.A. WAS SIGHTED IN CIRCUIT AND GIVEN A GREEN LIGHT TO LAND. AIRCRAFT APPEARED TO BE MAKING A NORMAL APPROACH AND "ROUND OUT" AND

(over)

The reverse side of this form may be used for additional information and sketch.

Airport Traffic Control Officer.

APPEARED TO BE WELL LINED UP ON THE CENTER OF THE RUNWAY. THE FLOAT PERIOD WAS QUITE LONG AS THOUGH THE AIRCRAFT WAS KEEPING A FAIR AMOUNT OF POWER ON. WHEN THE AIRCRAFT FINALLY APPEARED TO BE IN THE POSITION TO TOUCH DOWN THERE WAS A MILD SWERVE TO THE RIGHT, NOT A GROUND LOOP, AND THE AIRCRAFT CONTINUED TO RUN ALONG IN THE GRASS AREA NORTH OF RUNWAY 24. AT THIS POINT THE PILOT ATTEMPTED TO LIFT THE AIRCRAFT AND GO AROUND AGAIN. HE BUMPED INTO THE AIR AND FELL BACK IN ON HIS PORT WING TIP AND THEN OVER ON HIS BACK.

THE SPEED WAGON AND THE AMBULANCE WERE DESPATCHED IMMEDIATELY.

AS THE AIRCRAFT WAS SOME 600 FEET FROM THE RUNWAY IN USE (24) IT WAS NOT NECESSARY TO CHANGE TO ANOTHER RUNWAY.

(F.CL.Wyght)
Senior Airport Traffic Controller
Montreal Airport.

COPY

INCOMING CORRESPONDENCE

TRANSPORT-RECORDS
JUL 9 A.M.
File 5008-E6-25 5802-

ORIGINAL ON FILE C.M. 5184-817 COPY FOR FILE

DEPARTMENT OF TRANSPORT A11335

Control Tower, Montreal Airport,
6 th July, 1947.

AIRPORT TRAFFIC CONTROL ACCIDENT REPORT Our file 5184-2
CF/EFY D.M. SULLIVAN C-312B TIGER MOTH

Controller Civil Aviation,
#3 Temporary Building,
375 Wellington Street,
Ottawa, Ontario.

1. Herewith Airport Traffic Control Accident Report, covering the accident involving CF-EFY, Tiger Moth, piloted by D.M. Sullivan, holder of Limited Commercial License #C-3128.

2. The accident occured at 1615 hrs E. at Montreal Airport and the details as given in the report.

3. For your information and nemessary action.

(F.C.L. Wyght)
Senior Airport Traffic Controller
Montreal & Cartierville Control Towers.

c.c. A.P.M.
Montreal Airport.

ENTERED IN ACCIDENT RECORDS

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

20

2
6-46

910 Confederation Building,
Montreal 2, Que., Sept. 15, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-25	D.H. 82 TIGER MOTH CF-EFY	5008-E6-25

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A19625

1. Please find attached the following documents regarding the crash landing of the subject aircraft:

(a) Copy of our letter to owner of aircraft.

(b) Copy of Pilot Sullivan's Report.

(c) Copy of a letter from owner of aircraft.

(d) Copy of a letter from Senior Airport Controller, Dorval.

(e) Copy of a letter to Airport Manager, Dorval.

(f) Copy of Accident Report.

TRANSPORT-RECORDS
SEP 17 A.M.
File 5008-E6-25

2. This aircraft was inspected by the writer on the day following the accident, and it was noticed that the machine was fitted dual controls. Our records show that the two pilots of the aircraft at the time of the accident had licences endorsed for D.H.82. Structural damages were observed on fuselage, tail unit, both upper main planes, and undercarriage. The propeller was also broken.

3. Submitted for your information and records, please.

J. F. Fournier,
For District Inspector, Air Regulations.

JPF:gd
Encl.

already noted
see file A 11335
20/9/47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

20 2 6-46

910 Confederation Building,
Montreal 2, Que., Sept. 15, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E6-25	D.H. 82 TIGER MOTH CF-EFY	5008-E6-25

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A19625

1. Please find attached the following documents regarding the crash landing of the subject aircraft:

(a) Copy of our letter to owner of aircraft.

(b) Copy of Pilot Sullivan's Report.

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(d) Copy of a letter from Senior Airport Controller, Dorval.

(e) Copy of a letter to Airport Manager, Dorval.

(f) Copy of Accident Report.

TRANSPORT-RECORDS
SEP 17 AM
File 5008-E6-25

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3. Submitted for your information and records, please.

J. F. Fournier,
For District Inspector, Air Regulations.

JPF:gd
Encl.

already noted on file A 11335
20/9/47

C o /gd

5008-E6-25

19

910 Confederation Building,
Montreal 2, Que., July 24, 1947.

Dr. A.M. Hamel,
Apt. 12,
5010 MacDonald Ave.,
Montreal, P.Q.

Dear Sir:

Re: Tiger Moth CF-EFY

This aircraft was reported to have crashed while landing at Dorval on July 6, 1947, and it is requested that a report be submitted to this office at your earliest convenience.

Yours truly,

J. P. Fournier,
For J. L. Blondeau,
District Inspector, Air Regulations.

JPF:HK

CERTIFIED TRUE COPY
OF ORIGINAL: H.D.

C
O
P
Y

August 6th, 1947.
L'Annonciation P.Q.,
Col Labelle.

18

c/o Belmont Contruction Co Ltd.

Mr. J.L. Blondeau
Distr. Insp. of Air Regs.

Dear Sir:-

This is the pilot's report of the accident to the private aircraft DH-Moth CF-EFY owned by Dr. A.M. Hamel of 5010 MacDonald Ave, Montreal, on Sunday July 6th of this year at approximately 4.00 P.M.

The writer, holder of Limited Commercial License No. C-3128, flying the above described Moth from the front cockpit (the rear cock-pit, being occupied by Dr. Hamel) approached Dorval Airport from the South. The object of landing at Dorval rather than at Bartierville, the aircraft's base, was to obtain Customs and Immigration clearance. A green light was received from the Control tower.

The pilot made a slipping approach on runway No. 24 in use at the time, straightened out and made a three point landing, immediately following which the aircraft veered sharply to the right. After attempting unsuccessfully to straighten out, the pilot applied full throttle in an effort to take off and make another circuit. The aircraft had by this time veered thro' an angle of 45o . The attempted take off was therefore across the grass.

Before flying speed was attained, the undercarriage wheels struck a ridge which at that point forms the boundary of the levelled grass strip bordering the runway. The force of this impact caused tha aircraft to nose over, breaking the lower left wing panel and coming to rest on its back with it's longitudinal axis in a direction at approximatelright angles with the runway.

The pilot immediately cut the switches and the two occupants released themselves by means ofthe safety release on the cockpit canopy.

Neither occupant was physically injured and both were on their feet when the crash wagon arrived on the scene.

Trusting that this is an adequate report andholding myself at your immediate disposal if further information is required, I, remain,

Yours sincerely,
D.M. Sullivan, No. C-3128

C
O
P
Y

17

Village Cote St.Luc,Que.,
August 6th,1947.

Mr.J.L.Blondeau,
District Inspector of Air Regulations,

Dear Sir:-

This is to certify that on the 6th of July, Mr. D.M. Sullivan and myself were coming from Burlington in my private aircraft D.H. Moth CF-EFY. I condirm in every point Mr. Sullivan's statement about the accident.

Yours truly,

DR. A.M. HAMEL
Private Licence #5273

C
O
P
Y

910 Confederation Building,
Montreal 2, P.Q. August 29,1947.

16

D.H. 82 - CF-EFY

50C-E6-25

Airport Manager,
Montreal Airport,
Dorval,Quebec.

1. An accident occurred at Dorval Airport on July 6,1947 which resulted in the crash landing of the subject aircraft.

2. ON the following day and several times afterwards the Senior Airport Traffic Controller was requested to submit a control tower accident report to this office.

3. It is desired to bring your attention to the fact that this report has not yet been received and consequently our report to Headquarters is being delayed.

4. For your information and necessary action, please.

J.P.Fournier,
For District Inspector,Air Regulations.

JPF/MP

C
O
P
Y

DEPARTMENT OF TRANSPORT

Montreal Airport, 8th, September 1947.

D.IA.R
5008-E6-25

D.I.A.R. Letter, 29th August 1947 5184-2
DH-82 CF-EFY

The Airport Manager,
Montreal Airport,
Dorval, Que.

1. With regard to the mentioned letter the following comments are made:

(i) Inspection of my files show that this report and the accompanying letter was made on the 6th, July, 1947 and was mailed the following day, 7th July, 1947.

(ii) Further inspection shows that no written request for this report has been received at this office, unless lost in transit.

(iii) The only known request in regard to this accident from D.I.A.R. was for the Senior Comtroller to make an inspection of the mentioned aircraft and ascertain wheter the aircraft was dual controlled. This request was made in the evening of the 6th of July. No other communication can be brought to mind.

(iv) It is apparent that this report was lost in the mails or the handling of the receiving office.

2. The enclosed copy of the mentioned report is forwarded for your disposal.

3. For your information and necessary action.

(F.C.L.Wyght,)
Senior Airport Traffic Controller
Montreal Airport.

C O P Y

14

FORM ATC 7

FILE COPY

DEPARTMENT OF TRANSPORT
CIVIL AVIATION DIVISION

AIRPORT TRAFFIC CONTROL ACCIDENT REPORT

Tower: Montreal Date of accident: 6th July 1947

Did you witness the accident? YES Time of accident: 1615 E.

Number of fatalities and injured: Nil Number of aircraft involved One

Place of accident: North side of Runway 24 approximately at 1/4 of its length.

Name (s) of pilot(s) involved and type (s) of certificates (if available):

D.M. Sullivan C-3128 (Endorsed for D.H.-82 J.P.Fournier)

Registration number, make and model of aircraft involved:

CF-EFY D.H.82 A.

Location and path of aircraft at time of accident:

Aircraft attempting landing on runway 24 at Montreal Airport.

Damage to aircraft and property other than aircraft: Damaged lower Starboard plane and other probable damage not in evidence from the Control Tower.

Weather report current at the time of accident: UL.1530E.High Overcast, 15 miles 133/80/68 SSW 5.991 AC8Few Cu.NW.

Additional weather information as observed by the airport traffic controller:

Indicate radio instructions or visual singnals given to aircraft prior to accident: Aircraft was NORDO and permission to land given by Green Light.

Give a brief account of the accident including the emergency action taken by the airport traffic control officer at the time of the accident:

Aircraft was inbound Montreal from Burlington, and arrived within eight minutes of flight planned E.T.A. Was sighted in circuit and given a Green light to land. Aircraft appeared to be making a normal approach and "round out" and appeared to be well lined up on the centre of the runway. The float period was quite long as though the aircraft was keeping a fair amount of power on. When

the aircraft finally appeared to be in the position to touch down there was a mild swerve to the right, not a ground loop, and the aircraft continued to run along in the grass area north of runway 24. At this point the pilot attempted to lift the aircraft and go around again. He bumped into the air andfell back in on his port wing tip and then over on his babk.

The speed wagon and ambulance were despatched immediately.

As the aircraft was some 600 feet from the runway in use, (24) it was not necessary to change to another runway.

(F.C.L. WYGHT,)
Senior Airport Traffic Controller
Montreal Airport.

/RM

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

23

REFER TO FILE NUMEER
5008-E6-25

Ottawa, Ontario.
May 2nd, 1947.

REGISTERED

Mr. Albert Mathias Hamel,
Apt. 12,
5010 MacDonald Ave.,
Montreal, P.Q.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5518 and Certificate of Airworthiness No. 1949, together with Engine and Journey and Aircraft Log Books, for your Tiger Moth aircraft, CF- EFY. 82C

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours very truly,

(H.S. Graham),
Superintendent, Air Regulations.

Encls:

2462A
8-41

22

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5518

NATIONALITY AND REGISTRATION MARKS CF-EFY

1. Type and description	Tiger Moth 82C
2. Name and address of constructor	The De Havilland Aircraft of Canada Ltd. Toronto, Ont.
3. Constructor's serial number	1089
4. Name of owner	Albert Mathias Hamel
5. Address of owner	Apt. 12, 5010 MacDonald Ave., Montreal, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Montreal, P.Q.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 30th day of January, 19 47, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EFY and is of Canadian nationality.

Given at Ottawa this 26th day of April, 19 47.

T. J. Stephens

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/YD

Valid for day flying only

21 2462 7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1949

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Hamel
2. Christian name Albert Mathias
3. Address (Apt. 12) 5010 MacDonald Ave., Montreal, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name The De Havilland Aircraft of Canada Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-EFY

DESCRIPTION OF AIRCRAFT

7. Type Tiger Moth Series 82C Constructor's No. 1089
8. Place and year of construction of aircraft Toronto, Ont. Oct. 1942

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes Two
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e
15. Maximum span (in flying position) 29' 4"
16. Maximum length (in flying position) 23' 11"
17. Total height (with and without trolley in case of seaplanes) 8' 10"

ENGINES

18. Number installed: One

19. Makes: De Havilland

20. Types: Gipsy Major

21. International power of the engine or engines at

(a) Sea Level 130 H.P. at 2100 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted One Types Laidlaw No .....
Pitch Fixed Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	1232 lbs.
	(b) Seaplane	..... lbs.
	(c) Skiplane	..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	137 lbs.
(a) Number of tanks One	
(b) Capacity of tanks 19 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	18 lbs.
(a) Number of tanks One	
(b) Capacity of tanks 2 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	..... lbs.
30. Weight of wireless apparatus	..... lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full L.P.	268 lbs.
32. Maximum total weight authorized	..... lbs.
Landplane (Acrobatic) 1770 (Normal)	1825 lbs.
Seaplane	..... lbs.
Skiplane	..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane (Normal) Eighteen hundred and seventy five pounds
~~Seaplane~~
~~Skiplane~~ (Acrobatic) Seventeen hundred and seventy pounds

34. Minimum crew necessary One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2400 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 30th January, 1947 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 26th day of April, 1947

1986

Superintendent, Air Regulations.

/MIM
/ZC
/MM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

(Normal) Safety belt for each occupant
(Acrobatic) Safety harness for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Jan. 30th, 1948	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

24

2
8-45

910 Confederation Building,
Montreal 2, Que., September 25, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Tiger Moth CF-EFY	5008-E6-25

A20618

TRANSPORT-RECORDS
SEP 26 AM
File 5008-E6-25

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Further to our letter of September 15, 1947, we have been informed by Dr. Hamel that the subject aircraft will not be reconstructed following accident.

2. The Certificates of Registration No. 5518 and Airworthiness No. 1949 are returned herewith in view of the writing off of this machine.

E.F.
Regs. cancel.
SJ

Noted
EBL

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

JLB:DG
Encl.

MR. STEPHENS
21.

FILE No. 5008 - E7 - 2 VOLUME No. 1

VOL. 1

5008 - E7 - 2

DEPARTMENT OF TRANSPORT

FROM OCTOBER 1946

TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EGB — PIPER J3.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUL 11 1950	13844	CAI			JUL 12 19
JUL 12 1950		CRI			JUL 13 1950
JUL 13 1950		Trea A			JUL 17 1950
JUN 18 1951	16313	CAR			JUN 19 1951
JUN 19 1951		CAE			JUN 20 1951
AUG 9 1951	Ky Inspector	CAR			AUG 14 1951
OCT 22 1951	37135	CAR		WLP	OCT 25 1951
OCT 25 1951		CAE			OCT 25 1951
OCT 25 1951		CAI			OCT 26 1951
OCT 26 1951		CRI			OCT 31 1951
OCT 31 1951		RTL			NOV 1 1951
MAR 3 - 1952	W.V. Gordon - 59319	CAR			MAR 5 - 1952
MAR 5 1952		CAI			MAR 5 - 1952
SEP 11 1953	J. Fink. 37119	CAR	B.L. Te-La-53		NOV 6 - 1953
NOV 6 - 1953		CAE			NOV 6 1953
NOV 13 1953	W.V. Gordon 49607	CAR			NOV 16 1953
NOV 16 1953		CAI			NOV 16 1953
DEC 10 1953	Bt 10/12/53	CAR			DEC 10 1953

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

1
6-29

1.
3-46
C.P. 58825
D.L.L. Co.

FILE NO. 5008 - E7 - 2 VOLUME NO.

VOL. 1
5008 - E7 - 2

DEPARTMENT OF TRANSPORT

FROM OCT. 1946
TO

SUBJECT
SUB-SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EGB PIPER CUB 13 (c)

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED) UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
OCT 26 1946	28698	SAR		GJ	OCT 28 1946
NOV 15 1946	32252	SAR	~~31.12.46~~	GJ	NOV 22 1946
DEC 30 1946	BF Dec 31	SAR		HB	
APR 2 1947	00033	CAR		H	APR 8 1947
		CAI ①			MAY 7 1947
MAY 7 1947		Trans			MAY 8 1947
MAY 20 1947		CAR		GJ	MAY 26 1947
JUL 11 1947	05035	CAR			JUL 16 1947
JUL 30 1947	11539	CAR		HB	
	13874	CAR			AUG 6 - 1947
		CAI ①			
AUG 6 - 1947		CAR ①			
AUG 5 - 1947		Trans ②			AUG 14 1947
OCT 28 47	23864	CAR		HB	NOV 1 47
NOV 1 47		CAI ①			NOV 4 47
NOV 4 47		CAR ②			NOV 5 47
SEP 27 48	25905	Trans ③		GJ	SEP 28 48
		CAR			SEP 23 48
NOV 12 48	32205	CAE		JW	NOV 15 48
		CAR		HB	NOV 15 48
OCT 15 1949	28538	CAR		GJ	OCT 17 1949
NOV 9 - 1949	32036	CAR		HB	NOV 18 1949
		CAE			NOV 18 1949
NOV 22 1949	34412	CAR		GJ	NOV 23 1949
		CAE			JUN 21 1950
JUN 20 1950	11958.	CAR		GJ	JUN 21 1950
		CAE			JUL 11 1950
	13844	CAR		HB	
		CAI ①		P.D.	

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6501

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	X
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			CIVIL AVIATION TORONTO

Send the following message, subject to the terms on back hereof, which are hereby agreed to

TORONTO October 24th, 1946

To

CUB AIRCRAFT CORPORATION A28698

HAMILTON MUNICIPAL AIRPORT

HAMILTON, Ontario

TRANSPORT-RECORDS
OCT 25 A.M.
File 5808-C7-2

T.655 THIS WIRE H.B. THORD'S AUTHORITY FOR COMMERCIAL OPERATION PIPER CHARLIE FOX DASH EASY GEORGE BAKER UNTIL NOVEMBER 24th

CIVIL AVIATION

Noted

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, November 14th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub J-3 CF-EGB. Serial No. 228C	5008-E7-2

A32252

TRANSPORT-RECORDS
NOV 16 A.M.
File 5008-E7-2

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of Piper Cub J-3 CF-EGB Serial No. 228C, recently purchased by Mr. H.E. Thorn from the Cub Aircraft Corporation Limited.

(a) Application forms.
(b) Fee of $10.00 (See page 183 Cash Book Receipt No. 76337)
(c) Aeroplane Inspection Release Certificate.
(d) Bill of Sale.
(e) Copy of letter of temporary authority.

DJH

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

M

CANADA

CF-EGB 8183 7637

2414
6-30

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant H E Thorn

Date of Application October 21, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
H. E. Thorn	Rosedale Airport, Moose Jaw, Sask.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial

Usual Station Moose Jaw, Saskatchewan.

Date of manufacture or reconstruction October 15, 1946.

Crew required 1

Accommodation for what number of passengers 1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier **made by** Cub Aircraft Corporation Ltd.

Type J-3 **Maker's No.** 2280

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon) ———

Weight equipped, but without load, fuel, or oil 711 lbs.

Total weight authorized (fully loaded) in lbs 1220 **Air speed** 80 **miles per hour**

EQUIPMENT—(Give number and type).

1. **Instruments** Airspeed (Aeromarine) Altimeter (Aeromarine) Compass (Airpath) Tachometer (Stewart-Warner)
2. **Gauges** Oil Pressure & Temperature (Stewart-Warner)
3. **Lights** ———
4. **Signals** ———
5. **Fire Extinguishers** 1 quart
6. **Parachutes** ———
7. **Tools** ———
8. **Other Equipment** ———

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8F			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

Modifications from type are indicated on annexed sheet .....

Registration recommended with the following special conditions .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. ..... **allotted.**

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

8

DATE. October 21, 1946.

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

H. E. Thorn, Rosedale Airport, Moose Jaw, Saskatchewan.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane CF-EGB

Serial # 228C

Engine Continental A65-8

Engine Serial # 5099868

CUB AIRCRAFT CORPORATION LIMITED

Signed J. A. Thorn

7

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-EGB

Aeroplane Type Piper Cub (Landplane / Seaplane / Skiplane) Model J3

Manufacturer Cub Aircraft Corporation Ltd. Serial No. 228C

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

XXXXXXXX

XXXXXXXX
XXXXXXX

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(XXXXXXXXXXXXXXXXXXXX
(XXXXXXXXXXXXXXXXXXXXXXXXXXXX

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65	
Serial No.	5099868	
Take-off Power	65 h.p,	
Take-off R. P. M.	2350	
Take-off Manifold Pressure ...	———	
Take-off Octane Rating of Fuel	73 or better	
Maximum Power (Continuous operation)	50 h.p.	
Maximum Power R. P. M.	2350	
Maximum Power Manifold Pressure	———	
Maximum Power Octane Rating of Fuel	———	

PARTICULARS OF AIRSCREWS

Maker	Sensenich Brothers				
Type	fixed wood				
Blade Drawing No	72CK44				
Blade Serial Nos.	J-4548				
Hub Drawing No.					
Hub Serial No.					
Blade Settings					
Diameter	72"				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800 x 4

FLOATS Installation Assembly Drawing No. _____

SKIIS Installation Assembly Drawing No. _____

Tail Ski _____

POSITION AND CAPACITY OF FUEL AND OIL TANKS

FUEL Position	Capacity Imp. Gals.	OIL Position	Capacity Imp. Gals.
(1) In fuselage just aft	9	(1) In sump attached	5/6
(2) of fire wall		(2) to rear section	
(3)		(3) of crank case	
(4)		(4)	
(5)		(5)	
(6)		(6)	

RECORD OF BASIC INSTRUMENTS AND EQUIPMENT
(Essential for C. of A. for any class of operation)

DESCRIPTION	MAKER	MODEL	REMARKS
Airspeed Indicator	Aeromarine		
Altimeter	Aeromarine		
Compass	Airpath		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	Stewart-Warner		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	Air Associates		
Fire Extinguisher(s)	1 quart		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator, etc.			
Aircraft Operating e.g., Cabin Temperature Outside " Flap Indicators, etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIPMENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

RECORD OF WEIGHT AND C. G. POSITION
(See Information Circulars M/8/37 and M/1/38)

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	1220 lbs.	lbs.	lbs.
Tare weight as determined	711 lbs.	lbs.	lbs.
Disposable load	260 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 17.25 inches behind XXXXXXXXXX

leading edge of main plane

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J. F. Gibson Chief Inspector Date OCT 15 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed S. Henderson Air Engineer J. F. Gibson Chief Inspector

OCT 15 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed J. F. Gibson Test Pilot Date OCT 15 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category normal Subdivision a,b,c,d,e. is recommended.

Signed H. Bate

Resident Inspector, A.I.D., Department of Transport.

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) 14.11.46

Signed 9/7

District Inspector, Civil Aviation.

2

Air Services
Civil Aviation Division
DEPARTMENT OF TRANSPORT

TOR:5008-E7-2

1 Montgomery Avenue
November 14th, 1946;

Mr. H.E. Thorn,
Rosedale Airport,
MOOSE JAW, Sask.

Dear Sir:

Receipt is acknowledged of your application for registration of **Piper Cub J-3 CF-EGB, Serial No. 228c** recently purchased by you from **Cub Aircraft Corporation Ltd.**

With the following papers:

(a) Application forms
(b) $10.00 fee
(c) Bill of Sale
(d) Aeroplane Inspection Release Certificate

Receipt No. **76337** for the **$10.00** fee sent **Cub Aircraft Corporation Limited.**

Pending the issue of the formal certificates of Registration and Airworthiness, this letter will be your authority to operate **CF-EGB** as a commercial aircraft on day visual flying, until **Jan. 13th/47** The all-up-weight of the aircraft is not to exceed as **1220 lbs** landplane seaplane skiplane.

yours truly

(D.G.Joy)
District Inspector Air Regulations
Toronto

DGJ/im

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

14 2 8-45

Edmonton, Alta. November 18, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-2	Piper Cub J-3 CF-EGB Serial No. 2880	1-728

Aff.

57906

TRANSPORT - RECORDS
NOV 21 P.M. 1946
5008-E7-2
File

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for re-registration of the subject aircraft privately in the name of Mr. Harvey Fraser of Stoughton, Saskatchewan, together with:

(a) Bill of Sale from Mr. H. E. Thorn to Mr. Fraser
(b) Copy of letter to Mr. Fraser dated this instant granting him temporary authority to operate this aircraft, and which is self-explanatory.

2. We recommend that formal Certificates be issued this aircraft in the name of Mr. H. Fraser and that they be forwarded direct to the owner please.

3. Fee of $5.00 has been received and will be forwarded to Headquarters under Folio #7, Receipt No. 75144. We are in possession of the former temporary authority issued this aircraft in the name of Mr. Thorn by the D.I.A.R. Toronto.

K. F. Saunders,
A/D.I.A.R.

KFS/M
Enc.

2413

13

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant.....Harvey D Fraser.....

Date of Application.....October 20th, 1946.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
HARVEY FRASER	STOUGHTON, Sask.	Canadian.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (~~State,~~ Commercial, Passenger, Freight or Private).....

Private.

Usual Station.....Stoughton, Sask.....

Date of manufacture or reconstruction.....

Crew required.....one.....

Accommodation for what number of passengers.....one.....

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier made by: Cub Aircraft Corporation Ltd.

Type: J-3 Piper Cub Maker's No.: ~~5099-848~~ 2886

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil: 680

Total weight authorized (fully loaded) in lbs: 1220 Air speed: 85 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: compass. altimeter. air speed indicator.
2. Gauges: oil temperature. oil pressure.
3. Lights: nil
4. Signals: nil
5. Fire Extinguishers: one
6. Parachutes: nil
7. Tools: nil
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental			
Pusher or Tractor	Tractor			
Right or Left Hand	right			
No. of Cylinders	4			
H.P.	65			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on: New

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

We recommend that formal Certificates be issued this aircraft and forwarded direct to the owner, please.

Date: 8/11/46

Signature: [signature]

Registration approved and Registration Mark C.F.: E G B allotted.

Registration { approved / or / not approved for reasons annexed.

Superintendent, Air Regulations

12

Date... Nov. 2nd/46.

BILL OF SALE

PROVINCE OF SASKATCHEWAN, CANADA.

KNOW ALL MEN BY THESE PRESENTS; that in consideration of One Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto HARVEY FRASER heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels, viz:

Aeroplane PIPER CUB J3 - CF-FGB

Engine ~~Serial~~ 5099868

a/c Serial. ~~Engine~~ 2882

HAROLD E. THORN,

Signed. H. E. Thorn.

11

1-728

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
November 18, 1946.

Mr. H. Fraser,
STOUGHTON, Sask.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Piper Cub aircraft CF-EGB, for a period of sixty days, to be not valid after January 17, 1947.

The aircraft must be flown within the following conditions:

VFR
Day flying only
Landplane empty weight.....680 lbs.
Landplane gross weight.....1220 lbs.
Privately

Since this aircraft is being registered privately, you are not permitted to operate same for hire or reward of any kind.

If, upon the expiration of this temporary authority you are not in possession of the formal Certificates from our Headquarters, it is your responsibility to apply to this district office for an extension of this temporary authority.

Yours truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/M
Ch ✓

A.C.A.R.
I.A.S.

BY AIR MAIL
PAR AVION

TRANSPORT - RECORDS
FEB 3 A.M.
File 5008-E7-2

14 8

1-728

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Jan. 29, 1947.

68791

Hopwood, Dutton & Co.,
General Insurance Adjusters,
468 Western Trust Bldg.,
Regina, Sask.

Attention: Mr. Dutton

Dear Sir:

We have for acknowledgment your letter of the 27th instant relative to an accident involving aircraft Piper Cub CF-EGB which occurred at Stoughton, Saskatchewan on January 7, 1947.

The Pilot and owner, Mr. Harvey Fraser, Box 45, Stoughton, Sask. did not have a Pilot's Licence and did not have authority from this Department to Pilot the plane. You are probably confused with the temporary Certificate of Registration and Certificate of Airworthiness we issued the aircraft pending the issue of the formal Certificates by our Headquarters - this authority permits the aircraft to be flown when in charge of a licenced Pilot which Mr. Fraser certainly was not. He is, however, or would be, permitted to Pilot the aircraft under the supervision of a licenced Instructor as a student pilot and all such flying must be done from a licenced airport.

The temporary Certificate issued this aircraft did not include the use of skiis, and according to our records, we have no application from Mr. Fraser for a Private Air Pilot's Certificate.

Regarding the negatives which you request covering this accident; these were forwarded to the Controller of Civil Aviation, Department of Transport, Hunter Bldg., Ottawa. We suggest that you direct a request to him

1 copy 3-2-47

TRANSPORT
5-802-18602

1410

for the negatives, which we feel sure, he will be pleased to forward to you.

Yours truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/M
Ch - Air Mail

14 F

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alberta, January 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub CF-EGB - Accident Report	1-728

C.A.R.
C.A.T.C.

66813

TRANSPORT - RECORDS
JAN 21 P.M.
5008-E7-2
FILE

Controller of Civil Aviation,
OTTAWA.

1. For your information and records please, herewith copy of accident report, dated January 8th, 1947 on CF-EGB, by Harvey Fraser, together with copy of our letter to him January 11, 1947 and his pencilled reply therein.

2. Also enclosed seven photographs of the damaged aircraft.

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/p
Encls.

ENTERED
IN ACCIDENT
RECORDS

14 E

COPY

Stoughton, Sask.,
Jan. 8th, 1947.

Ken Saunders

In regards to crack up of Piper Cub CF-EGB. I am sending a film of seven snaps of the plane as it sits after crack up. This happened on take off. I attempted to take off into wind on a stubble field, it was going nearly 50 mp hour but would not leave ground in a wide turn, so as to miss a long distance telephone line it caught one wing and nosed into the ground then stopped and I climbed out and pushed it back down to a level position as the tail was in the air. The prop. is broken in half, cowling bent in, one ski and under carriage broken off and the port wing is broken at the tip and loosened at the fuselage - then some things bent.

Yours truly,

Harvey Fraser

Stoughton, Sask.
Box 45.

noted 21/1/47

140

1-728

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
January 11, 1947.

Mr. H. Fraser,
Box 45,
STOUGHTON, Saskatchewan.

Dear Sir:

We have for acknowledgment your letter of January 8, 1947, reporting accident to CF-EGB.

We require further information please:

(1) Date of accident - Jan. 7th
(2) Place of accident - Stoughton
(3) Were you carrying a passenger - No
(4) Were dual controls operative - No
(5) Is the aircraft to be repaired, and if so where? - Yes, at Winnipeg
(6) Date of your last medical - Oct. 16th
(7) Number and type of your pilot's licence. - November 18th, 1946
(8) What was the nature of the flight and for what purpose. - Putting on solo hours.
(9) What were you doing in a field which required a circular take-off? - The field did not require circular take off if the aircraft would have climbed after it was air born.

Please treat this matter as extremely urgent.

Yours truly,

K. F. Saunders,
A/District Inspector,

Air Regulations.

KFS/mp
ch

DWS/JS

14 g -

~~5802-18602~~
5008-E7-2

Ottawa, February 24, 1947.

REGISTERED - AIR MAIL

Mr. Harvey D. Fraser,
Stoughton,
Sask.

Dear Sir,

We have been informed that while piloting Piper Aircraft CF-EGB, you became involved in an accident at Stoughton, Saskatchewan, on January 7, 1947.

Our records do not indicate that you are the holder of a Civil Pilot's Certificate, and an explanation of your action in flying this aircraft without a pilot's license is requested, please.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

EDMONTON

15

1-728

CAR

74847

TRANSPORT - RECORDS
MAR 13 P.M.
5008-E7-2
File

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
March 10, 1947.

REGISTERED

Mr. Harvey D. Fraser,
Box 45,
STOUGHTON, Sask.

Dear Sir:

We wrote you January 30, 1947, February 14, 1947 and again February 25, 1947 requesting whether or not repairs were being made to CF-EGB and if so by whom and where.

To date you have not forwarded us with a reply and your early attention is requested please.

Yours truly,

KFS

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/p

CC: Mr. Dutton - Regina,
Hqs. ✓

16

Ottawa, March 21st,1947.

5010-3-21 Piper Aircraft J3C-65

5010-10-27
5008-27-5
5008-27-7
5008-27-9
5008-27-8
5008-25-4
5008-25-19
5008-27-2
5008-25-3
5008-219-18

District Inspector, Air Regulations,
1 Montgomery Ave., Postal Station "K",
Toronto 12, Ont.

1. May we be advised if Piper aircraft J3C-65 with Canadian Serial Nos. have incorporated all Piper drawings necessary for a gross weight of 1,220 pounds as stated in Note 4, a, b and c, Department of Commerce, Civil Aeronautics Administration Aircraft Specification No. A-691-5 dated March 15th,1945.

(S. Graham)
Superintendent, Air Regulations

8

L.P.

COPY

INCOMING CORRESPONDENCE

ORIGINAL ON FILE 3802-18602 COPY FOR FILE 00033

17
TRANSPORT-RECORDS
APR 1 A.M. 1947
5008-E7-2
File

DEPARTMENT OF TRANSPORT

Edmonton, Alberta, March 26, 1947.

Piper Cub CF-EGB

Controller of Civil Aviation,
Ottawa.

1. Reference our spare copy of your letter of February 24th, 1947 to Harvey D. Fraser, Stoughton, Saskatchewan.

2. We are unable to get any reply from him regarding the repairs to his aircraft CF-EGB.

3. In all likelihood the aircraft has been repaired and both he and the plane flying again. Have you had any reply?

K.F. Saunders,
A/District Inspector,
Air Regulations.

KFS/p

8
11-46

18

DWS/TH

OTTAWA, April 3rd, 1947.

1-728

Harvey D. Fraser,
Piper Cub CF-EGB

~~5002-19602~~
5008-E7-2

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

1. Replying to your letter of March 26th, 1947, we do not appear to have been favoured with a reply to our registered air mail letter, dated Feb. 24th, 1947, sent to Mr. Fraser.

2. If within reasonable time you cannot obtain the information desired, you might request local R.C.M.P. to obtain it for you.

(H. Graham),
Superintendent, Air Regulations.

Orig on 5010-10-27
5008-E7-5
5008-E7-7
5008-E7-9
E7-8
E5-4
E5-19
E7-2
E5-8
D19-18

TORONTO April 2nd, 1947

Piper Aircraft J5C-65 5010-3-21

0808

TRANSPORT - RECORDS
APR 3 PM
File 5008-E7-2

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Referring to your memo, dated March 21st, regarding Piper J.5.C-65 aircraft, we are now advised by the Cub Aircraft Corp., as follows:

"The aircraft herein referred to in construction have complied with ATC A-691-5 notes 4; A, B, and C and have a gross weight of 1220 lbs.

As discussed with Mr. Batt here, all aircraft manufactured subsequent to the cessation of hostilities have been similiar in construction to those outlined in note 4, paragraph C of the above noted specifications and are therefore eligible for the all up weight of 1220 lbs."

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

5429(R)
1883(A) To DIaR Edmonton

2462A
8-41

CANADA

/26 DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5429

NATIONALITY AND REGISTRATION MARKS CF-EGB

1. Type and description	Piper J5
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2260
4. Name of owner	Harvey D. Fraser,
5. Address of owner	Stoughton, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Stoughton, Sask.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 14th, day of November, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EGB and is of Canadian nationality.

Given at Ottawa this 15th, day of April, 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

FC/HMC

Ottawa, Ontario, April 18, 1947

1-728

Piper Cub - CF-EGB

5008-E7-2

AIR MAIL

23

District Inspector, Air Regulations,
402 Blowey Henry Building,
Edmonton, Alberta

Attention: Resident Inspector, AID

1. Reference is made to your letter dated the 14th instant, addressed to Aviation Services Limited, Moose Jaw, Saskatchewan.

2. Paragraph 3. of your letter refers to an approved repair shop. Please use the word "recognized" instead of "approved" as we have no regulations which refer to approval. The only repair depots which require approval by Regulations are those dealing with the overhaul and repair of metal and composite propellers, fixed pitch, controllable and constant speed.

for (J.L. Smith),
Acting Chief Aeronautical Engineer

1-725

5165

402 Blowey-Henry Bldg.,
Edmonton, Alta.
April 14, 1947.

RECORDS
APR 17 P.M.
File 5008-E7-2

22

Aviation Services Ltd.,
Box 804,
Moose Jaw, Sask.

Attention: Mr. R. A. Eastman

Dear Sirs:

Reference to your letter of April 10, 1947 regarding CF-EGB.

We note that Nicholson Flying Service have now purchased this wrecked aircraft, and it will be necessary for them when making application for registration in their name to forward us a Bill of Sale from Harvey D. Fraser to them.

Mr. Fraser was advised that the repairs to this aircraft would be required to be carried out in an approved repair shop and of course the same stipulation applies to the new owner.

Formal Certificates and log books were never issued to this aircraft by this Department.

Correspondence directed to Mr. Fraser remains unanswered.

Yours truly,

per K. F. Saunders,
A/District Inspector, Air Regulations.

KFS/M
cc: Nicholson Flying Service
Ch

/RM

Ottawa, Ontario. April 21st, 1947.

Piper J3 CF-EGB 5008-E7-2

REGISTERED

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

1. Enclosed please find Certificate of Registration No. 5429 and Certificate of Airworthiness No. 1883, together with Engine and Journey and Aircraft Log Books for the above-mentioned aircraft owned by Mr. Harvey D. Fraser.

2. The Certificates should be forwarded to the owner together with Engine and Journey and Aircraft Log Books, after a satisfactory inspection of the aircraft has been carried out and you have endorsed the Certificate of Airworthiness.

(S. Graham),
Superintendent, Air Regulations.

Encls.

2462A
8-41

25

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5429

NATIONALITY AND REGISTRATION MARKS CF-EGB

1. Type and description	Piper J3
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	228C
4. Name of owner	Harvey D. Fraser,
5. Address of owner	Stoughton, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Stoughton, Sask.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 14th, day of November, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EGB and is of Canadian nationality.

Given at Ottawa this 15th, day of April, 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

26 2
8-45

Edmonton, Alta. May 14, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-2	Piper J3 CF-EGB Serial No. 2280	1-728

A 5535

REGISTERED

TRANSPORT-RECORDS
MAY 18 P.M.
5008-E7-2

Controller of Civil Aviation,
Ottawa.

1. Reference to your registered letter of the 21st ultimo regarding the above-noted aircraft.

2. As the aircraft has now been sold and is under repair, of which we will advise of at a later date, we are returning herewith the C of R No. 5429 for cancellation and the C of A No. 1883 for your retention.

3. The Log Books (2) will be held on file in this district office until the aircraft has been repaired.

K. F. Saunders,
D.I.A.R.

KFS/M
Enc.

1-728 27

A11539

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
July 7th, 1947.

TRANSPORT-RECORDS
JUL 10 P.M.
File 5008-E7-2

Pilot K. G. Nicholson,
Nicholson Flying Service,
ESTEVAN, Saskatchewan.

Dear Sir:

Providing your Air Pilot's Certificate is valid and aircraft is signed out as fit for flight by a competent person, this letter constitutes your temporary authority to ferry aircraft:

Type: Piper Cub
Serial No.: 2880
Registration Markings: CF-EGB
From....ESTEVAN, Saskatchewan...
To.....REGINA, Saskatchewan,...

This authority is issued for VFR, day flying, no passengers, and on flight plan, to be not valid after.....
July 21st, 1947

If aircraft is being imported, Customs' formalities must be complied with at port of entry.

Yours very truly,

K. F. Saunders,
District Inspector,
Air Regulations.

KFS/M
C.H.
5008-E7-2

28

CF-EGB July 16th 1947

AIRCRAFT PIPER CUB J-3

Total time since new-------- 40:40
This will certify that this aircraft was weighed and the weights were as follows.

	First weighing	second weighing	third weighing
Left front	317	318	318
Right front	311	311	312
Tail wheel	83	83	83
Totals -----	711	712	713

Mean weight---- 712 lbs.
Tail up weight-- Left front--333 Right front--329 Tail--50 lbs.

Distance between centre line main wheel axles and tail wheel axle--203 inches.

Centre of gravity 14" to the rear of the centre line of main wheel axles.

Signed A Shangdon

Air Engineer

Lisc. # A993

Date.....July.16th.1947.....

Regina Flying Club

1944]

Airport

CF-EGB

MAIL ADDRESS
P.O. BOX 70

Regina - Sask.

July 23rd 1947

Inspection report for renewal of
C of A of aircraft CF-EGB

Aircraft Piper Cub J3 Mfg. Serial #2280
Total time since mfg. 40:40
Total time since overhauled--- not overhauled

Engine Continental A65 Mfg. Ser.# 5099868
Total time since mfg. 40:40
Total time since overhauled--- not overhauled

Propeller Make:Lewis wooden fixed pitch
Drawing #L-11BK-40 Mfg. Ser. #12039

Aircraft Inspection

Aircraft given detailed inspection. Upper and lower fairings installed on starboard wing at aileron control cable.
Controls inspected for action, security and locking.
Undercarriage inspected.
Propellor visually inspected.
Fabric Inspected. Engine cowlings inspected. Cabin Heating system inspected. Hand fire ext. found U.S. and reported to owner. Aircraft weight report forwarded July 16th.

Engine Engine given detailed inspection. Engine run up and corrected for missing number three plug left magneto. R.P.M. 2200 on ground.

.... I hereby certify that all work listed has been done with certified material according to accepted practice; that all manufacturers service bulletins affecting safety have been complied with to date and no unapproved modifications affecting safety have been incorporated and that the Aircraft and Engine are airworthy.

Signed. C.S.Langdon
Air Engineer
Lisc. # 993
Date. 23-7-47

Regina Flying Club
Regina Sask.

All aircraft controls examined in detail for soundness correct action, and presence of all locking and safety devices.

Signed. C.S.Langdon .....Signed. D.H.Keeshan A-2249
17:00 HRS 23-7-47

30

1-728

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
July 25, 1947

Mr. Kenneth Graham Nicholson,
ESTEVAN, Sask.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Piper Cub J3
Serial No.: 2280
Registration Marks: CF-EGB

This authority is issued for:

VFR
Day flying only
Weights:
Fuel..... 65 lbs.
Oil..... 9 lbs.
Crew..... 170 lbs.

Empty 711 lbs. Commercial 865 lbs. Gross 1220 lbs.

Landplane .....
Seaplane .....
Skiplane .....

Minimum number of crew..... one
Number of passengers permitted..... one
Commercial No
Private Yes
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after September 24, 1947 unless extended or renewed.

If aircraft is registered commercially you must be in possession of a Charter as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

K. F. Saunders,
District Inspector,
Air Regulations.

KFS/M

H.Q. attached is copy of inspection report from Mr. Langdon dated July 23/47.

Industrial Acceptance Corporation Limited

31

Moose Jaw Office

Room 310
Hammond Building

April 22, 1947.

BILL OF SALE

PROVINCE OF SASKATCHEWAN, CANADA.

KNOW ALL MEN BY THESE PRESENTS; that in consideration of One Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto Mr. K. G. Nicholson, all right, title and interest in and to the following goods and chattels, viz:

Piper Cub Airplane Registration CF-EGB

228C Serial No.

5099868 Engine

INDUSTRIAL ACCEPTANCE CORPORATION LTD.,

Per .....

32 2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

XX Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant K. G. Nicholson

Date of Application July 16 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Kenneth Graham Nicholson	Estevan, Sask.	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)
~~Commercial~~ ~~Commercial~~ Private

Usual Station Estevan, Sask.

Date of manufacture or reconstruction 1946

Crew required 1 Pilot

Accommodation for what number of passengers One

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

JUL 18 1947

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corp.

Type Cub J-3 Maker's No. 2280 ~~XX-3~~

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	~~35~~ 35' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)	~~Nil~~	
Weight equipped, but without load, fuel, or oil	711 lbs.	
Total weight authorized (fully loaded) in lbs 1220 lbs.	Air speed 73	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimeter, Airspeed, Compass
2. Gauges Tachometer, Oil temperature and pressure gauge
3. Lights
4. Signals
5. Fire Extinguishers Hand extinguisher
6. Parachutes
7. Tools
8. Other Equipment no radio

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental			
Pusher or Tractor	Tractor			
Right or Left Hand	Right(from Pilots seat)			
No. of Cylinders	Four			
H.P.	65			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

We recommend that Certificate be issued as applied for please and forwarded direct to owner.

Date 25/7/47 Signature [signature] D.I.A.R.

Registration approved and Registration Mark C.F. EGB. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

3 3 2
8-45

Edmonton, Alta. July 25, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-2	Piper J3 CF-EGB Serial No. 228C	1-728

A13874

TRANSPORT-RECORDS
JUL 30 A.M.
File 5008-E7-2

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. Herewith for your approval please, application in duplicate for re-registration privately of the subject aircraft in the name of Mr. Kenneth Graham Nicholson of Estevan, Sask., together with:

(a) Bill of Sale from former owner.
(b) Copy of our temporary C of R and A issued this aircraft this date.
(c) Copy of Inspection report dated July 23/47 submitted by Engineer Langdon.
(d) Copy of weighing report dated July 16/47 submitted by A. S. Langdon.

Mess/me for Re-Rg.

2. Fee of $5.00 has been received and will be forwarded to H.Q. under Folio #4, Receipt No. 26592.

3. We recommend that Certificates be issued as applied for please and forwarded direct to the owner.

C of A July 17, 23-7-48

K. F. Saunders,
D.I.A.R.

KFS/M
Enc.

5995 (R)
1883 (A)
Logbooks sent

/RM

34

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5995

NATIONALITY AND REGISTRATION MARKS CF-EGB

1. Type and description	Piper J3
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2280
4. Name of owner	Kenneth Graham Nicholson,
5. Address of owner	Estevan, Saskatchewan.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Estevan, Sask.
8. Purpose	Private,

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 7th day of July 19.47, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EGB and is of Canadian nationality.

Given at Ottawa this 1st day of August 19.47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 23rd, 1948, unless endorsed.

/RM

AC-5-60

35

5008-E7-2

REGISTERED

OTTAWA, August 1st 1947.

Mr. Kenneth Graham Nicholson,
Estevan,
Saskatchewan.

Dear Sir:

Enclosed please find Certificate of Registration No. 5995 and Certificate of Airworthiness No. 1883 for your Piper J3 aircraft CF-EGB , Serial No. 2280.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until July 23rd, 1948.

Yours truly,

Robt. M. Greenway
12/8/47

(W. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Edmonton, Alta.

36

File: 1-728

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
October 22, 1947.

AIR MAIL

Mr. Frederick Daniel McKinnon,
WASKADA, Manitoba.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Piper J3
Serial No.: 2280
Registration Marks: CF-EGB

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....	65 lbs.		
Oil.....	9 lbs.		
Crew.....	170 lbs.		
	Empty	Commercial	Gross
Landplane	711 lbs.	265 lbs.	1220 lbs.
Seaplane			
Skiplane			

Minimum number of crew..... One
Number of passengers permitted..... One
Commercial No
Private Yes
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after....December 20th, 1947....unless extended or renewed.

If aircraft is operating commercially you must be in possession of a Charter as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

KFS/ p

K. F. Saunders,
District Inspector,
Air Regulations.

cc: H.Q./
D.I.A.R.-Winnipeg.

/RM

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2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5995

NATIONALITY AND REGISTRATION MARKS CF-EGB

1. Type and description	Piper J3
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	228C
4. Name of owner	Kenneth Graham Nicholson,
5 Address of owner	Estevan, Saskatchewan.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Estevan, Sask.
8. Purpose	Private,

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 7th day of July 1947, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EGB and is of Canadian nationality.

Given at Ottawa this 1st day of August 1947.

H. Patterson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 23rd, 1948, unless endorsed.

/RM

AC-5-60

AIR SERVICES
CIVIL AVIATION DIVISION

38

REFER TO FILE NUMBER
5008-E7-2

CANADA
DEPARTMENT OF TRANSPORT

REGISTERED

OTTAWA, August 1st 1947.

Mr. Kenneth Graham Nicholson,
Estevan,
Saskatchewan.

Dear Sir:

Enclosed please find Certificate of Registration No. 5995 and Certificate of Airworthiness No. 1883 for your Piper J3 aircraft CF-EGB, Serial No. 2280.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until July 23rd, 1948.

Yours truly,

H. L. Patterson

for (S. Graham)
Superintendent, Air Regulations.

Encls.

FORM No. 368—BILL OF SALE (Sask.)—1-1-46 THE WILLSON STATIONERY CO., LTD.—32356

39

This Indenture

made in duplicate the 20th day of October, in the year of our Lord one thousand nine hundred and forty - seven.

Between

KENNETH G. NICHOLSON, of Estevan, in the Province of Saskatchewan,

hereinafter called the "bargainor" of the first part

And

FREDRICK DANIEL McKINNON, of Waskada, in the Province of Manitoba,

hereinafter called the "bargainee" of the second part

Whereas the bargainor is possessed of the goods, chattels and personal property hereinafter set forth described and enumerated, and hath contracted and agreed with the bargainee for the absolute sale to him of the same, for the sum of Twenty-five Hundred ($2500.00)---------- dollars

Now This Indenture Witnesseth that, in pursuance of the said agreement, and in consideration of the sum of Twenty-five Hundred ($2500.00)---------- dollars of lawful money of Canada, paid by the bargainee to the bargainor, at or before the sealing and delivery of these presents (the receipt whereof is hereby by him acknowledged), the bargainor hath bargained, sold, assigned, transferred, and set over, and by these presents doth bargain, sell, assign, transfer, and set over unto the bargainee, the following goods and chattels, situate in the Province of Saskatchewan that is to say:

1 - Aeroplane, namely:

1 - Piper Cub J-3.
Serial No. 2280.
Registration No. C-F E.C.B.
together with a set of all metal skis.

all of which said goods and chattels are now in the possession or the bargainor and are situate or are now to be found at the Estevan Airport, approximately 5½ miles from the Town of Estevan, in the Province of Saskatchewan,

~~all of which said goods and chattels are now in the possession of the bargainor and are situate or now to be found on the premises, being of section in township in range West of the meridian, in the Province of Saskatchewan (or) on the premises known as No. street in the of and being lot in block according to a plan of record in the Land Titles Office for the land registration district as plan No.~~

And all the right, title, interest, property, claim and demand whatsoever, both in Law and at Equity, or otherwise howsoever of the bargainor, in, to and out of the same and every part thereof:

To Have and to Hold the said hereinbefore assigned goods and chattels, and every of them and every part thereof, with the appurtenances and all the right, title and interest of the bargainor thereto and therein, as aforesaid unto and to the use of the bargainee, to and for his sole and only use forever.

And the bargainor doth covenant, promise and agree with the bargainee, in manner following, that is to say: that the bargainor is now rightfully and absolutely possessed of and entitled to the said hereby assigned goods and chattels, and every of them and every part thereof:

And that the bargainor, hath in himself good right to assign the same unto the bargainee in manner aforesaid, and according to the true intent and meaning of these Presents.

And that the bargainee shall and may from time to time, and at all times hereafter, peaceably and quietly have, hold, possess and enjoy the said hereby assigned goods and chattels, and every of them and every part thereof, to and for his own use and benefit, without any manner of hindrance, interruption, molestation, claim or demand whatsoever, of, from, or by the bargainor or any person or persons whomsoever.

And that free and clear, and freely and absolutely released and discharged, or otherwise, at the cost of the bargainor, effectually indemnified from and against all former and other bargains, sales, gifts, grants, titles, charges and incumbrances whatsoever.

And Moreover that the bargainor and all persons rightfully claiming, or to claim, any estate, right, title, or interest of, in, or to the said hereby assigned goods and chattels and every of them and every part thereof, shall and will from time to time and at all times hereafter upon every reasonable request of the bargainee, but at the cost and charges of the bargainee, make, do, and execute, or cause or procure to be made, done and executed, all such further acts, deeds, and assurances of the same for the more effectually assigning and assuring the said hereby assigned goods and chattels unto the bargainee, in manner aforesaid, and according to the true intent and meaning of these Presents as by the bargainee or his counsel in the law shall be reasonably advised or required.

The Terms "bargainor" and "bargainee" and references thereto herein shall include the executors, administrators, (successors in the case of a corporation) and assigns of the bargainor and bargainee respectively, and the said terms and references thereto in the singular number and masculine gender shall also include the plural number and feminine (and neuter in the case of a corporation) gender when the context so requires;

In Witness Whereof the parties hereto have hereunto set their hands and seals.

Signed, Sealed and Delivered
IN THE PRESENCE OF

R. D. Newcombe

H. D. Nicholson

Canada
Province of Saskatchewan
To Wit:

I, Fredrick Daniel McKinnon,
~~of the~~ of Waskada,
in the Province of ~~Saskatchewan~~ Manitoba,
make oath and say:

1. **That** I am Fredrick Daniel McKinnon ----------
the Bargainee(s) in the foregoing Bill of Sale named, am aware of all the circumstances connected therewith and have a personal knowledge of the facts deposed to.

2. **That** the said Bill of Sale was executed in good faith and for good consideration as set forth in the Bill of Sale, and not for the mere purpose of protecting the Chattels therein mentioned against the creditors of the Bargainor nor for the purpose of preventing such creditors from recovering any claims which they have against the Bargainor.

And That the goods or chattels covered by the said Bill of Sale are not sold in bulk within the meaning of **The Bulk Sales Act.**

Sworn before me at the Town
of Estevan,
in the Province of Saskatchewan
this 20th day of October,
A.D. 194 7 .

H. D. McKinnon

R. D. Newcombe
A COMMISSIONER FOR OATHS
in and for the Province of Saskatchewan
A Solicitor

Canada
Province of Saskatchewan
To Wit:

I, Kenneth G. Nicholson,
of the Town of Estevan,
in the Province of Saskatchewan
the within named bargainor --- do solemnly declare:

My Name and surname are both correctly spelled in the within Bill of Sale, and I am correctly described therein. I am now absolutely, and in my sole and exclusive right, the owner and possessor of the goods and chattels mentioned and described in the within Bill of Sale.

The Said Goods and chattels are correctly described in said Bill of Sale and are now all in good condition and repair.

There is no Mortgage, hypothec, lien or claim of any kind or nature adverse to my rights, of, upon, or against said goods and chattels, or any portion of them, save the within Bill of Sale, and no taxes or rent are due on the said lands or premises on which said goods and chattels, or any of them, are situate.

There is no Judgment or execution of any kind now in force or extant against me.

I am ober twenty-one years of age.

I make the above statements for the express purpose of inducing the within named bargainee to complete the purchase of the said goods and chattels.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the "Canada Evidence Act."

Declared before me at the Town
of Estevan,
in the Province of Saskatchewan
this 20th day of October,
A.D. 1947.

K. G. Nicholson

R D Newsome
A COMMISSIONER FOR OATHS
in and for the Province of Saskatchewan
A Solicitor

Dated October 20th, A.D. 1947.

KENNETH G. NICHOLSON

TO

FREDRICK DANIEL McKINNON,

Bill of Sale

THE WILLSON STATIONERY CO., LTD.

R. D. NEWSOME, ESQ., K. C.,
Barrister, Etc.,
ESTEVAN - Sask.,

Canada
Province of Saskatchewan
To Wit:

I, Raymond D Newsome
of the Town of Estevan,
in the Province of Saskatchewan
Solicitor make oath and say:

That I was personally present and did see the within Bill of Sale duly signed, sealed and executed by Kenneth G. Nicholson ---------- the part y-- thereto.

That I am a subscribing witness to the said execution of the said Bill of Sale.

That the same was executed at the ---Town--------- of -----Estevan-------- in the Province of Saskatchewan ----- on the ---20th---day of--October,---- A.D. 1947.

And That I know the said Kenneth G. Nicholson ----------
and --he is--- in my belief of the full age of twenty-one years.

Sworn before me at the Town
of Estevan,
in the Province of Saskatchewan
this 20th day of October,
A.D. 1947.

R D Newsome

A COMMISSIONER FOR OATHS
in and for the Province of Saskatchewan
A Solicitor

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

XXX Registration.....$5.00

Certificate of Airworthiness.....$5.00
~~XXXXXXXXXXXXXXX(See Note Below)XXXXXXXXXXXXXXX~~

The particulars given below are true in every respect.

Signature of Applicant F. D. McKinnon

Date of Application October 20, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Fredrick Daniel McKinnon	Waskada, Manitoba	Canadian.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Private

Usual Station Waskada, Manitoba

Date of manufacture or reconstruction 1946

Crew required one pilot.

Accommodation for what number of passengers one

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

Noted JC

OCT 22 1947

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air heavier made by Cub Aircraft Corp.

Type Piper Cub J-3 Maker's No. 2280

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½''	
Length o/a in feet	22' 2½''	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 711

Total weight authorized (fully loaded) in lbs 1220 Air speed 75 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed, Altimeter, Compass, Tachometer
2. Gauges Oil pressure and temperature gauge
3. Lights nil
4. Signals nil
5. Fire Extinguishers one hand extinguisher
6. Parachutes nil
7. Tools nil
8. Other Equipment nil No radio

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental			
Pusher or Tractor	tractor			
Right or Left Hand	right			
No. of Cylinders	4			
H.P.	65			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on July/47

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions We recommend that Certificates be issued as applied for please, and forwarded direct to the owner.

Date Oct 22. 47

Signature [signature] D.I.A.R.

Registration approved and Registration Mark C.F. EGB allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

4 | 2 6-46

Edmonton, Alberta, October 22, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-2	Piper J3 CF-EGB Serial No. 228C	1-728

A23864

TRANSPORT RECORDS
OCT 27
File 5008-E7-2

REGISTERED

Controller of Civil Aviation,
Ottawa.

1. Herewith, for your approval please, application in duplicate for re-registration privately of the subject aircraft in the name of Mr. Frederick Daniel McKinnon of Waskada, Manitoba, together with:-

(a) Bill of Sale from Mr. Nicholson to Mr. McKinnon.
(b) Certificate of Registration No. 5995 covering this aircraft, for cancellation.
(c) Certificate of Airworthiness No. 1883, covering this aircraft, for change of ownership.
(d) Copy of our temporary Certificates of Registration and Airworthiness issued this aircraft this date.

Re-register
pds. 5-1

2. Fee of $5.00 has been received and will be forwarded to Headquarters under Folio No. 7, Receipt No. 26716.

3. We recommend that Certificates be issued as applied for please, and forwarded direct to the Owner.

6424(R)
1883(A)
Log Books sent

for K. F. Saunders,
District Inspector,
Air Regulations.

KFS/p
Encs.

cc: D.I.A.R. -Winnipeg.

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2462A
5-47

CANADA

/20

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6424

NATIONALITY AND REGISTRATION MARKS CF-EGB

1. Type and description	Piper J3
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2280
4. Name of owner	Fredrick Daniel McKinnon,
5. Address of owner	Waskada, Manitoba.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Waskada, Manitoba.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 22nd. day of October, 19 47, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-EGB and is of Canadian nationality.

Given at Ottawa this 29th. day of October, 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 23rd, 1948, unless endorsed.

AC-5-60

44

5008-E7-2

REGISTERED

OTTAWA, 30th October, 1947.

Fredrick Daniel McKinnon, Esq.,
Waskada, Manitoba.

Dear Sir:

Enclosed please find Certificate of Registration No. 6424 and Certificate of Airworthiness No. 1883 for your Piper J3 aircraft CF-EQB, Serial No. 2280.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until July 23rd, 1948.

Yours truly,

(S. Graham)
Superintendent, Air Regulations.

Encls.

c.c. D.I.A.E. WINNIPEG

NO
TREAS. - R...

Extend to 1-12-48

45

AIRCRAFT INSPECTION REPORT

Date of Inspection 22/9/48 ✓ Owner F.D.McKinnon Reg. Marks CF-EGB

Type Piper J-3 Serial No. 228C Purpose Private

C.of R. 6424 C.of A. 1883 Date of Last Inspection 24/7/47

Previous C.of R. & A. Expires 23/7/48 Present C.of R. & C.of A. Expires Sept. 21, 1949. ✓

AIRFRAME

Crew One Passengers One No. of Fuel Tanks One

Capacity 9 Imp.gals. No. of Oil Tanks One Capacity 1 Imp.gal.

Total Hours Since New 128:05 Since Overhaul -- Since Reconditioned --

WEIGHTS

	Gross	Tare	Empty	Carrying Capacity
Landplane	1220		711	265
Seaplane				
Skiplane				

TRANSPORT-RECORDS
File 558.E7-2 A2-5905

Worked 1955

ENGINE(S)

LEFT		RIGHT	
Make Continental	Model A65	Make	Model
Serial No. 5099868	H.P. 65	Serial No.	H.P.
Total Hrs. Since New 127:45	Since C/Overhaul --	Total Hrs. Since New	Since c/overhaul

PROPELLER(S)

LEFT		RIGHT	
Make Lewis	Model WOODEN (F. (F.Fixed (T.	Make	Model (D. Pitch (H. (L.
Diameter	Pitch	Diameter	
Blade Design (1 (2 (3	(1 Total (2 Hrs. (3	Blade Design (1 Mfg.No. (2 (3	(1 Total (2 Hrs. (3
Hub Design L-L1BK80	Mfg. No. 12039 Since Last Overhaul	Hub Design	Mfg. No. Since Last Overhaul
Total Hrs.		Total Hrs.	
Date of Last Overhaul		Date of Last Overhaul	
Date of Last Inspection		Date of Last Inspection	
Date Purchased		Date Purchased	

UNDERGEAR

Skis	--	Pedestals	--
Floats	--	Chassis	--
Wheels	Standard	Chassis	Standard

Aircraft inspected, considered airworthy and recommended for renewal of Certificate of Airworthiness for 12 months.

Date: 22/9/48 Signed A H Walker
A.H.Walker,
Resident Inspector, A.I.D., Winnipeg, Man.

C. of A. renewed by J.D.C.Craton
J.D.C.Craton,
Inspector, Air Regulations.

F.W.Bone
F.W.Bone,
District Inspector, Air Regulations.

JDC/MC

W

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

46 2
2-48

717 Dominion Public Building,
Winnipeg, Manitoba, November 9, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-2	Piper J3 - CF-EGB Compass Mounting Bracket	5008-E7-2

TRANSPORT-RECORDS
NOV 12 A.M.
File 5008 E7-2

Director of Air Services,
Dept. of Transport,
Ottawa, Ontario.

Attention: Chief Aeronautical Engineer

A32306

1. Attached hereto is single copy of Drawing List and Drawing 4 MBA 3552 (in duplicate), illustrating the compass mounting bracket for the subject type aircraft, as submitted by MacDonald Brothers Aircraft Ltd.

2. Checked and forwarded for your records, please.

A H Walker

for D. G. Joy,
District Controller of Air Services.

AHW/ET
Encs.

GEM/AO'D

47

Ottawa, Ontario, November 12, 1948.

5008-E7-2

Piper J3 - CF-EGB
Compass Mounting Bracket

5008-E7-2

District Controller of Air Services,
717 Dominion Public Building,
Winnipeg, Manitoba.

Attention: Resident Inspector, A.I.D.

1. In reply to your letter of November 9th, 1948, MacDonald Bros. Aircraft Limited Drawing 4 MBA 3552, illustrating the compass mounting bracket for the subject aircraft is considered satisfactory.

2. One sealed copy of the above drawing is returned herewith.

(H.S. Rees),
Chief Aeronautical Engineer.

Encl.

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Air Services
Civil Aviation Division

Canada
DEPARTMENT OF TRANSPORT

Refer to File Number
5008-E7-2

TRANSPORT - RECORDS
OCT 15 A.M.
File 5008-E-7-2

717 Dominion Public Bldg.,
Winnipeg, Manitoba.
October 12th, 1949.

28538

Mr. F. D. McKinnon,
Waskada, Manitoba.

Dear Sir:

Piper J3 This letter constitutes your authority to ferry aircraft, bearing markings CF-EUB
from Waskada, Manitoba.
to Winnipeg, Manitoba.
Day Flying only, VFR Conditions, no passengers to be carried and provided the aircraft has been certified as fit for the flight in question by a competent person.

Yours truly,

Department of Transport Civil Aviation

F. W. A. Bone,
District Inspector, Air Regulations.

FWB/AB

c.c. H.Q.

Note J3

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

717 Dominion Public Bldg.,
Winnipeg, Manitoba. November 3, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Certificate of Airworthiness Piper J3 - CF-EGB	5008-E7-2

32036

TRANSPORT - RECORDS
NOV 8 A.M.
File 5008-E7-2

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations

1. Attached hereto please find remains of Certificate of Airworthiness No. 1883 which has been submitted to this office by the owner of the aircraft with a request that a duplicate might be issued.

2. The damage was caused by some very young children who got into the aircraft while it was in storage at Brandon. No damage was done to the aircraft, however, the Journey Log Book suffered as well as the attached Certificate. The top portion is missing and cannot be found.

3. The aircraft in question is now in Winnipeg undergoing the inspection required for the renewal of the Certificate of Airworthiness it is, therefore, recommended that a duplicate Certificate might be issued and forwarded to this District Office to be renewed when the inspection and work required has been completed.

4. Submitted please.

D. G. Joy,
District Controller of Air Services.

FWB/AB
Encl.

To clerk for information & AC 5-81

1 copy of C of R to a issued to replace document destroyed

PHOTO

50

CERTIFICATE OF AIRWORTHINESS No. 1883

(Heavier than air)

FIRST PART

(22.10.47) McKINNON

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~Fraser, (7.9.47.)~~ ~~NICHOLSON~~
2. Christian name ~~Harvey D.~~ ~~Kenneth Graham,~~ Frederick Daniel,
3. Address Waskada, Man. ~~Stoughton, Sask.~~ ~~Esteven, Sask.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGB

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3 Constructor's No. 2280
8. Place and year of construction of aircraft Hamilton, Ont. October 15, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision d
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 2½"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

power per engine. 23. Oil: (a)..... (b).....

24. Airscrews { Number fitted..One.. Types..Sensenich.. No.....
Pitch..Fixed.. Diameter.....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	711 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	65 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks..One..	
(b) Capacity of tanks..9..Imp. gals.	
27. Oil	9 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks..One..	
(b) Capacity of tanks..1..Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full..L.P.	265 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane..Twelve Hundred and Twenty Pounds.
Seaplane.....
Skiplane.....

34. Minimum crew necessary..One..

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of..10.6..inches and..22.6..inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed..2350..r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed..2350..r.p.m.

40. The indicated air speed must never exceed (a).....m.p.h. and (b).....m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated..November 14, 1946,..in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this..15th..day of..April..19..47.

.....
Superintendent, Air Regulations.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

Pg
Sec CAR

33175 5008-E7-2

717 Dominion Public Bldg.,
Winnipeg, Manitoba,

November 12, 1949.

TRANSPORT - RECORDS
NOV 15 A.M.
File 5008-E7-2

Mr. F. D. McKinnon,
Waskada, Manitoba.

Dear Sir:

Re: Piper J3 - CF-EGB

Pending issuance of the formal Certificate of Registration and Certificate of Airworthiness for the above noted aircraft, this letter constitutes your temporary authority to operate said aircraft in accordance with Certificates for a period of thirty days (30) valid until December 11, 1949.

Yours [illegible],

Department of Transport Civil Aviation Division CANADA

F. W. Bone,
District Inspector, Air Regulations.

FWB/LB
c.c. D.C.A.S.
c.c. H.Q. ✓

CAR 9-11

Marked
less

/RM

52

November 17th, 1949.

5008-E7-2 Piper J3 CF-EGB 5008-E7-2

REGISTERED

District Controller of Air Services,
717 Dominion Public Building,
Winnipeg, Man.

Attention: District Inspector, Air Regulations

Certificate of Registration No. 6424
and Certificate of Airworthiness No. 1889
are enclosed for the above named aircraft which is owned by Mr. F.D. McKinnon.

It will be necessary for the owner to submit a Weight and Balance Report in compliance with the directions contained in Information Circular T/14/48. This report was not submitted with the original application for registration.

The attention of the owner is to be directed to Information Circular T/8/39.

(C.F. Travers),
Superintendent, Air Regulations.

Encls.

AC-5-81 P.S.-The Certificates should be forwarded to the owner after a satisfactory inspection of the aircraft has been carried out and you have endorsed the Certificate of Airworthiness.

34412

TRANSPORT - RECORDS
NOV 22 A.M.
File 5008-67-2

AIRCRAFT INSPECTION REPORT

Date of Inspection 9/11/49 Owner F.D. McKinnon Reg. Marks CF-EGB

Type Piper J3C Serial No 228C Purpose Private

C. of R. No 6424 C. of A. No 1883 Present C. of R. & A. Expires November 8, 1950.

AIRFRAME

Crew One Passengers One No. of Fuel Tanks One

Fuel Capacity 9 Imp.Gals. No. of Oil Tanks 1 Oil Capacity 1 Imp.Gals.

Total Hours Since New 195:15 Date Last Overhaul Hours Since Overhaul

ENGINES

LEFT		RIGHT	
Make Continental	Model A65	Make	Model
Serial No 5099868	H.P 65	Serial No	H.P
Total Hours Since New 195:35	Since c/Overhaul	Total Hours Since New	Since c/Overhaul

PROPELLORS

LEFT		RIGHT	
Make Lewis	Model LH CK40	Make	Model

UNDERGEAR

Main Ski Base Main Ski Pedestals

Floats Float Chassis

Wheels Standard Wheel Chassis Standard

WEIGHTS

	EMPTY	GROSS	COMMERCIAL LOAD
Landplane	718	1220	258
Seaplane			
Skiplane			

AMENDMENTS TO CERTIFICATES & REMARKS

The Certificate of Airworthiness has been amended as follows:

Page 3 inserted: "Weight and Balance Report inserted in this Certificate to form part thereof and must be carried on board the aircraft at all times when in flight".

Noted. ES

Aircraft inspected, considered airworthy and recommended for renewal of the Certificate of Airworthiness for 12 months.

Signed N/A
District Aircraft Inspecto

C. of A. renewed by F. W. Bone
Date November 9th, 1949.
Work Sheets Attached.
FWB/AB

Fredw Bone
F. W. Bone,
District Inspector, Air Regulations.

AIRCRAFT SERVICES (WESTERN) LIMITED

STEVENSON AIRPORT, WINNIPEG

AIRCRAFT OVERHAUL - PROPELLOR OVERHAUL
SALES & SERVICE - AIRCRAFT PARTS

Telephone 61 231
P.O. Box 5, St. JAMES, Manitoba

November 9th, 1949.

INSPECTION REPORT CF-ROB, PIPER CUB.

The following work has been carried out on Piper Cub CF-ROB, prior to Certificate of Airworthiness renewal.

Fuselage:
Opened, inspected, and structure found satisfactory. Canvas back on front seat renewed.

Wings and Empennage:
Inspected and found to be in good condition. Wing left strut fitting magnafluxed as per C.A.A. Bulletin 48-46-1.

Controls:
Examined and found satisfactory.

Undercarriage:
Removed, examined for condition, crack welded in sliding tube as per Piper bulletin No: 103 or C.A.A. 47-50-6. Tires removed and inspected, wheels inspected and found satisfactory. Undercarriage re-assembled and brake system filled and adjusted. All new undercarriage bolts installed. Fabric repaired on undercarriage.

Instruments:
Inspected and found serviceable. Compass swung.

Engine:
Given 100 hour inspection, run up and found satisfactory. Engine winterized.

Aircraft weighed and empty weight center of gravity calculated.

All C. A. A. Bulletins up to 48-46-1 complied with.

AIRCRAFT SERVICES (WESTERN) LIMITED

STEVENSON AIRPORT, WINNIPEG

AIRCRAFT OVERHAUL - PROPELLOR OVERHAUL
SALES & SERVICE - AIRCRAFT PARTS

Telephone 61 231
P.O. Box 5, St. JAMES, Manitoba

CF-SCB - Page 2.

This is to certify that all controls have been examined for safety condition and freedom of action.

Donald G. Smith
AIr Engineer, Cert. # A2054

Thomas Moir
AIr Engineer, Cert. # A2663

I hereby certify that all work listed has been done with certified material according to accepted practice; that all Airworthiness Directives (or equivalent) and Manufacturers' Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Donald G. Smith
AIr Engineer, Cert. No: A2054
"B" Category.

I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Tom Brown
Test Pilot.

AIRCRAFT SERVICES (WESTERN) LIMITED

STEVENSON AIRPORT, WINNIPEG

AIRCRAFT OVERHAUL - PROPELLOR OVERHAUL
SALES & SERVICE - AIRCRAFT PARTS

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Telephone 61 231
P.O. Box 5, St. JAMES, Manitoba

November 9th, 1949.

EMPTY WEIGHT CENTRE OF GRAVITY DETERMINATION FOR PIPER J3, CF-BOB

1. Aircraft weighed on Ledometer Type Scales, Serial Nos: 20143, 20144, 20145, calibrated September 26th, 1949.

2. Aircraft weighed less fuel and oil in a closed hangar by Aircraft Services (Western) Limited, Winnipeg, Man.

3. Weight includes pilot and co-pilot seats, belts and cushions and one hand fire extinguisher.

4. Average Empty weight 718 lbs

5. Average Tail Weight 48.3 lbs

6. Distance between wheel ℄ 199 1/16 in.

7. Distance leading edge of wing in front of main wheel ℄ 1 13/16

8. Distance empty weight C. of G. in aft of wheel ℄ = tail weight multiplied x distance between tail and main wheel ℄ divided by empty weight

$$\frac{48.3 \times 199\ 1/16"}{718} = 13.390$$

9. Distance empty weight C. of G. in aft of wing leading edge 13.390 ℄ 1 13/16 = 15¼"

10. Datum line Wing Leading Edge.

11. C. of G. Limits ℄ 8.00 to ℄ 20.3 wt. empty
10.6 to 22.7 "

CERTIFIED: _____
AME Engineer Licence No: A 2005

16/11/49

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AIRCRAFT WEIGHT FORM

Date November 9, 1949

Aircraft Piper JC3 CF-EGB Type Piper JC3

(1)	Weight Port	338	Scale No.		Calibration	0	Total
	Weight Stbd	333	Scale No.		Calibration	0	Total
	Weight Tail	52	Scale No.		Calibration	0	Total
	Total Weight	723		Total Calibration		-	Total Weight
(2)	Weight Port	329	Scale No.		Calibration	0	Total
	Weight Stbd	340	Scale No.		Calibration	0	Total
	Weight Tail	45	Scale No.		Calibration	0	Total
	Total Weight	714		Total Calibration		-	Total Weight
(3)	Weight Port	336	Scale No.		Calibration	0	Total
	Weight Stbd	335	Scale No.		Calibration	0	Total
	Weight Tail	48	Scale No.		Calibration	0	Total
	Total Weight	719		Total Calibration		-	Total Weight

Total of 3 weighings 2156 Average 718

Gross weight A/C	1220	Fuel	63.8 lbs
Empty weight	718	Oil	9 "
Total Disposable	502		
Weight Crew	170		
Weight Fuel & Oil	73.8		
Total	243.8		
Payload	258.2		
Crew, Fuel & Oil	243.8		
Total	502.0		
Aircraft weight as	Landplane		

Remarks:

Aircraft weighed on Lodemeter Type Scales, Serial Nos. 20143, 20144, 20145, calibrated September 16th, 1949.

Aircraft weighed less fuel and oil, in a closed hangar, by Aircraft Services (Western) Ltd., Winnipeg, Man.

Weight includes pilot and co-pilot seats, belts and cushions and one hand fire extinguisher.

Weighing witnessed by:

A.P. Rose

To: Director of Air Services,
Department of Transport,
Ottawa, Ontario

TRANSPORT - RECORDS
JUN 19 P.M.
5008-E7-2
File

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF-EGB 11958 Serial No.

1. C. of A. No. 1883 Expires Nov.8/50 C. of R. No. 6424 Expires Nov.8-50
Aircraft Data - Manufacturer Cub Aircraft Corporation Model Piper J 3 C 65
Hours flown - Since New 226:50 Since Overhaul NA
Engine Data - Manufacturer Continental Motors, Detroit Model A65 8F

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	5099868	227:50	NA
(2)			
(3)			
(4)			

Signature of Applicant [signature]
Date 9 June 50

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed [signature] "B" Engineer A 2084
Date June 12/50

3. I hereby certify that I have flown this aircraft and that its performance flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed L. Fisher Lic. # 991
Test Pilot
Date June 14/50

4. The following documents are attached:
Certificate of Airworthiness ☐ ✓
Certificate of Registration ☐ ✓
Weight and Balance Report ☐
(when applicable)

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No 6424 and C. of A. No. 1883 pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificat is recommended.

Signed A. W. Walker
District Aircraft Inspector
Date 14 - 6 - 50

7. C. of A. and C. of R. renewed, not valid after
(Date)- 11 June 1951 ✓
Permissible Gross Weights - Wheels 1220 lbs ✓
- Skis
- Floats

Signed [signature]
District Superintendent, Air Regulations
Civil Aviation Division
Date 14 June 1950

Other Action:- Item 25 (a) 711 deleted
718 inserted ✓
Items 26-32 deleted en bloc ✓

8. H.Q. Action C.A.R.
C.A.E.

AIRCRAFT SERVICES (WESTERN) LIMITED

STEVENSON AIRPORT, WINNIPEG

AIRCRAFT OVERHAUL - PROPELLOR OVERHAUL
SALES & SERVICE - AIRCRAFT PARTS

Telephone 61 231
P.O. Box 5, St. JAMES, Manitoba

June 12, 1950

Inspection Report
Piper CF-EGB

Aircraft inspected. Tires and wheels removed inspected and found satisfactory. No major repairs or modifications found necessary.

D.A. Smith, Engineer.

Piper J3. 22SC. INSPECTION REPORT JUNE 7th 1950.

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The following work has been carried out on aircraft CF - EGB in preparation for Certificate of Airworthiness renewal :

FUSELAGE :

All cowlings, panels, fairings etc. removed, aircraft cleaned inside. Tubing structure, wing attachments, fin and stabiliser attachment fittings , control pulleys, brackets etc. inspected and found to be in good condition . P27 zinc chromate primer applied where necessary.

WINGS, STRUTS AND BRACINGS

Wings inspected internally as far aspossible, Strut and root fittings, aileron hinges and control mechanism checked, Controls lubricated.

CONTROLS (FUSELAGE & AIRFRAME)

All control cables, pulleys and brackets inspected and found in good condition.

MISCELLANEOUS

Engine cowlings checked for cracks and damage. Winterization removed from engine.

FLIGHT INSTRUMENTS

All flight instruments reported operating satisfactorily.

ENGINE

Engine given 100 hour check as per log book entry dated June 9, 1950.

GENERAL

Fire extinguisher checked. Seat belts inspected for wear and security. Compass swung.

Flying and power plant controls inspected and found airworthy.

Signed: D A Smith - Air Engineer Lic. # A 456

Signed: Dan Ellis - Air Engineer Lic. # A2160.

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Air Services
Civil Aviation Division

Canada
DEPARTMENT OF TRANSPORT

Refer to File Number
5008-E7-2

717 Dominion Public Bldg.,
Winnipeg, Man.

June 28th, 1950.

Messrs. E.L.W.Campbell & D.E. Bredin,
Edrans, Manitoba.

Gentlemen:

Re: Piper J3 - CF-EGB

Receipt is acknowledged of your application for registration of the above noted aircraft, together with the documents, etc., checked below:

(a) Application form in triplicate.	(X)
(b) Fee of $5.00 for Registration.	(X)
(c) Fee of $5.00 for Certificate of Airworthiness	( )
(d) Bill of Sale.	(X)
(e) Customs Receipt.	( )
(f) Certificate of Airworthiness for Export.	( )
(g) Certificate of Registration and Certificate of Airworthiness in the name of the former owner.	(X)

Attached hereto is Official Receipt No. 140239 covering the fee of $5.00.

Pending receipt of the formal Certificates of Registration and Airworthiness in your name, this letter constitutes your temporary authority to operate the above noted aircraft for private purposes, under the same terms and conditions as contained in the formal Certificate of Airworthiness.

This authority does not include permission for the operation of radio apparatus if installed.

If registered commercially, this aircraft may not be flown for hire or reward unless the operator is in possession of a Licence issued by the Air Transport Board and an Operating Certificate issued by this Department.

This authority is valid until July 27th, 1950.

Yours truly,

F. W. Bone,
District Inspector, Air Regulations.

FWB/AB
Att.
c.c. H.Q.

/RM

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2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6424 (Issued to replace document declared destroyed).

NATIONALITY AND REGISTRATION MARKS CF-EGB

1. Type and description	Piper J3
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2280
4. Name of owner	Fredrick Daniel McKinnon,
5. Address of owner	Waskada, Manitoba.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Waskada, Manitoba.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 22nd day of October 19 47, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EGB and is of Canadian nationality.

Given at Ottawa this 29th day of October 19 47.

H. Wallace
Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 23rd, 1948, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration, and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

9/11/49. CERTIFICATE RENEWED TO BE NOT VALID AFTER THE 8thNOVEMBER. 1950.

Department of Transport Civil Aviation Division CANADA

12 June 1950. Certificate renewed to be not valid after the 11th day of June 1951.

Department of Transport Civil Aviation Division CANADA

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

BILL OF SALE

This is to certify that I have this date sold, assigned and transferred all right, title and interest in

PIPER J3 CF-EGB, serial number 2280

to E.L.W.Campbell and D.E.Bredin

for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged.

I also certify that there is no lien or encumbrance against this machine.

Dated at Waskada, Manitoba, this 19th day of June, 1950.

K.J.McKenney
(Witness)

F.D.McKinnon
F.D.McKinnon, Owner.

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2413
1-48

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

To be sent in triplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ..... $5.00 ✓

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant E. Campbell D. E. Breden

Date of Application 19 June

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
E.L.W. CAMPBELL	ERANDON MAN.	CDN
D.E. BREDEN	Box 575 NEEPAWA MAN.	CDN

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) PRIVATE

Usual Station NEEPAWA, MAN.

Date and place of manufacture or reconstruction HAMILTON ONT. October 5, 1946

Crew required ONE

Accommodation for what number of passengers ONE

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air L. Craft made by Cub Aircraft Corp.

Type J.3 Maker's No. 2278C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'	
Length o/a in feet	22' 2½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 711

Total weight authorized (fully loaded) in lbs. 1220 Air Speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments One each Tachometer, Altimeter Airspeed Ins.
2. Gauges Oil Temp. Oil Press.
3. Lights None
4. Signals None
5. Fire Extinguishers One Hand Type
6. Parachutes None
7. Tools —
8. Other Equipment —

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Cont. A65			
Pusher or Tractor	Tractor			
Right or Left Hand	Right H.			
No. of Cylinders	4			
H.P.	65			
Bore	3 7/8"			
Stroke	3 5/8"			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 12/6/50 A/Engr. D. Smith Cert. No. A2084

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet Form 2444 completed

Registration recommended with the following special conditions For day flying only under VFR conditions C. of A. valid to June 11th, 1951.

Date June 28th, 1950.

Signature F.W.Bone, District Superintendent, Air Regulations

Registration approved and Registration Mark C.F.-EGB allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

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DEPARTMENT OF TRANSPORT

Intra-Departmental Correspondence

717 Dominion Public Building,
Winnipeg, Manitoba, June 28th, 1950.

Your File	Subject	Our File
	Piper J3 - CF-EGB	5008-E7-2

Director of Air Services,
Department of Transport,
Ottawa, Canada.

13844

TRANSPORT - RECORDS
JUN 30 P.M.
5008-E-7-2
File

Attention: Superintendent, Air Regulations.

1. Enclosed please find the papers and documents checked below, which were submitted in connection with the registration of the above noted aircraft:

1. Application (in duplicate) for Registration of an Aircraft, submitted by Messrs. E.L.W. Campbell & D.E. Bredin (X)
2. Bill of Sale between Mr. F. D. McKinnon & Messrs. E.LW. Campbell & D.E. Bredin (X)
3. Certificate of Registration No. 6424 for cancellation. (X)
4. Certificate of Airworthiness No. 1883 for re-issue in the name of the new owner. (X)
5. Customs Receipt No. ____ dated ____ ( )
6. Certificate of Airworthiness for Export No. ____ ( )
7. Aircraft Inspection Report dated ____ ( )
8. Copy of letter of temporary authority dated June 28th, 1950. (X)

2. Fee in the amount of $5.00 has been received, Receipt No. 140239 issued, and the remittance shown in Blotter Cash Book Folio No. 8432, June 1 - 30th, 1950.

3. This application appears to be in order and, if approved, it is recommended that formal Certificates of Registration and Airworthiness might issue.

8818 (R)
1883 (A)
To owner

for D. G. Joy,
District Controller of Air Services.

FWB/AB
Encls.

/RM

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2462A

CANADA

DEPARTMENT OF TRANSPORT

AIR SERVICES BRANCH

CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8818

NATIONALITY AND REGISTRATION MARKS CF-EGB

1. Type and description	Piper J3
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ont.
3. Constructor's serial number	2280
4. Name of owner	E.L.W. Campbell and D.E. Bredin,
5. Address of owner	Edrans, Man., and Box 575, Neepawa, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Neepawa, Man.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 28th day of June 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EGB and is of Canadian nationality.

Given at Ottawa this 10th day of July 1950.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after June 11th, 1951, unless endorsed.

/RM

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5008-E7-2

OTTAWA, Ontario.
July 10th, 1950.

Messrs. E.L.W. Campbell and D.E. Bredin,
Box 575,
Neepawa, Manitoba.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 8818 and Certificate of Airworthiness No. 1883 for your Piper J3 aircraft, CF- EGB , Serial No. 2280.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until June 11th, 1951.

Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured.

Yours truly,

noted
B7E

(C.H. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

REGISTERED

AC-5-60

cc. D.S.A.R. Winnipeg, Man.

noted (PO) 12-7-50

71

This is to certify that all controls have been examined for safety condition and freedom of action, and found satisfactory.

W. Dzyga
Air Engineer

W D Smith
Air Engineer

I hereby certify that all work listed has been done with certified material according to accepted practise: that all Airworthiness directives (or equivalent) and Manufacturers service bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.

W. Dzyga
Air Engineer Cert. # WGM-6

I hereby certify that I have flown this aircraft and that its performance, flying qualities and function of controls, power plant, Landing Gear, etc., are equivalent to the standards of the type.

W D Smith
Test Pilot June 8/51

72

June 9, 1951.

Inspection Report CF - EGB Piper Cub .

The following work was carried out on Piper Cub CF - EGB prior to C of A renewal.

Fuselage

All inspection holes opened and checked. Structure found satisfactory, fabric repaired around door and in cabin.

Wings & Empennage

Wings inspected internally, through Inspection panels, found satisfactory, strut and wing root fittings inspected. All Aileron, Elevator, and Rudder Hinges checked, washed and lubricated. Stabilizer trim control checked, washed and lubricated Elevator cable at horn, turn buckle found unsafety locked, relocked, fabric on wings and empennage found in excellent condition.

Undercarriage

Shock absorbers rings inspected, found satisfactory. Tires removed, inspected, Wheels inspected found satisfactory. New bolts installed where required. Fabric refinished on Starboard side, brakes inspected found good. Landing gear checked for cracks, found satisfactory.

Instruments

Inspected and found serviceable. Compass swung and new card installed in place on instrument panal

Engine

Given 100 hour inspection as per manufacturers manual. Run up and found satisfactory. Winterizing removed.

General

Fire extinguisher checked, safety belts inspected for wear and security.

TO: Director of Air Services,
Department of Transport,
Ottawa, Ontario. Att'n: Superintendent, Air Regulations

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TRANSPORT - RECORDS
FORM No. 2444
JUN 18 P.M. 1951

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- EBB 16313 Serial No. 5008-E7-2

1. C. of A. No. 1883 Expires 11/6/51 C. of R. No. 8818 Expires 11/6/51
Aircraft Data - Manufacturer Oct 15-46 Model Piper J-3 65HC
Hours flown - Since New 972:45 Since Overhaul N-A.
Engine Data - Manufacturer Cont. Motors Detroit. Model A65 - 8F

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	5099868	395:10	
(2)			
(3)			
(4)			

Signature of Applicant W. Dzogan
Date June 8-51

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Signed W. Dzogan.
NGM-68 "B" Engineer
Date June 8 - 51.

3. I hereby certify that I have flown this aircraft and that its performance flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed GD Lewis
Test Pilot
Date June 8, 1951

4. The following documents are attached:
Certificate of Airworthiness ☒
Certificate of Registration ☒
Weight and Balance Report (when applicable) ☒

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. and C. of A. No. , pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificat is recommended.

Signed AA Walker
District Aircraft Inspector
Date 9-6-51

7. C. of A. and C. of R. renewed, not valid after.

(Date)- 10-6-1952
Permissible Gross Weights - Wheels #1320 lbs
- Skis -
- Floats -

Noted
ASJ

Signed BT Burbidge
District Superintendent, Air Regulations
Date 9-6-1951

Other Action:-

8. H.Q. Action C.A.R.
C.A.E.

74

Air Services
Civil Aviation Division

Refer to File Number
5008 - 27 - 2.

Canada
DEPARTMENT OF TRANSPORT

509 Power Building,
Winnipeg, Manitoba.

18th October, 1951

E. L. W. Campbell, Esq.
Birnie, Manitoba.

Re: Piper J.3. CF-EGB

Receipt is acknowledged of your application for registration of the above noted aircraft, together with the documents, etc., checked below:

(a) Application form in triplicate.	(X)
(b) Fee of $5.00 for Registration	(X)
(c) Fee of $5.00 for Certificate of Airworthiness	( )
(d) Bill of Sale	(X)
(e) Customs Receipt	( )
(f) Certificate of Airworthiness for Export	( )
(g) Certificate of Registration and Certificate of Airworthiness in the name of the former owner.	(X)

Attached hereto is Official Receipt No. 192810, covering the fee of $5.00.

Pending receipt of the formal Certificates of Registration and Airworthiness in your name, this letter constitutes your temporary authority to operate the above noted aircraft for PRIVATE purposes, under the same terms and conditions as contained in the formal Certificate of Airworthiness.

This authority does not include permission for the operation of radio apparatus if installed.

If registered commercially, this aircraft may not be flown for hire or reward unless the operator is in possession of a Licence issued by the Air Transport Board and an Operating Certificate issued by this Department.

This authority is valid until 17th November, 1951.

Yours truly,

F. W. Bone

F. W. Bone,
District Superintendent, Air Regulations.

2444
8-50

CANADA

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EQB. SERIAL NO. 2280.

1. C. of A. No. 1853 Expires June 10/52 C. of R. No. 8818 Expires June 10/53
AIRCRAFT DATA—Manufacturer Piper A/C Corp. Model J-3
Hours flown—Since New 1851:00 Since Overhaul Nil
ENGINE DATA—Manufacturer Continental Motors Model A-65

Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1) 5099868	608:00	8.00
(2)		
(3)		
(4)		

Date Oct. 16 - 51. Signature of Applicant W. C. Dugan

2. I hereby certify that all work listed in the aircraft log book has been done with certified material according to accepted practice; that all Airworthiness Directives (or approved equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date; that no unapproved modifications have been incorporated and that the aircraft is airworthy.

Date Oct 16 - 51 Signed W. C. Dugan "B" ENGINEER

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Date Signed S.D. Leitch TEST PILOT

4. The following documents are attached:
Certificate of Airworthiness ☐ Certificate of Registration ☐ Weight and Balance Report ☐ (when applicable)

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No..... and C. of A. No....., pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.

Date 19th Oct 1951 Signed A. H. Walker DISTRICT AIRCRAFT INSPECTOR

7. C. of A. and C. of R. renewed, not valid after (Date) 15th Oct 1952
Permissible Gross Weights— Wheels 1280
Skis NA
Floats NA

Date.....
Other Action:—

Signed Frank Bone DISTRICT SUPERINTENDENT, AIR REGULATIONS

8. H.Q. Action— C.A.R.
C.A.E.

75

The following work was carried out on Aircraft CF-EGB

Aircraft inspected throughout found in very good condition. A patch doped on the Port side of Fuselage. Cables on Ailerons readjusted and resafety locked.

Engine was removed and major overhauled. 100 hour check carried out as per manufacturers Manual on aircraft.

W. Dzoga

October 17, 1951.

This is to certify that all controls have been checked for safety locking devices, etc. and found satisfactory.

Oct. 17/51

W. Dzoga

Hughes E Bredin.

/RM

77 2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8818

NATIONALITY AND REGISTRATION MARKS CF-EGB

1. Type and description	Piper J3
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ont.
3. Constructor's serial number	228C
4. Name of owner	E.L.W. Campbell and D.E. Bredin,
5. Address of owner	Edrans, Man., and Box 575, Neepawa, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Neepawa, Man.
8. Purpose	~~Private~~ COMMERCIAL. MB 3/8/51

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 28th day of June 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-EGB and is of Canadian nationality.

Given at Ottawa this 10th day of July 1950.

H. L. Watteson

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after June 11th, 1951, unless endorsed.

NOTICE

Attention is drawn to the following extracts from Air Regulations, 1938:—

"6. (1) Upon every registration in Canada the Minister shall assign to the registered aircraft a registration mark and shall grant a certificate of registration for which there shall be payable a fee of $5.

(2) In the event of any change in the ownership of an aircraft registered in Canada, then

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Renewal not valid after 11th June 1953 H Benbow 5/4/51

No entries or endorsements may be made in this Certificate except in the manner or by the persons authorized for that purpose by the Minister.

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BILL OF SALE

This is to certify that I have this date, sold, assigned and transferred all reight, title, and interest in Piper Cub J3 Registration CF-EGB, Serial No. 9288C.
to Mr. E.L.W. Campbell. Edsans. Man.
for the sum of ($1.00) one dollar and other valuable consideration, receipt of which is acknowledged. I also certify that there is no lien or encumberance against this aircraft.

Dated at Winnipeg, Manitoba this 18th day of October 1952.

W. L. Boyce
Witness

Sykes E. Bredin.
Owner
Neepawa.
Man.

2413
11-48

CANADA

DEPARTMENT OF TRANSPORT

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

To be sent in duplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00 ✓

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant E L W Campbell

Date of Application Oct 18/ 51

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
E L W Campbell	Edzars Alta.	British

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is ~~to be~~ used (State, Commercial, Passenger, Freight or Private) Private

Usual Station Edzars Alta.

Date and place of manufacture or reconstruction Hamilton Ont. Oct 15/46.

Crew required One (1)

Accommodation for what number of passengers One (1)

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or ~~Lighter~~ than Air Heines made by Canso a/c Ltd

Type Piper J-3 Maker's No. 22 & C.

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2 1/2"	
Length o/a in feet	22' 2 1/2"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)		

Weight equipped, but without load, fuel, or oil 418 lbs Landplane.

Total weight authorized (fully loaded) in lbs 1020 Air Speed 75/80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Air speed, Alt. Compass
2. Gauges Oil press + Temp RPM. Indicator
3. Lights
4. Signals
5. Fire Extinguishers One CO2 Pyrene
6. Parachutes
7. Tools
8. Other Equipment Safety belt for each occupant

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65			
Pusher or Tractor	Tractor			
Right or Left Hand	R.H.			
No. of Cylinders	Four (4)			
H.P.	65			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 16/10/51 DME. W Dingman WGM68. Serial numbers

Particulars accurate as corrected Yes. C of A valid to 15/10/52

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions For Day Flying only under V.F.R. conditions Skiplane on wheels only.

Date 18/10/51 Signature F Hudson for D.S.A.R. - Winnipeg

Registration approved and Registration Mark C.F. EGB allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

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2413
11-48

CANADA

DEPARTMENT OF TRANSPORT

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

To be sent in duplicate

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00 ✓

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant E.L.W. Campbell

Date of Application Oct 18/51

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
E.L.W. Campbell.	Edrans Man	British.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Private.

Usual Station Edrans Man.

Date and place of manufacture or reconstruction Hamilton Ont. Oct 15/46

Crew required One (1)

Accommodation for what number of passengers One (1)

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Piper a/c corp.

Type Cub J-3 Maker's No. 2280

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' - 2 1/2	
Length o/a in feet	22' 2 1/2	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)		

Weight equipped, but without load, fuel, or oil 718 lbs Landplane

Total weight authorized (fully loaded) in lbs. 1220 Air Speed 75-80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed, ~~T+B~~ Alti., Compass,
2. Gauges Oil press Oil Temp RPM indicator
3. Lights
4. Signals
5. Fire Extinguishers 1 Pyrene
6. Parachutes
7. Tools
8. Other Equipment Safety belt for each occupant

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65			
Pusher or Tractor	Tractor			
Right or Left Hand	R.H.			
No. of Cylinders	four (4)			
H.P.	65.			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Farm 24HH Lepers

Aircraft inspected on 16/10/57. DME W. Hogan WG1468

Particulars accurate as corrected Yes. C of A valid to 15/10/58

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions For Day Flying only under V.F.R. conditions. Eligible on Wheels only.

Date 18/10/57 Signature Frederick Bone D.S.A.R. - Winnipeg

Registration approved and Registration Mark C.F. EGB allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

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TRANSPORT - RECORDS
OCT 22 P.M. 1951
File 5008-E7-2

DEPARTMENT OF TRANSPORT

Intra-Departmental Correspondence 37135

501 Power Building,
Winnipeg, Manitoba, ~~October 19, 1951.~~

Your File	Subject	Our File
5008-E7-2	Piper J3 CF-EGB	5008-E7-2

Director of Air Services,
Department of Transport,
Ottawa, Canada.

Attention: Superintendent, Air Regulations

1. Enclosed please find the papers and documents checked below, which were submitted in connection with the registration of the above noted aircraft:

1. Application (in duplicate) for Registration of an Aircraft, submitted by E. L. W. Campbell (x)
2. Bill of Sale D. E. Bredin, (x)
3. Certificate of Registration No. 8818 for cancellation (x)
4. Certificate of Airworthiness No. 1883 for re-issue in the name of the new owner. (x)
5. Customs Receipt No. dated ( )
6. Certificate of Airworthiness for Export No. ( )
7. Form 2444 -Application for Renewal of Certificate of Airworthiness (x)
8. Copy of letter of temporary authority dated October 18, 1951. (x)

2. Fee in the amount of $5.00 has been received, Receipt No. 192810 issued, and the remittance shown in Blotter Cash Book Folio No. 8464, October 1-31

3. This application appears to be in order and, if approved, it is recommended that formal Certificates of Registration and Airworthiness might issue.

Fred W. Bone

EWB/MH

District Controller of Air Services.

10551 (R)
1883 (A)

VALID FOR DAY FLYING ONLY.

84

2462
7-45

/20

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1883

(Heavier than air)

FIRST PART

~~(28-6-50) CAMPBELL and BREDIN~~

Full Name, Address and Nationality of Owner or of Owning Company

(18.10.51) CAMPBELL E.L.W., ~~D.E.~~,

1. Surname of owner (or name of Company) ~~Fraser,~~ ~~(22-10-47) McKINNON~~ ~~(9-7-47) NICHOLSON~~
2. Christian name ~~Harvey D.~~ ~~Frederick Daniel~~ ~~Kenneth Graham,~~
3. Address ~~Stoughton, Sask.~~ ~~Estevan, Sask.~~ Edrans, Man., ~~Box 575, Neepawa, Man.~~ ~~Waskada, Man.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-ECB

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3 Constructor's No. 2286
8. Place and year of construction of aircraft Hamilton, Ont. October 15, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision "D" ~~4-A-B-C-D-E-3.8.51~~
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 2½"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

Engines

18. Number installed: **One**

19. Makes: **Continental**

20. Types: **A65**

21. International power of the engine or engines at

(a) Sea Level **65** H.P. at **2350** revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: **One** Types: **Sensenich** No. .....; Pitch: **Fixed** Diameter .....

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	(11.6.50) 718	718 lbs.
(b) Seaplane		lbs.
(c) Skiplane		lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)		65 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	9 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		9 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	1 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	L.P. 265	lbs.
32. Maximum total weight authorized		lbs.
Landplane	1220	lbs.
Seaplane		lbs.
Skiplane		lbs.

(11.6.50) Orbital

Compulsory Conditions

33. Maximum total weight authorized (write in full)
Landplane **Twelve Hundred and Twenty Pounds.**
Seaplane .....
Skiplane .....

34. Minimum crew necessary: **One**

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of **10.6** inches and **22.6** inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed **2350** r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed **2350** r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated **November 14, 1945,** in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this **15th.** day of **April,** 19**47.**

.....
Superintendent, Air Regulations.

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MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

82 116

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

WEIGHT AND BALANCE REPORT
FORMS PART OF THIS CERTIFICATE
OF AIRWORTHINESS AND MUST BE
CARRIED IN THE AIRCRAFT DURING
FLIGHT.

(9.11.49)

Note: This certificate is subject to Air Regulations, ~~1936~~, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		November 14,1947. July 23rd, 1948. Sept 21/49 8.11.50 11.6.51. 15.10.52	T.J. Stephens J.W. Bone

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

2462A

CANADA

/ZC

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10551

NATIONALITY AND REGISTRATION MARKS CF-EOB

1. Type and description	Piper J3
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2280
4. Name of owner	E. L. W. Campbell,
5. Address of owner	Edrans, Manitoba.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edrans, Manitoba.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 18th, day of October, 19 51, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, ~~as amended,~~ and has been allocated the nationality and registration marks CF-EOB and is of Canadian nationality.

Given at Ottawa this 24th, day of October, 19 51.

Superintendent, Air Regulations.

~~Attention is drawn to the extracts from Air Regulations, over overleaf.~~

/ZC

5008-E7-2

OTTAWA, Ontario.

October 25th, 1951.

Mr. E. L. W. Campbell,
Edrans,
Manitoba.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 10551 and Certificate of Airworthiness No. 2280. for your aircraft, CF-EGB, Serial No. 1883 Piper J3

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until October 15th, 1952.

Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured.

Yours truly,

(C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

c.c. WINNIPEG

REGISTERED

AC-5-60

9998
1302
19219
23412
24597
31603

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

48 2/9-49

501 Power Building,
Winnipeg, Manitoba, February 27, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	ACCIDENT - PIPER J3, CF-EGB	5008-E7-2

TRANSPORT - RECORDS
MAR 3 A.M. 1952
File 5008-E7-2

59319

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations

1. Please find enclosed a copy of a letter submitted to this office by Mr. E. Campbell, dated February 22, 1952, referring to an accident involving Piper J3, CF-EGB. For your easy reference the Certificate of Airworthiness No. 1883 and Registration No. 10351 are in order. Also, the pilot's Certificate No. P-1719 is in order. This aircraft is registered privately.

2. Submitted please.

BFB/MH
Enc.

6

B F Bunbury
District Controller of Air Services.

COPY ON
5802-23412

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P
Y

87

E. Campbell,
Edrans, Man.,
Feb. 22, 1952.

Department of Transport,
Civil Aviation Division,
Winnipeg, Manitoba.

Mr. Fred Bone

Dear Sir:

I have had the misfortune to damage my aircraft and although of a minor nature, though I should probably report same to you for further advice, if you thought it necessary.

Canadian Reg. Piper Cub J3, CF-EGB
Owner E. Campbell, Edrans, Manitoba.
Pilot E. Campbell.
February 20, 1952, 15:10 P.M.
Point of departure - Swan River to Bowsman, Manitoba.
No one injured even slightly.
Buckled undercarriage causing some damage to fuselage.
Cause of Accident - very bad snow banks. The right hand ski caught on one of these when landing at Bowsman.
Type of Flying - Private

Yours truly,

SIGNED: E. Campbell

Entered on
Accident
Cards

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
9-49

501 Power Building,
Winnipeg, Manitoba, September 9, 1953.
PLACE DATE

YOUR FILE	SUBJECT		OUR FILE
5008 - E7 - 2	PIPER J3	CF-EGB	5008 - E7 - 2

TRANSPORT - RECORDS
SEP 11 P.M. 1953
5008-E7-2

37119

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations

1. Attached hereto please find Certificate of Registration No. 10551 and Certificate of Airworthiness No. 1883, for the above noted aircraft.

2. These Certificates are forwarded to Headquarters for cancellation as the aircraft has been declared by the owner, Mr. E.L.W. Campbell, to be a write-off.

3. Submitted please.

B F Burbidge

District Controller of Air Services.

BFB/MH
Encs.

2462A

91

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10551

NATIONALITY AND REGISTRATION MARKS CF-EGB.

1. Type and description	Piper J3
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2280
4. Name of owner	E. L. W. Campbell,
5. Address of owner	Edrans, Manitoba.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edrans, Manitoba.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 18th day of October, 19 51., in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, ~~1938,~~ ~~amended~~ and has been allocated the nationality and registration marks CF-EGB and is of Canadian nationality.

Given at Ottawa this 24th day of October, 19 51.

H. Stallworthy

Superintendent, Air Regulations.

~~Attention is drawn to the extracts from Air Regulations, 1938, overleaf.~~

VALID FOR DAY FLYING ONLY.

2462
6-47

90

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1883 (Issued to replace document destroyed)

(Heavier than air)

(18.10.51)
(28.6.50) CAMPBELL and ~~BREDIN~~ FIRST PART (22.10.47) McKINNON

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~Fraser, 17.7.47.-NICHOLSON,~~
2. Christian name E.L.W., ~~D.H.,~~ ~~Harvey D.~~ Kenneth Graham, ~~Frederick Daniel,~~
3. Address ~~Waskada, Man.~~ ~~Steughton, Sask.~~ ~~Estevan, Sask.~~
4. Nationality ~~Box 575, Neepawa, Man.~~ Edrans, Man., Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation,

NATIONALITY AND REGISTRATION MARKS

6. CF-EGB

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3 Constructor's No. 2280
8. Place and year of construction of aircraft Hamilton, Ont. October 15, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~A, B, C, D, & E,~~ XIX ~~3/8/51~~ "D" 18/10/51
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 2½"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

Ltd.,

Labor.

ENGINES

18. Number installed: One
19. Makes: Continental
20. Types: A 65
21. International power of the engine or engines at:
    (a) Sea level 65 H.P. at 2350 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....
24. Airscrews: Number fitted One Types Sensenich No. .....
    Pitch Fixed Diameter .....
25. Weight of aircraft empty (including water in the radiators):
    (a) Landplane ..... 711 lbs.
    (b) Seaplane ..... lbs.
    (c) Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel ..... 65 lbs.
    (at 7·2 lbs. per gallon)
    (a) Number of tanks: One
    (b) Capacity of tanks: 9 Imp. gals.
27. Oil ..... 9 lbs.
    (at 9·0 lbs. per gallon)
    (a) Number of tanks: One
    (b) Capacity of tanks: 1 Imp. gals.
28. Weight allowed for crew ..... 170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus ..... lbs.
30. Weight of wireless apparatus ..... lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full ..... L.P. 265 lbs.
32. Maximum total weight authorized ..... lbs.
    Landplane ..... 1280 lbs.
    Seaplane ..... lbs.
    Skiplane ..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane Twelve Hundred & Twenty Pounds.
    Seaplane .....
    Skiplane .....
34. Minimum crew necessary One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 10.6 inches and 22.6 inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2350 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2350 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Nov. 14, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 15th day of April 1947.

H. L. Patterson
Superintendent, Air Regulations.

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public Transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

AIRCRAFT SERVICES (WESTERN) LIMITED

STEVENSON AIRPORT, WINNIPEG

AIRCRAFT OVERHAUL - PROPELLOR OVERHAUL
SALES & SERVICE - AIRCRAFT PARTS

Telephone 61 231
P.O. Box 5, St. JAMES, Manitoba

November 9th, 1949.

EMPTY WEIGHT CENTRE OF GRAVITY DETERMINATION
FOR
PIPER J3C3, CF-EGB

1. Aircraft weighed on Lodemeter Type Scales, Serial Nos: 20143, 20144, 20145, calibrated September 16th, 1949.

2. Aircraft weighed less fuel and oil in a closed hangar by Aircraft Services (Western) Limited, Winnipeg, Man.

3. Weight includes pilot and co-pilot seats, belts and cushions and one hand fire extinguisher.

4. Average Empty weight 718 lbs

5. Average Tail Weight 48.3 lbs

6. Distance between wheel ℄ 199 1/16 in.

7. Distance leading edge of wing in front of main wheel ℄ 1 13/16

8. Distance empty weight C. of G. in aft of wheel ℄ = tail weight multiplied x distance between tail and main wheel ℄ divided by empty weight

$$\frac{48.3 \times 199\ 1/16"}{718} = 13.390$$

9. Distance empty weight C. of G. is aft of wing leading edge
13.390 ℄ 1 13/16 = 15¼"

10. Datum line Wing Leading Edge.

11. C. of G. Limits ℄ 8 to ℄ 20.3

CERTIFIED: D. G. Smith
Air Engineer Licence No: A 2084

P. 1-9

AIRCRAFT WEIGHT FORM

Date November 9, 1949

Aircraft Piper JC3 CF-EGB Type Piper JC3

(1)	Weight Port	338	Scale No.		Calibration	0	Total
	Weight Stbd	333	Scale No.		Calibration	0	Total
	Weight Tail	52	Scale No.		Calibration	0	Total
	Total Weight	723		Total Calibration		-	Total Weight
(2)	Weight Port	329	Scale No.		Calibration	0	Total
	Weight Stbd	340	Scale No.		Calibration	0	Total
	Weight Tail	45	Scale No.		Calibration	0	Total
	Total Weight	714		Total Calibration		-	Total Weight
(3)	Weight Port	336	Scale No.		Calibration	0	Total
	Weight Stbd	335	Scale No.		Calibration	0	Total
	Weight Tail	48	Scale No.		Calibration	0	Total
	Total Weight	719		Total Calibration		-	Total Weight

Total of 3 weighings 2156 Average 718

Gross weight A/C	1220	Fuel	63.8 lbs
Empty weight	718	Oil	9 "
Total Disposable	502		
Weight Crew	170		
Weight Fuel & Oil	73.8		
Total	243.8		
Payload	258.2		
Crew, Fuel & Oil	243.8		
Total	502.0		
Aircraft weight as	Landplane		

Remarks:

Aircraft weighed on Ledemeter Type Scales, Serial Nos. 20143, 20144, 20145, calibrated September 16th, 1949.

Aircraft weighed less fuel and oil, in a closed hangar, by Aircraft Services (Western) Ltd., Winnipeg, Man.

Weight includes pilot and co-pilot seats, belts and cushions and one hand fire extinguisher.

Weighing witnessed by:

G P Rose

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	Engine Revolution Counter
Altimeter	Oil Pressure Gauge
Airspeed Indicator	Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

NOTE:- WEIGHT AND BALANCE REPORT INSERTED IN THIS CERTIFICATE TO FORM PART THEREOF AND MUST BE CARRIED ON BOARD THE AIRCRAFT AT ALL TIMES WHEN IN FLIGHT.

18/11/49

Note: This certificate is subject to Air Regulations [illegible], and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Nov. 14, 1947	T.G. Stephens
		July 23rd, 1948.	H.T. Patterson
		Sept. 21, 1949	F.V. Bowell
		8th NOV. 1950.	
		11th June 1951	
		18 June 1952	
		15th Oct 1952.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister.

WVG/JM

93

Ottawa, Ontario, November 4th, 1953.

5008-E7-2

Piper J3 Aircraft, CF-EGB
Cancellation of Certificates.

5008-E7-2

District Controller of Air Services,
612 Power Building,
Winnipeg, Manitoba.

Attn: District Superintendent, Air Regulations.

1. Reference is made to your letter of September 9th, 1953, concerning the cancellation of the Certificates of Airworthiness and Registration for the subject aircraft.

2. It would be appreciated if we could be informed of the reason for the owner considering this aircraft as a "write-off".

for (C.T. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

94 2 9-49

501 Power Building,
Winnipeg, Manitoba, November 9, 1953.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-2	PIPER J3 CF-EGB	5008-E7-2

TRANSPORT - RECORDS
NOV 13 A.M. 1953
File 5008-E7-2

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

19607

Attention: Superintendent, Air Regulations

1. Reference is made to your letter dated November 4, 1953.

2. The reason that this aircraft is a write-off was stated in the Accident Report dated February 22, 1952, submitted with our covering letter dated February 27, 1952.

3. For your easy reference the aircraft was involved in an accident causing damage to the undercarriage and fuselage.

BFB/MH

B F Bainbridge
District Controller of Air Services.

KA

25X

DATE: 30-1-85

FILMED by: Q.M.

CANCELLED AIRCRAFT REGISTRY FILES

SERIES 5008

TRANSPORT CANADA

REGIONAL OFFICES

ROLL

151

END
OF
ROLL