START

ROLL

152

TRANSPORT CANADA

REGIONAL OFFICES

CANCELLED AIRCRAFT REGISTRY FILES

SERIES 5008

DATE: 30-1-85

FILMED by: A.C.

25x

FILE No. 5008 - E7 - 3 VOLUME No.

VOL. 1

5008 - E7 - 3

DEPARTMENT OF TRANSPORT

FROM MAR. 19

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - EGC - PIPER J3-65.

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
MAR 20 1947	76059	CAR			MAY 26 1947
		CAI ①			MAY 26 1947
		Treas.			MAY 27 1947
MAY 26 1947 JUL 19 1947	12523	CAR	Sept. 2		SEP 5 - 1947
		CAI			AUG 18 1947
SEP 4 - 1947	B.F. 2/9/47	C.A.R			SEP 5 - 1947
SEP 22 47	20108	CAE.			SEP 27 47
OCT 18 47	22939	CAE			OCT 23 47
JUN 8 - 48	10069	CAR			JUN 9 - 48
JUL 6 - 48	14588	CAR			JUL 26 48
	—	CAE			JUL 26 48
	16729	CAR			JUN 27 1949
JUL 25 1949 JAN 26 1950	43305.	CAR			JUL 25 1949
	—	CAE ②			JAN 30 1950
JAN 30 1950		CAI ②			JAN 30 1950
JAN 30 1950		CRI ②			JAN 31 1950
JAN 31 1950		Bus Accounts ②			FEB 2 1950
JUN 11 1951 JUN 25 1951	14736	CAR			JUN 12 1951
	17570	CAR			JUN 26 1951 JUN 27 1951
	—	CAE			
JUN 26 1951 SEP 25 1951	Reg. No. Johnson	CAR			OCT 11 1951
MAR 13 1952	Reg. No. Johnson	CAR			MAR 14 1952

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 5102

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
		1-839

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

Edmonton, Alberta, March 17, 1947.

MR. JAMES ROSS RUHILL
~~KAMSACK SASKATCHEWAN.~~ c/o Yorkton Flying Service.

PENDING ISSUE BY OUR HEADQUARTERS OF FORMAL CERTIFICATES THIS YOUR TEMPORARY CERTIFICATES OF REGISTRATION AND AIRWORTHINESS PIPER AIRCRAFT CF DASH EASY GEORGE CHARLIE PRIVATELY VFR DAY FLYING LANDPLANE AND SKIPLANE EMPTY WEIGHT 680 POUNDS GROSS 1220 POUNDS TO BE NOT VALID AFTER MAY FIFTEENTH UNLESS RENEWED BY THIS DEPARTMENT

DISTRICT INSPECTOR AIR REGULATIONS

COLLECT

CHV

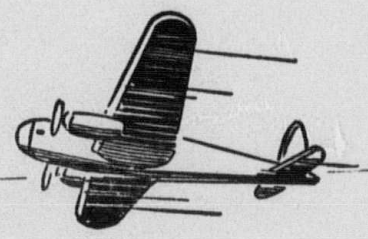
AMBULANCE SERVICE

CHARTER SERVICE

2

Yorkton Flying Services

Agents for Cub Aircraft



AUSTIN INGHAM, B.S.A., Sask.
- Transport Pilot
- Flying Instructor
- Air Engineer

H. MERCER,
- Com. Pilot
- Flying Instructor

Office:
Dunlop Block - - Phone 611
Airport - - - - - Phone
Residence - - - - Phone 1531
P. O. Box - - - - 872

YORKTON, SASK.

March. 8/47.

District Inspector
Air Regulations
Edmonton Alberta.

Dear Sir: I have received from James Ross Rehill the sum of Twenty-six hundred dollars as payment in full for Piper Cub Aircraft CF-EGC No 229-C.

Austin Ingham.

Enrol Today — All Types of Instruction Given!

3

Date..March..13/47.....

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 Austin Ingham, Yorkton Sask.. heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels, viz:

Aeroplane J-3 Cub.

Serial CF-EGC

Engine Continental A65

AVIATION SERVICES LIMITED,

Per..R.A.Boastowe.....

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

1/2

8-45

Edmonton, Alta. March 17, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub J-3 CF-EGC Serial No. 229-C	1-839

76059

TRANSPORT - RECORDS
MAR 19 A.M.
FILE 5008-E7-3

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for re-registration privately of the subject aircraft in the name of James Ross REHILL of Kamsack, Sask. together with:

(a) Bill of Sale from Aviation Services Ltd. to Austin Ingham.
(b) Bill of Sale from Austin Ingham to J. R. Rehill.
(c) Copy of our temporary C of R and A issued this aircraft this date.

2. There is no radio fitted in this aircraft.

3. Fee of $5.00 has been received and will be forwarded to H.Q. under Folio #11, Receipt No. 1212.

4. We recommend that formal Certificates be issued this aircraft in the name of J. R. Rehill and that they be forwarded direct to the Owner, please.

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

KFS/M
Enc.

?

2413

4

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 J R Rehill

Date of Application March 8/47

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
REHILL, JAS. ROSS	KAMSACK, 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 KAMSACK SASK

Date of manufacture or reconstruction

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.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by CUB AIRCRAFT

Type HIGHWING MONOPLANE Maker's No. 229-C

Cub J-3

	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 Landplane and Skiplane 680 lbs.

Total weight authorized (fully loaded) in lbs 1220 Air speed 73 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments AIRSPEED - ALTIMETER - COMPASS - TACHOMETER
2. Gauges OIL PRESSURE OIL TEMPERATURE
3. Lights NONE
4. Signals NONE
5. Fire Extinguishers 1
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	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

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date March 17-47

Signature [redacted] A/D.I.A.R.

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

ORIGINAL ON FILE

COPY

FOR FILE

6 8/6-44

TOR:5008-E7-3

1 Montgomery Avenue, Toronto.
March 21st, 1947.

Mr. H. E. Thorn,
℅ Mr. A. Ingham,
YORKTON, Sask.

Dear Sir:

Receipt is acknowledged of your application for registration of Piper aircraft, C F / E G C, Serial No. 2290, which you purchased from the Cub Aircraft Corp.

Receipt is acknowledged, also, of the following:

(a) Application forms.
(b) Fee of $10. 00 (Receipt No. 76349, in the name of Cub Aircraft, was forwarded to that Company)
(c) Bill of Sale.
(d) Inspection Release Certificates.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate C F / E G C, as a commercial (landplane) aircraft, day visual flying, until April 21st, 1947.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

Dated

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC
AIR MAIL.

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-EGC

Aeroplane Type Piper Cub — Landplane / Seaplane / Skiplane — Model J-5

Manufacturer Cub Aircraft Corporation Ltd. Serial No. 2290

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

CATEGORY

Normal

~~Acrobatic~~

~~Aerobatic~~
~~Special~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~f - Racing or exhibition~~
(~~g - Research or experimental~~.

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65-8	
Serial No.	5101768	
Take-off Power	65 h.p.	
Take-off R. P. M.	2550	
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.	2550	
Maximum Power Manifold Pressure	———	
Maximum Power Octane Rating of Fuel	———	

10

PARTICULARS OF AIRSCREWS

Maker	Sensenich				
Type	fixed wood				
Blade Drawing No	72CK44				
Blade Serial Nos	K-8825				
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	2	(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			

8

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 17.25 .. 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.
—		—	

7

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 Wilson Chief Inspector Date OCT 21 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 Wilson Chief Inspector

OCT 21 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 Wilson Test Pilot Date OCT 21 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 Ball
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) D/F

Signed 20.3.47.
District Inspector, Civil Aviation.

12

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, Sask.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane CF-EGC

Serial # 229C

Engine Continental A65-8

Engine Serial # 5101768

CUB AIRCRAFT CORPORATION LIMITED

Signed J. T. Gilson

CANADA

CF EGC

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.	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, Saskatchewan.

Date of manufacture or reconstruction October 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 Corporation Ltd.

Type Piper Cub J-3 Maker's No. 2290

	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

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 A65-8F #5101768			
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

14 2
8-45

TORONTO March 21st, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-7	Registration - Piper C F / E G C. Serial No.229C	

CAR.

76583

TRANSPORT - RECORDS
MAR 22 A.M.
File 5008-E7-3

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers, relating to the registration of Piper C F / E G C, Serial No. 229 C, in the name of H.E. Thorn, Moose Jaw, Sask.

(a) Application forms.
(b) Bill of Sale
(c) Release Certificate
(d) Fee of $10. 00 (see page 183, receipt No. 76349 in Cash Book)
(e) Copy of letter of temporary authority

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

5622 (R)
2028 (A)

Our file: 1-839

402 Blowey-Henry Bldg.,
Edmonton, Alberta,

May 14, 1947.

TRANSPORT-RECORDS
MAY 17
File 5008-E7-3

AIR MAIL

Mr. James Ross Rehill,
c/o Yorkton Flying Service,
YORKTON, 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.: 2290 A 5332
Registration Marks: CF-EGC

This authority is issued for:

VFR
Day flying only
Weights:

Fuel	72 lbs.
Oil	9 lbs.
Crew	170 lbs.

	Empty	Commercial	Gross
Landplane	680	289	1220
Seaplane			
Skiplane	680	289	1220

Minimum number of crew..... One
Number of passengers permitted.....One
~~Commercial~~
Private
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after June 13th, 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/
Ch

H.Q. File 5008-E7-3.
HR- Please expedite formals
K

/JS

2462A
8-41

17

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5622

NATIONALITY AND REGISTRATION MARKS CF-ECC

1. Type and description	Piper J3-65
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Pa., U.S.A.
3. Constructor's serial number	2290
4. Name of owner	James Ross Rehill
5. Address of owner	Kamsack, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Kamsack, Sask.
8. Purpose	~~Private~~ Commercial (30.6.48)

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 March 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-ECC and is of Canadian nationality.

Given at Ottawa this 12th day of May 19 47.

S

Superintendent, Air Regulations.

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

/rm

5008-E7-3

18

Ottawa, Ontario.
May 17th, 1947.

REGISTERED

Mr. James Ross Mehill,
Kamsack,
Sask.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5622 and Certificate of Airworthiness No. 2028, together with Engine and Journey and Aircraft Log Books, for your Piper J3-65 aircraft, CF-ECC.

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. W.I.A.R. Edmonton, Alta.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

20 2 6-46

Edmonton, Alberta, July 14, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-3	Accident Report - Piper J3-65 - CF-EGC. James Ross Rehill - P.P. Certificate #5492.	1-839

TRANSPORT-RECORDS
JUL 17 AM.
File 5008-E7-3

Controller of Civil Aviation, A12523
OTTAWA.

1. Herewith for your information [illegible] records, please, copy of accident report aircraft CF-EGC, dated July 9th, 1947.

2. The undersigned, with Mr. J. J. Currie, inspected the wreck at Kamsack.

3. It would appear the aircraft, since its previous flight, had stood out in several heavy rains and upon taking off, water caused failure in the fuel system.

4. At a low altitude the pilot attempted to turn back, stalled and hit, at the near commencement of a spin.

KFS:h

Encl.

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

COPY ON 5802-1536

ENTERED IN ACCIDENT RECORDS

COPY

19

Kamsack, Sask., July 9, 1947

Dept. of Transport,
Edmonton, Alta.

Sirs:- Report on Accident with aircraft CF-EGC.

On July 2/47, while taking off at Kamsack, Engine failed at approximately 25 foot height and in the resulting landing aircraft was injured as follows:-

Broken propeller, damaged undercarriage, split spare in part wing and one member of fuselage was bent.

I was flying alone at the time and had no personal injury.

The scene of the accident and the aircraft in sibu was examined by an engineer from your office.

Yours truly,

"Dr. J. R. Rehill"

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

24

2
6-46

Edmonton, Alberta, Sept. 17/47.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-3	PIPER CUB J3 - CF-EGC.	1-839.

A2108

TRANSPORT-RECORDS
SEP 22 P.M.
File 5008-E7-3

Controller of Civil Aviation,
OTTAWA.

Attention: Chief Aeronautical Engineer.

1. Attached are copies of correspondence referring to the subject aircraft that is now under repair at the workshops of the Saskatchewan Government Airways in Prince Albert.

2. It would appear from Mr. Pool's remarks that the protective finish on this aircraft is badly perished and apparently was caught before extensive structural damage had developed.

3. This case should be brought to the manufacturer's attention, and all owners of aircraft from the particular batch or series should be advised to verify the condition of their aircraft by an immediate inspection.

J. J. Currie

JJC/H

J. J. Currie,
Resident Inspector, AID.

FWL:
One swallow doesn't make a summer! This aircraft has been stored outside for 5 months. Also has flown 80 hours. National one can expect it to be in poor shape.
JJC 23.9.47

PROVINCE OF SASKATCHEWAN

DEPARTMENT OF NATURAL RESOURCES AND INDUSTRIAL DEVELOPMENT

Prince Albert, Sask.,
September 11, 1947.

D. I. A. R.,
Department of Transport,
402 Blowey-Henry Building,
EDMONTON, Alberta.

Attention: Mr. J. J. Currie, A.I.D.

Dear Sir:

Subject: Piper Cub J3 CF-EGC.

On receipt of your letter of September 3, 1947 regarding the subject mentioned aircraft, covered in my letter of August 26, 1947, I got in touch with Mr. A. Ingham of the Yorkton Flying Service who supplied me with the following information.

Owner of Aircraft: Dr. Rehil of Kamsack.
Sold to him by: Mr. Ingham of Yorkton.
Manufacturers Serial No. 229C.
Registration: CF-EGC.
Total time since Mfg. approximately 80 hours.
Type of operation, one month operation commercially, remainder as a private aircraft. Operation in both cases on wheels and skis.
Aircraft was hangared on till March 1947 and stored outside until delivered to our shops in the last week of August 1947.

Mr. Ingham is to forward the log books immediately by mail to this office.

Yours very truly,
Saskatchewan Government Airways.

J. Pool.
Engineer.

JP/EK

2 2 copy

P-83

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
September 3, 1947.

Saskatchewan Government Airways,
Province of Saskatchewan,
PRINCE ALBERT, Sask.

Attention: Mr. J. Pool.

Dear Sir:

Thank you for your report on Cub aircraft, dated August 26th, 1947.

The contents of your report will be forwarded to our Headquarters for their information, but, before forwarding this report we would like to have the following particulars if possible:

1. Serial Number and Registration of the Aircraft involved.
2. Total time on aircraft since manufacture.
3. Type of operation the aircraft has been employed in.
4. Particulars re storage of aircraft - has it been properly hangared or stored in the open?

Your attention to these details will be appreciated.

Yours truly,

JJC/p

J. J. Currie,
Resident Inspector AID.

2 1. copy

PROVINCE OF SASKATCHEWAN

DEPARTMENT OF NATURAL RESOURCES AND INDUSTRIAL DEVELOPMENT

SASKATCHEWAN GOVERNMENT AIRWAYS.

AUGUST 26, 1947.

District Inspector of Air Regulations,
Department of Transport,
402 Blowey-Henry Bldg.,
Edmonton, Alberta.

Dear Sir:

Re: Cub J3 Aircraft.

On inspecting a Cub J3 prior to carrying out repairs to the cabin structure, it was noted that rust was evident on some of the members. On closer examination, it was found that the complete fuselage structure was rusted to such an extent that it was considered advisable to remove all the fabric. This rust is of a surface nature, but in time would become serious.

It would seem there is insufficient protective coating on the exterior of the fuselage steel members to prevent rusting and it is thought that this condition should be brought to the attention of owners of this type of aircraft, to eliminate failure of structual members at a later date.

This aircraft was manufactured in October of 1946, so therefore has not been in service long.

Yours very truly,

SASKATCHEWAN GOVERNMENT AIRWAYS

J. Pool
Engineer.

JP:pa

FWC/AO'D

Ottawa, Ontario, September 26, 1947

PIPER CUB J3 - CF-EOC

5008-E7-3

District Inspector, Air Regulations,
402 Hlowey-Henry Bldg.,
Edmonton, Alberta.

Attention: Resident Inspector, A.I.D.

1. Reference is made to your letter dated the 17th instant relative to the condition of the subject aircraft.

2. According to the report from Air Engineer J. Pool, this aircraft flew for one month commercially and later, on private operation covering a flight period of 80 hours and afterwards stored outside for a period of five months. Taking the foregoing into consideration, one would not expect to find the aircraft in good shape and, therefore, there appears to be no good reason why this case should be brought to the attention of the manufacturer or notify all aircraft owners of this condition.

3. This is a question of maintenance and for that reason we approve qualified air engineers to take care of such cases.

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

SASKATCHEWAN GOVERNMENT AIRWAYS.
PRINCE ALBERT SASKATCHEWAN.

27

Repair report of Piper Cub Aircraft:
Make: Piper Cub J3
Mfg. Serial No: 2279
Registration: CF-EGC.
Time Since Mfg: 80 hrs 10 min.

The following repairs were carried out:

WING PORT.
Fabric removed for inspection of damage.
Leading edge removed.
Front spar found unserviceable and removed.
Riblets removed.
Spar replaced. Material sitka spruce, refer drawing SGA-6.
Packing block replaced.
All metal fittings, i.e. root fitting and strut fittings cleaned, inspected, tested in magnetic crack detector treated with chromate and installed.
Spar treated with lionoil.
No. 9 Nose rib replaced.
Root rib repaired.
Brace wires adjusted and wing trammeled.
Leading edge straightened and installed.
Aileron well fairing straightened at root of No. 6 rib.
Joints taped and wing covered with Grade A fabric rib stitched, taped and doped.

FUSELAGE.

Section of fabric removed to repair right hand cabane member.
Presence of external rust on airframe noted.
On further inspection complete fuselage members found to be badly rusted.
All fabric removed fuselage stripped of all components and sand blasted to remove external rusted condition.
Fuselage members inspected and found to be not pitted from rust.
Section of tube replaced in right hand Cabane assembly Part No. 24006-02 as outlined in our drawing No. S.A.G. 3 and repair scheme S.G.A. - 2R.
Diagonal member directly under front pilot seat.
Area cold straightened.
Diagonal tube at left brake pedal assembly damaged, reinforcement patch welded on. Refer repair scheme No. SGA-1R.
Fuselage measured up for truth and found to be in line.
Fuselage treated externally with zink chromate and aluminum filler.
All components assembled to fuselage.
Interior lining (fabric) replaced in cabane area.
Fuselage covered with Grade A fabric, doped to orignial colour scheme and lettering attached.
Fuel tank flushed and tested and installed.
Seats replaced and external fittings re-installed.
Fuselage and wing crated and shipped via rail to Yorkton, Saskatchewan.

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

J. Staal. Oct 11/47
Air Engineer "B" No. A 1939

SASKATCHEWAN GOVERNMENT AIRWAYS.
PRINCE ALBERT SASKATCHEWAN.

26

Repair report of Piper Cub Aircraft:
Make: Piper Cub J3
Mfg. Serial No: 2290
Registration: CF-EGC.
Time Since Mfg: 80 HRS 10 MINS

The following repairs were carried out:

WING PORT.

Fabric removed for inspection of damage.
Leading edge removed.
Front spar found unserviceable and removed.
Riblets removed.
Spar replaced. Material sitka spruce, refer drawing SGA-6.
Packing block replaced.
All metal fittings, i.e. root fitting and strut fittings cleaned, inspected, tested in magnetic crack detector treated with chromate and installed.
Spar treated with lionoil.
No. 9 Nose rib replaced.
Root rib repaired.
Brace wires adjusted and wing trammeled.
Leading edge straightened and installed.
Aileron well fairing straightened at root of No. 6 rib.
Joints taped and wing covered with Grade A fabric rib stitched, taped and doped.

FUSELAGE.

Section of fabric removed to repair right hand cabane member.
Presence of external rust on airframe noted.
On further inspection complete fuselage members found to be badly rusted.
All fabric removed fuselage stripped of all components and sand blasted to remove external rusted condition.
Fuselage members inspected and found to be not pitted from rust.
Section of tube replaced in right hand Cabane assembly Part No. 2406-02 as outlined in our drawing No. S.A.G. 3 and repair scheme S.G.A. - 2R.
Diagonal member directly under front pilot seat.
Area cold straightened.
Diagonal tube at left brake pedal assembly damaged, reinforcement patch welded on. Refer repair scheme No. SGA-1R.
Fuselage measured up for truth and found to be in line.
Fuselage treated externally with zink chromate and aluminum filler.
All components assembled to fuselage.
Interior lining (fabric) replaced in cabane area.
Fuselage covered with Grade A fabric, doped to orignial colour scheme and lettering attached.
Fuel tank flushed and tested and installed.
Seats replaced and external fittings re-installed.
Fuselage and wing crated and shipped via rail to Yorkton, Saskatchewan.

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

J. Adolf Oct. 11/47
A.M. Engineer "B" No. A 1939

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

A22939 2
6-46

Edmonton, Alberta, October 15, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-3	Piper Cub J-3 CF-EGC Serial No. 229C	1-839

TRANSPORT-RECORDS
OCT 18 A.M.
File 580 E 7-3

Controller of Civil Aviation,
Ottawa.

Attention: Chief Aeronautical Engineer.

1. Herewith for your approval, please, Drawing No. SGA-6, in duplicate, covering the Front Spar Left Wing, Series J-3 - Piper Cub and Drawing No. SGA-3, in duplicate, covering repairs to Cabane Section Assembly R.H. Model J-3 Piper Cub aircraft, together with reports and data covering repairs carried out on Piper Cub aircraft CF-EGC, Mfg. Serial No. 229C.

2. Submitted please.

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

KFS/p
Encs.

LMN

29

LMR/AC'D

Ottawa, Ontario, October 21, 1947.

Repairs to Piper Cub J-3 - CF-EOC 5008-E7-3

District Inspector, Air Regulations,
402 Elsey-Henry Bldg.,
Edmonton, Alberta.

Attention: Resident Inspector, A.I.D.

1. With reference to your letter of October 15th, 1947, we are returning herewith, unsealed copies of Saskatchewan Government Airways Drawings Nos. SGA-3, SGA-6 and Repair Scheme SGA-1R, covering repairs to the subject aircraft. This matter should be handled locally in accordance with Information Circular T/5/39 and C.A.M. 18.

2. The Replacement Spar SGA-6 appears to be a duplicate of the original Spar made by direct comparison with the original parts. This procedure can be accepted at the discretion of the Resident Inspector, A.I.D., but the preferred procedure is to manufacture the Replacement Spar in accordance with manufacturers drawings. (Refer to C.A.M. 18.5314).

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

Encl.

30

1-839

REGISTERED AIRMAIL

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
June 3, 1948.

TRANSPORT-RECORDS
JUN 6 A.M.
File 5008-E7-3

Mr. James Ross Rehill,
KAMSACK, Saskatchewan.

Dear Sir:

This letter constitutes an extension of the formal Certificate of Airworthiness No. 2028, and Certificate of Registration No. 5622, covering Piper J3-65 aircraft, CF-ECC, within the terms and conditions of the formal certificates, to be not valid after July 2, 1948.

A10069

This letter must be attached to the formal Certificates, which are being returned to you herewith.

Yours very truly,

Jas Jones
Te ~ 06/11 IP

Noted
RSJ

HHS

KFS/H
Encl.
Ch.

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

W

HQ File: 5008-E7-3

P.S. This authority includes commercial operations.

WORK REPORT SHEET

Aircraft -- Piper J3 CF-EGC owned by Dr. J. R. Rehill of Kamsack Sask.
Serial No. of aircraft: 229C
Engine continental A65-8
Propellor: Lewis wooden
Instruments -- the following instruments calibrated by Aviation Instruments, Service Edmonton and installed in the aircraft at Yorkton.
Altimeter -- Aero-Marine no number.
Air Speed Aero Marine no number
Tachometer Stewart Warner Type 557EPP3
Compass -- Airpath

Work on aircraft

All controls checked for proper working wear and safeties.
All inspection plates removed and all fittings and drag and anti-drag wires checked. Undercarriage checked.
Wing strut fork bolts renewed. Wing struts checked for bends OK

ENGINE

Engine given 100 hrs. check
Winterizing removed
Engine con rols checked
Propellor checked
Cowlings checked

Aircraft weighed at Regina on May 26/48 704 lbs. on wheels.

"I hereby certify that all Manufactuers Service Bulletins have been complied with to date, that no unapproved Modifications have been incorporated, and that the aircraft is airworthy."

Signed: Austin Ingham
Air Engineer Cert. No. A2266

Compass swung at Yorkton on May 31/48
August Ingham

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3V 2 6-47

Edmonton, Alberta, June 30, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-3	Piper J3-65 CF-EGC Serial No. 2290	1-839

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected in detail as a landplane for renewal of Certificate of Registration and Certificate of Airworthiness at Yorkton on June 23rd, 1948. The aircraft was certified airworthy by A & C Engineer Austin Ingham, Certificate No. A-2266.

AIRCRAFT: Total time: 100 hrs.
Time since partial overhaul: 19:10 hrs.

ENGINE: Continental Engine A65
No. 5101768.
Total time: 107:35 hrs.
Time since top overhaul: Nil.

PROPELLOR: Lewis wood
Drg. L11BK-40 Ser. #15875.

2. The aircraft and engine were found in good condition and considered airworthy on this date . Attached hereto copies of Log Book work sheets covering the work and inspection carried out before renewal of Certificates.

J. J. Currie

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

JJC/p
C/CAE

Regina Flying Club

33

1944]

Airport

MAIL ADDRESS
P.O. BOX 70

Regina - Sask.

May 26,1948.

Aircraft - Piper Cub J3C - CF-EGC
Property of Dr. Rehill

This is to certify that the above aircraft was weighed and that the weights are as follows:

	1st Weighing	2nd Weighing	3rd Weighing
Port	310	310	309
Starboard	313	313	313
Tail Wheel	82	81	82
	705	704	704

Tail up Weight Port 321 Stbd 336 Tail 47. lbs.
Mean Weight of Aircraft 704 lbs.

Aircraft weighed with Fire extinguisher in place
No change in weight.

Signed. W. H. Mossman
Air Engineer
Lisc. A 2508

Dated. May 26/48

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CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-839
H.Q. File: 5008-E7-3
Place ....Edmonton....

Date.....June.30.....194.8..

TRANSPORT-RECORDS
JUL 6 A.M.
File 5008 E7-3

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type .....Piper J3..... A14588

Registration Markings .....CF-EGC.....

Private or Commercial .....Private..changed to COMMERCIAL

Date of Inspection .....June.23,.1948.....

Previous C. of A. Expires ....March.21,.1948.....

Present C. of A. Expires .....June.22,.1949.C.of.R.#5622.C of A #2028

Remarks .Attached hereto, AID report dated this instant covering inspection; copy of Engineer's work report dated May 31/48;.....

Regina Flying Club Engineer's weighing report dated May 26/48,...

C of A amended as follows: Para. 14 Category from D to A, B, C, D & E
Item 25: Empty weight skiplane 718 lbs.
Item 31:...Commercial weight skiplane 258 lbs.....
Item 32: Gross skiplane 1220 lbs.
Item 33:..Gross (write in full). Skiplane One thousand two hundred and twenty pounds.

C of R amended as follows: Para. 8 Purpose from Private to Commercial

Log amended accordingly.
Piper Cub skiis.

KFS/M
Encls.
cc: DIAR Winnipeg

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

Noted

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Air Services
Civil Aviation Division

Canada
DEPARTMENT OF TRANSPORT

Refer to File Number
5008-E7-3

717 Dominion Public Bldg.,
Winnipeg, Manitoba.

July 20th, 1949.

16729

TRANSPORT - RECORDS
JUL 25 A.M.
File 5008-E7-3

Austin Ingham, Esq.,
w/o Yorkton Flying Services,
Yorkton, Saskatchewan.

Dear Sir:

This letter constitutes your authority to ferry
Piper J-3 aircraft, bearing markings CF-EGC
from Yorkton
to Regina and return
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 Division CANADA

F. W. Bone,
District Inspector, Air Regulations.

FWB/AB

c.c. H.Q. ✓

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Air Services
Civil Aviation Division

Canada
DEPARTMENT OF TRANSPORT

Refer to File Number
5008-E7-3

717 Dominion Public Bldg.,
Winnipeg, Man.

January 23rd, 1950.

Austin Ingham, Esq.,
Yorkton, Saskatchewan.

Dear Sir:

Re: Piper CF-ECC

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.	( )
(b) Fee of $5.00 for Registration.	(XXX)
(c) Fee of $5.00 for Certificate of Airworthiness.	( )
(d) Bill of Sale.	(XXX)
(e) Customs Receipt.	( )
(f) Certificate of Airworthiness for Export.	( )
(g) Certificate of Registration and Certificate of Airworthiness in the name of the former owner.	(XXX)

Attached hereto is Official Receipt No. 66794 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 commercial 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 February 22nd, 1950.

Yours truly,

Department of Transport Civil Aviation Division CANADA

F. W. Bone,
District Inspector, Air Regulations.

RFB/AB
Att.
c.c. H.Q.

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AIRCRAFT INSPECTION REPORT

Date of Inspection 30/12/49 Owner A. Ingham Reg. Marks CF-EGC

Type Piper J-3 Serial No 229C Purpose Commercial

C. of R. No 5622 C. of A. No Present C. of R. & A. Expires Dec. 29th, 1950

AIRFRAME

Crew One Passengers One No. of Fuel Tanks One

Fuel Capacity 9 Imp.Gals. No. of Oil Tanks one Oil Capacity 1 Imp.Gals.

Total Hours Since New 369:25 Date Last Overhaul N/A Hours Since Overhaul N/A

ENGINES

LEFT		RIGHT	
Make Continental	Model A65	Make	Model
Serial No 5D1768	H.P 65	Serial No	H.P
Total Hours Since New 376:35	Since c/Overhaul N/A	Total Hours Since New	Since c/Overhaul

PROPELLORS

LEFT		RIGHT	
Make Sensenich	Model 72-CK-42	Make	Model

UNDERGEAR

Main Ski Base Federal SC-1 Main Ski Pedestals Federal SC-1

Floats Float Chassis

Wheels Standard Wheel Chassis Standard

WEIGHTS

	EMPTY	GROSS	COMMERCIAL LOAD
Landplane	708	1220	512
Seaplane			
Skiplane	722	1220	498

AMENDMENTS TO CERTIFICATES & REMARKS

The Certificate of Airworthiness has been amended dated January 20th, 1950, as follows:

Items 26 - 32 - deleted en bloc.

Page 3 inserted: "Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft during flight".

Aircraft inspected, considered airworthy and recommended for renewal of the Certificate of Airworthiness for 12 months.

Signed N/A
District Aircraft Inspector.

C. of A. renewed by B.F. Burbridge
Date January 21st, 1950.

F. W. Bone,
District Inspector, Air Regulations.

Work Sheets & Copy Wt. & Bal. Att.

Regina Flying Club

1944]

Airport

MAIL ADDRESS
P.O. BOX 70

Regina - Sask.

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Weight and Balance Report

Aircraft - Piper Cub J3 - CF-EGC
Property of Austin Ingham, Yorkton, Sask.

Weight Report

	1st Weighing	2nd Weighing	3rd Weighing	Tail Up Position
Port	317	318	317	331
Starboard	310	309	310	323
Tail	81	81	81	54
	708	708	708	708

Mean weight 708 lbs.

Balance Report

Measurements -
Distance Datum aft to centre line main wheel axle 2¼"
Distance Centre line main wheel axle aft to stern post 185"
C.of G. location aft of centre line main wheel axle =

$$\frac{185 \times 54}{708} = 14.11"$$

C.of G. location aft of Datum 14.11 plus 2.25 = 16.36"

Aircraft was weighed with the following equipment;- Tachometer, Airspeed Indicator, Altimeter, Compass, Turn and Bank, Oil Temperature and Pressure guage, seat cushions and dual controls. Lewis wood prop.

Overpering "B" 1106

Signed E.G. Ganderton
Air Engineer
Lisc.No. A 2565

Dated Sept 17/49

add. 50
20-

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[illegible] AIRCRAFT [illegible]

INSPECTION AND WORK REPORT FOR C. of A. RENEWAL

AIRCRAFT MAKE...Piper...PA..... ENGINE...Original.....

Aircraft Reg.....CF...EGC..... MAKE...Continental.....

CF-EGC

SERIAL No.....22...229C..... Model...A65.....

OWNER...A. Ingham..... Serial No...5101768.....

A. Ingham

Time since new...369:25..... Time since new...376:35.....

Time since overhaul..... Time since overhaul.....

No previous overhaul No previous overhaul

PROPELLER.....Hoc.....

MAKE.....Sensenich Sensenich

MODEL...72-CK-42 72-CK-42

Serial No...4904.....

The following Airworthiness Directives have been :

CARRIED OUT: COMPLIED PREVIOUSLY: NOT APPLICABLE:

All applicable Directives have either been carried out previously or at this time including checking of elevator connecting tube for rivet [illegible] location (Directive 49-14-1)

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FUSELAGE:
All inspection covers and fairings removed. All attachments fittings, wings, struts, bolts and locking checked. Steel tubing and other metal checked where possible for corrosion, rust and other flaws. Fabric checked for "life" and general soundness, holes, tears and checking. Door hinges and fasteners examined for security.

CABIN AND COCKPIT:
Seats and safety belts checked for fastenings and flaws. Fire Extinguishers for security and serviceability. Heating system checked for soundness. Instrument Panel and ALL flight and engine controls checked. Windows checked for security and vision.

WINGS:
All attachment fittings checked. Fabric for "life", general soundness holes, tears and checking and rib stitching checked. Ribs for soundness. Electric wiring and fittings checked, where possible. Drag and Anti-drag wires checked for soundness and tention.

EMPENAGE:
All fittings, bolts and attachments checked. Fabric checked as on wings. New bushings and pins installed in all elevator hinges.

UNDERCARRIAGE:
Inspected all fittings and bolts. Tires checked. Shock absorbers checked for wear and travel. Brakes examined for correct action, leakage, etc.

TANKS:
Gasoline and oil tanks inspected for leaks and security. Gauges checked for sticking.

PROPELLER:
Removed and checked for corrision and movement. Replace and tracked within limits.

RADIO:. None installed

Engine

All cowlings checked.
Induction system checked.
Magnetoes and wiring checked. Timing checked.
Spark plugs checked.
Baffles checked.
Carburetter and fuel system checked.
All engine controls checked.
Firewall checked.
Engine mount checked for fractures and [illegible] corrosion.
Oil and fuel screens cleaned.
Crankshaft checked for end play.
No oil leaks.

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The above listed work has been completed in accordance with aircraft standards and all material has been drawn from certified stock.

All engine and flying controls were examined in detail for condition, action and presence of all locking and safety devices.

Air Engineer.....

Air Engineer.....

I, Hereby certify that all manufactures service bulletins and/or their equivalent affecting safety have been complied with to date and no unapproved modifications have been incorporated and the aircraft is airworthy.

Air Engineer.....

Date.....30/12/49.....

A 654

M.P.H. I.S.A.

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.

Test Pilot.....

20-1-50

/JS

2462A
8-41

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CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5622

NATIONALITY AND REGISTRATION MARKS CF-ECC

1. Type and description	Piper J3-65
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Pa., U.S.A.
3. Constructor's serial number	229C
4. Name of owner	James Ross Rehill
5. Address of owner	Kamsack, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Kamsack, Sask.
8. Purpose	COMMERCIAL KTS OTTS 23.6.48

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 March 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-ECC and is of Canadian nationality.

Given at Ottawa this 12th day of May 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

Department of Transport Civil Aviation Division CANADA

REnewed to be not valid after June 22, 1949 ... 23.6.48.

Renewed to be not valid after 29th December 1950 until further notice

B H Bentley 20/6/50

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 of Transport.

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BILL OF SALE

PROVINCE OF SASKATCHEWAN? CANADA.

KNOW ALL MEN BY THESE PRESENTS; That in consideration of one Dollar and other valuable considerations, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto ....Austin Ingham..... heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels, viz:

Airplane Piper J3 Registration CF-EGC

Serial No. 229C

Engine Continental A65 Serial No. 5101768

Signed...J.B.R. Leavill.....

Witness Albert Martin Larson

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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..... Austen Ingham

Date of Application..... Dec. 30/49

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Ingham, Austin	Yorkton, 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..... Yorkton Sask. South Airport.

Date and place of manufacture or reconstruction..... November 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 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 ..... Cub Aircraft Corp. Hamilton

Type ..... Piper XXXXX Land Monoplane ..... Maker's No. 229C

	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	704	
Total weight authorized (fully loaded) in lbs. 1220	Air Speed 73 miles per hour	

EQUIPMENT—(Give number and type).

1. Instruments: Airspeed, Tachometer, Altimeter, Compass
2. Gauges: Oil temperature and pressure and float gasolene gauge
3. Lights: None
4. Signals: None
5. Fire Extinguishers: One 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	Continental A65.			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	Four			
H.P.	65			
Bore	3 7/8"			
Stroke	3 5/8"			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 30/12/49 A/E H.W. Francis A/E Lic. A654 C. of A. valid until 29/12/50

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions V.F.R. Condtions. Day Flying Only.

Date January 23, 1950.

Signature B.F. Burbridge

B.F. Burbridge, Inspector, Air Regulations.

Registration approved and Registration Mark C.F.-EGC allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

4 5

DEPARTMENT OF TRANSPORT

Intra-Departmental Correspondence

717 Dominion Public Building,
Winnipeg, Manitoba, January 23rd, 1950.

Your File | Subject: Piper - CF-EGC | Our File 5008-E7-3

43305

TRANSPORT - RECORDS
JAN 26 P.M.
File 5008-E-7-3

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 Austin Ingham (X)
2. Bill of Sale between J. R. Rehill & Austin Ingham (X)
3. Certificate of Registration No. 5622 for cancellation. (X)
4. Certificate of Airworthiness No. 2028 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 January 21st, 1950 (X)
8. Copy of letter of temporary authority dated January 23rd, 1950 (X)

2. Fee in the amount of $5.00 has been received, Receipt No. 66794 issued, and the remittance shown in Blotter Cash Book Folio No. 8423, January 1 - 31, 1950.

3. This application appears to be in order and, if approved, it is recommended that formal Certificates of Registration and Airworthiness might issue.

AC5-80
8509(R)
2028(A

D. G. Joy,
District Controller of Air Services.

BFB/AB
Encl.

/RM

2462A
4-48

46

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8509

NATIONALITY AND REGISTRATION MARKS CF-EGC

1. Type and description	Piper J3-65
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Pa., U.S.A.
3. Constructor's serial number	2290
4. Name of owner	Austin Ingham,
5. Address of owner	Yorkton, Saskatchewan.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Yorkton, 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 23rd day of January 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-EGC and is of Canadian nationality.

Given at Ottawa this 28th day of January 19 50.

Superintendent, Air Regulations.

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

Not valid after December 29th, 1950, unless endorsed.

VALID FOR DAY FLYING ONLY.

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2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2028

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) ~~Rehill~~ (23.1.50) INGHAM
2. Christian name ~~James Ross~~ Austin,
3. Address ~~Kenaeck, Sask.~~ Yorkton, Sask.
4. Nationality ~~Canadian~~

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGC

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-65 Constructor's No. 2290
8. Place and year of construction of aircraft Lock Haven, Pa., U.S.A. Oct. 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 (306.48) a, b, c, d & e *
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: A65-8

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		704 lbs.
	(b) Seaplane		lbs.
	(c) Skiplane	(30.6.48)	718 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	(Skiplane) 258 (30.6.48) L.P.	272 lbs.
32. Maximum total weight authorized		lbs.
Landplane		1220 lbs.
Seaplane		lbs.
Skiplane		1220 lbs. (30.6.48)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Twelve hundred and twenty pounds
Seaplane .....
Skiplane Twelve hundred & twenty pounds 30.6.48)

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 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 21st March, 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 12th day of May 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:

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. (26.1.50)

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
		March 21,1948. 22/6/49 29-12-50	GP

(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

47

January 28th, 1950.

5008-E7-3 Piper J3-65 CF-EGC 5008-E7-3

REGISTERED

District Controller of Air Services,
717 Dominion Public Building,
Winnipeg, Manitoba.

Attention: District ~~Inspector~~ Superintendent, Air Regulations

Certificate of Registration No. 8509
and Certificate of Airworthiness No. 2028
are enclosed for the above named aircraft which is owned by Mr. Austin Ingham.

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.

The attention of the owner is to be directed to Information Circular T/8/39.

(C.A. Travers),
Superintendent, Air Regulations.

ENCLS.

AC-5-80

NOTED
FEB 2 1950
Revenue Audit
Dept. of Transport

Air Services
Civil Aviation Division

Canada
DEPARTMENT OF TRANSPORT

Refer to File Number
5008-E7-3

14736

TRANSPORT - RECORDS
JUN 11 P.M. 1951
File 5008-E7-3

509 Power Building ~~Dominion Public Building~~,
Winnipeg, Manitoba.

June 7th, 1951.

Mr. A. Ingham
Yorkton Flying Services,
Yorkton, Saskatchewan.

Dear Sir:

This letter constitutes your authority to ferry Piper J3 aircraft, bearing markings CF-BOO from Yorkton, Saskatchewan 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,

F. W. Bone,
District Inspector, Air Regulations.

FWB/AB

c.c. H.Q.

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

Att'n: Superintendent, Air Regulations.

CANADA

17570

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TRANSPORT - RECORDS 2444 8-50
JUN 25 A.M. 1951
File 5008-E7-3

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EGC SERIAL No. 229C

1. C. of A. No. 2028 Expires 1 Dec 29/50 C. of R. No. 8509 Expires 1 Dec 29/50

AIRCRAFT DATA—Manufacturer Piper Aircraft Corp. Model J3

Hours flown—Since New 427:25 Since Overhaul N.A.

ENGINE DATA—Manufacturer Continental Motors Model A65-8F

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	501368	258:30	
(2)			
(3)			
(4)			

Date June 12/51 Signature of Applicant Cranston Graham

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 12/51 Signed Cranston Graham
"B" ENGINEER AME MS

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 13/51 Signed Cranston Graham
TEST PILOT T482.

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.....
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 June 19/51 Signed for A. I. Laclark
DISTRICT AIRCRAFT INSPECTOR

DEPARTMENT OF TRANSPORT AIRCRAFT INSPECTION CANADA

7. C. of A. and C. of R. renewed, not valid after (Date) 11-6-1952

Permissible Gross Weights— Wheels 1320 lbs
Skis —
Floats —

Date 20-6-1951

Other Action:— Item 33 delete Skiplane 1320 lbs
Item 25 (c) Skiplane "718" deleted

Signed B/ Burbridge
DISTRICT SUPERINTENDENT, AIR REGULATIONS

8. H.Q. Action— C.A.R.
C.A.E.

DOT 57

YORKTON FLYING SERVICES:

INSPECTION AND WORK REPORT FOR C. OF A. RENEWAL

AIRCRAFT MAKE AND.. Piper J3.... ENGINE. replacement

AIRCRAFT REG.. C.F.-E.G.C..... MAKE.. Continental

SERIAL NO.. 229.C..... MODEL.. A65-8F

OWNER.. A. Ingham..... SERIAL NO. 5013668

TIME SINCE NEW.. 427:25..... TIME SINCE NEW.. 258:30

TIME SINCE OVERHAUL.. N.A..... TIME SINCE OVERHAUL N.A.

PROPELLER.. Wood.....

MAKE... Sensenich.....

MODEL.... 72-C-42.....

SERIAL NO.. G...4904.....

The following Airworthiness Directives have been:

CARRIED OUT: COMPLETED PREVIOUSLY: NOT APPLICABLE:

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Work rport on Aircraft CF-EGC
by YORKTON FLYING SERVICES.

Wings · All inspection plates and covers removed and fairings at wing roots. Drag and anti drag wires checked. All fittings checked, and found good. General condition of finish on port wing is poor. Refinishing done in 1949 is peeling. Fabric is a bit loose but shows no sign of cracking. Patches put on in 1950 show up badly owing to fading but are staying on well. Starboard wing is in better shape but suggest refinishing of both wings before next C. of A..

Fuselage This fuselage was recovered in Sept. 1947 and the fabric was put on a little too loose. It is still loose and should be rejuvenated at the first oportunity, Fuselage was cleaned and checked and redoped on belly. All tubing in good shape.

Empenage Fabric and finish in good shape. Hinge pins and bushings good.

Undercarriage All bolts removed and checked with ten power lens, no defects found, bolts replaced. Shock legs dismantled and checked for cracks and presence of leather washers. Wheels and tires checked.

Cabin and cockpit Floor boards painted and cabin cleaned. All placards in place.

Instruments Checked in aircraft and found serisable.

Controls All hinges and bushings checked, OK. Trim and worm checked and found good. All cables checked. All control pins turnbuckles and bolts checked for condition, wear and safeties.

Fire extinguisher Filled and checked.

General This aircraft is in good flying condition and shows very little wear as it does not have too much time but it is in poor looking shape and will require a lot of cleaning and finishing after crop spraying.

Propellor This is an old propellor and has been in service since 1946. It was sanded and given three coats of spar varnish. There are some surface checks from weathering but no cracks in the hub and as this propellor is in excellent balance and a good performer I am keeping it in service.

Engine
Given top overhaul as per engine log.
All engine controls checked.
Baffles and cowls checked.
Motor mount checked and painted.
Timing checked.
This engine is performing well in test flights.

Austin Ingham
WGM 5.

DOT:
49

The above listed work has been completed in accordance with aircraft standards and all material has been drawn from certified stock.

All engine and flying controls were examined in detail for condition, action and presence of all locking and safety devices.

Air Engineer Austin Ingham.

Apprentice .....

I, hereby certify that all manufactures service bulletins and/or their equivalent affecting safety have been complied with to date and no unapproved modifications have been incorporated and the aircraft is airworthy.

Air Engineer Austin Ingham.
Ar 6 M 5

Date. June 12/51.....

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.

Test Pilot. Austin Ingham.
T 482

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

WMJ/AD

3
5-51

PLACE OTTAWA, Ontario, DATE Sept. 27,19[illegible]

YOUR FILE	SUBJECT	OUR FILE
	Austin E. Ingham, Yorkton Flying Service	~~5358-294~~ 5008-[illegible] ~~5802-[illegible]~~

Memorandum to C.A.R.

Reference:- Fatal accident J3, Cub CF-EGC.

Summary:- Mr. Raymond Selmer Sandberg, holder of Private Pilot's Licence No. P-1772, was killed in Piper J3, CF-EGC while crop spraying at Sturgis, Saskatchewan on July 5th, 1951.

This aircraft was owned and operated by Yorkton Flying Services and the fatal flight was authorized by Mr. Austin Ingham, the owner and manager of the subject service.

This is considered a serious matter as crop spraying requires a specialized type of flying by very experienced pilots. Mr. Sandberg's experience was quite limited as he had approximately 150 hours. The field being sprayed had 40 ft. trees and buildings at one end and a row of trees about 30 feet high in the middle. The spraying was being carried out at approximately 10 feet above the ground. The pilot was evidently not flying for remuneration or reward.

CF-EGC was overloaded on the fatal flight by 63 lbs. This aircraft had been modified by the addition of spraying equipment and the installation of a Continental C-90 engine, since the last C. of A. renewal on June 12th, 1951. The Engineer, Austin Ingham, had not advised the district office of the addition of the spraying equipment, as required by a letter from the D.S.A.R. Winnipeg dated May 23rd, 1951. Neither was the district office advised of the installation of the Continental C-90 engine and therefore, the C. of A. had not been amended to indicate the installation of this engine. The installation of the C-90 engine did not conform with CAA Specification A691 in that a required modification to the carburettor heat system had not been done.

The D.S.A.R's, Winnipeg, letter of May 23rd, 1951, required that a new Weight and Balance Report should be completed and submitted for approval. This was not done, however a rough copy of a Weight and Balance Report was found in the Journey and Aircraft Log Book. This report was later checked and the Centre of Gravity location was found to be satisfactory. The obsolete

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Weight and Balance Report was still attached to the C. of A.

The above engineering offenses are not considered to have contributed to the accident.

Conclusion:-

Mr. Sandberg, the deceased pilot, contravened the Air Regulations Part IV, Paragraph 4.1, in that he did not hold a licence appropriate to his duties.

Mr. Ingham contravened Part VIII, Section 1, Paragraph 8.1.12, in that as owner he was a party to the breach.

Recommendation:-

It is recommended that Mr. Austin Ingham be prosecuted under The Aeronautics Act, Part I, The Air Regulations, Part VIII, Section 1, Paragraph 8.1.12, liability of the owner when an aircraft flies in a breach of Air Regulations. In view of Mr. Ingham's engineering offences, it is further recommended that his Air Engineer's licence No. WCM5 be suspended for six months under the Air Regulations, Part IV, Paragraph 4.8, Suspension for Cause, in that the Continental C-90 engine installed was not carried out in accordance with CAA Specification No. A691, which required that the carburettor heat system must be modified to provide for a required heat rise. (The Air Regulations, Part II, Section2, Paragraph 2.2.10, Sub-paragraph (F), Certificate of Airworthiness shall not remain valid during the period of major repair or major modification).

Submitted please.

(W.M. Johnson),
Inspector, Civil Aviation.

WMJ/SFT

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5802-3784
5258- 224
5008-E7-3

(Air)

October 3rd, 1951.

Dear Sir:

Reference is made to the investigation dated July 12th, 1951, (your file 51 B 637-2-0 16), carried out by your Yorkton Detachment into the fatal accident on July 4th, 1951, of Piper J3 aircraft CF-ECC.

It is requested that prosecution proceedings be instituted against Mr. Austin Ingham under the Aeronautics Act, Part I; The Air Regulations, Part VIII, Section 1, para 8.1.12 (responsibility of an aircraft owner when his aeroplane flies in a breach of The Air Regulations).

The deceased pilot, Mr. Sandberg, contravened The Air Regulations, Part IV, para 4.1 (in that he did not hold a license appropriate to his duties).

Yours faithfully,

Deputy Minister for Air Services.

The Commissioner,
Royal Canadian Mounted Police,
OTTAWA,
Ontario.

DSAR WINNIPEG

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

56 3 5-51

WMJ/MM

PLACE OTTAWA, Ontario, DATE October 3rd., 1951.

YOUR FILE	SUBJECT	OUR FILE
	Prosecution - Austin Elmer INGHAM.	5802-3764(C.A.R.) 5258-224 5008-27-5

MEMORANDUM TO C.C.A.:-

Ref:- R.C.M.P. Report, Yorkton Detachment dated July 12th, 1951, and memorandum dated September 27th, 1951.

1. It is thought ample proof exists of Mr. Ingham's complicity in the breach of The Air Regulations committed by the deceased pilot, Sandberg.

2. If this point is concurred in, a letter to the Commissioner, R.C.M.P., to institute prosecution proceedings against Mr. Ingham under The Aeronautics Act, Part I, The Air Regulations, Part VIII, Section I, Para. 5.1.12, is submitted for approval, please.

(C.T. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

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5-51

Ottawa, Ontario, October 15, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Prosecution - A.E. Ingham.	~~5802-3784~~ ~~5258-224~~ ~~5008-K7-3~~ ~~5802-24785~~

MEMORANDUM TO: D.A.S.

1. The following explanation is submitted concerning grounds for prosecution to the above named, for breaches of the Air Regulations, Part VIII, Section I, Paragraph 8.1.12.

(a) The deceased pilot, R.S. Sandberg, held a Private Pilot's Licence and was engaged in building up hours for a Commercial Pilot's Licence. (ANS. 18, Austin Elmer Ingham's testimony).

(b) The commercial nature of the crop spraying operation, in which Sandberg was killed is indicated by the statement of A.E. Ingham, that the property being sprayed was owned by Sturgis Co-Op Farms. This information is also contained in the Sturgis Sask., RCMP Report, dated July 12, 1951.

(c) The aircraft was owned by Austin Ingham and operated by Yorkton Flying Services, whose Certificate No. 403 is endorsed for aerial pest control.

2. Ingham had recently carried out considerable modifications to his aircraft for the purpose of crop spraying and although Sandberg was not paid for the flying, he received compensatory reward to the extent of the cost of renting an aircraft to build up time towards that required for a Commercial Licence.

3. The fact that the farm was not owned by the operator of the aircraft, who was in the business of crop spraying might be considered as circumstantial evidence that the same operator was conducting the operation for profit.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

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3
5-51

PLACE DATE

YOUR FILE	SUBJECT	OUR FILE

4. It is also noted that George Nelson Ingham, (Witness No. 3) stated that at the time of the accident he was working for his brother, Austin Ingham, on a percentage basis and his duties consisted of replenishing the spray fluid tank in the aircraft.

(C.T. Travers),
Superintendent, Air Regulations.

CTT/bm

WJ/mc

54

5802-24765-50

Ottawa, Ontario,
October 22nd, 1951

REGISTERED

Mr. Austin E. [redacted],
Box-782,
[redacted], Saskatchewan

Dear Sir:

Investigation of the accident to your J3 Cub CF-[redacted] at Sturgis, Saskatchewan, on July 4, 1951, in which Mr. Raymond S. Lundberg lost his life, revealed the following facts:

1. Mr. Lundberg held a Private Pilot Licence only.
2. The pilot had only 3 hours and 30 minutes flying experience on this aircraft, and was very inexperienced in the hazardous type of work being done.
3. The aircraft was overloaded by 63 pounds on the fatal flight.
4. The aircraft has been modified by the addition of spray equipment.
5. A revised Weight and Balance was not submitted to the District Superintendent, Air Regulations, as directed in his letter of May 23rd, 1951.
6. You installed a Continental C.90 engine in CF-[redacted], without modification to the carburetter heat system as required by CAA Specification No. A-[redacted].
7. The Certificate of Airworthiness had not been amended to cover this type of engine installation.

It is evident that the operation of your Flying Service has been conducted in contravention of the Air Regulations and in a very haphazardous manner.

The Air Regulations are promulgated for the safety of all concerned and your strict compliance with their requirements is expected at all times.

CC: [redacted]

Yours very truly,

(C.T. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

59A

3
5-51

WVG/2C

Ottawa, March 22nd, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Pilot Raymond S. Sandberg (P-1772) Piper J-3 Aircraft, CF-ECC.	5002-285(C.A.R.) ~~5002-21765~~ 5006-E7-3 ←

MEMORANDUM TO: 1. C.A.R. (Licensing)
2. C.A.R. (Aircraft Licensing)
3. C.A.I.

1. The subject pilot was killed in an aircraft accident on July 4th, 1951.

2. May cancellation action be taken on the pilot's flying licence, 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.

/JS

VALID FOR DAY FLYING ONLY.

EXHIBIT "B" 63

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2028

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) ~~Rehill~~ (23.1.50) INGHAM,
2. Christian name ~~James Ross~~ Austin,
3. Address ~~Kamsack, Sask.~~ Yorkton, Sask.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGC

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-65 Constructor's No. 229C
8. Place and year of construction of aircraft Lock Haven, Pa., U.S.A. Oct. 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 ~~23.6.48.~~
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: A65-8

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 ... 704 708 lbs.
(b) Seaplane ... lbs.
(c) Skiplane ... ~~708~~ lbs. 22.6.48

BtB 28/5/47

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 ... skis 258 ... 22.6.48 ... L.P.		272 lbs.
32. Maximum total weight authorized		lbs.
Landplane		1220 lbs.
Seaplane		lbs.
Skiplane		1220 lbs. 1225

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane. Twelve hundred and twenty pounds
Seaplane
Skiplane ~~Twelve hundred and twenty pounds~~ 22.6.48. 1225 lbs.

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 ... 21st March, 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 ... 12th ... day of ... May ... 19 ... 47.

...
Superintendent, Air Regulations.

Regina Flying Club

62

1944]

Airport

MAIL ADDRESS
P.O. BOX 70

Regina - Sask.

Weight and Balance Report

Aircraft - Piper Cub J3 - CF-EGC
Property of Austin Ingham, Yorkton, Sask.

Weight Report

	1st Weighing	2nd Weighing	3rd Weighing	Tail Up Position
Port	317	318	317	331
Starboard	310	309	310	323
Tail	81	81	81	54
	708	708	708	708

Mean weight 708 lbs.

(10.6) to = 2.7

Balance Report

Measurements -
Distance Datum aft to centre line main wheel axle 2¼"
Distance Centre line main wheel axle aft to stern post 185"
C.of G. location aft of centre line main wheel axle =

$$\frac{185 \times 54}{708} = 14.11"$$

C.of G. location aft of Datum 14.11 plus 2.25 = 16.36"

Aircraft was weighed with the following equipment;- Tachometer, Airspeed Indicator, Altimeter, Compass, Turn and Bank, Oil Temperature and Pressure guage, seat cushions and dual controls. Lewis wood prop.

Supervising "B" 1106

Signed.....
Air Engineer
Lisc.No. A 2565

Dated. SEPT. 12/49.....

20 - 1 - 50

/MIM
/ZC
/MM

6/

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.

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: Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft during flight. 20/1/50.

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
		March 21,1948	
Gen.inspection York-ton Airways.28.6.48	satisfactory	June 22.1949	
		29 DECEMBER 1950	B.J. Burling
		11TH JUNE 1951	B.J. Burling

(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

EXHIBIT "A"

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8509

NATIONALITY AND REGISTRATION MARKS CF-EGC

1. Type and description	Piper J3-65
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Pa., U.S.A.
3. Constructor's serial number	2290
4. Name of owner	Austin Ingham,
5. Address of owner	Yorkton, Saskatchewan.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Yorkton, 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 23rd day of January 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-EGC and is of Canadian nationality.

Given at Ottawa this 28th day of January 1950.

H. L. Watson
Superintendent, Air Regulations.

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

Not valid after December 29th, 1950, unless endorsed.

Cancelled
24.3.52 Staff.

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 1952 [illegible] 11/51

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.

5008-E7-3

Records

Please place C of R
#8509 and Airworthiness #2028
on aircraft file 5008-E7-3.

JBT 25-3/52

JF/HMC

Ottawa, Ontario, March 27th, 1952

5002-E7-3; Piper J3-65 Aircraft -- CF-EGC ~~5002-285;~~ 5008-E7-3;

REGISTERED

District Controller of Air Services,
612 Power Building,
WINNIPEG, Manitoba

ATTENTION: District Superintendent, Air Regulations

1. Enclosed are the Journey and Aircraft and Engine Log Books covering Piper J3-65, CF-EGC, owned by Austin Ingham, of Yorkton, Saskatchewan, which was destroyed in an accident near Sturgis, Saskatchewan, on July 4th, 1951.

2. As these log books have served their purpose for a Board of Inquiry, they are to be returned to the owner with a request that they be kept as required by paragraph 8.2.4.1. of The Air Regulations.

(C.T. Traers),
Superintendent, Air Regulations.

ENCLS.

FILE No. 5008 - E 7 - 5

VOLUME No. 2

DEPARTMENT OF TRANSPORT

FROM 2 Nov 1946

TO

VOL. 2
5008 - E 7 - 5

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EGE PIPER J3

CROSS REFERENCES

5002 - 181

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
11-48

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2 9
8-45

TORONTO, November 14th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-5	Piper J3 CF-EGE	5008-E7-5

A32266

TRANSPORT-RECORDS
NOV 16 A.M.
File 5008-E7-5

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of Piper J3, CF-EGE, Serial No. 231C, recently purchased by Pulsifer Bros. Limited from the Cub Aircraft Corporation:-

(a) Application form in duplicate.
(b) $10.00 fee (See page 184 in Cash Book, Receipt No. 76361).
(c) Bill of Sale, dated October 25th, 1946.
(d) Inspection Release Certificate.
(e) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

2

241.3
6.30

8

CANADA

CF-EGE

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..... Pulsifer Bros. Ltd. O. B. Pulsifer

Date of Application..... October 25, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Pulsifer Bros. Limited.	5 Doyle Street, Halifax, N. S.	

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
O. B. Pulsifer	President	14 Rockcliffe St.	Canadain
E. G. Pulsifer	Vice-President	14 Rockcliffe St.	Canadian
E. M. Nicolle	Secty-Treasurer	14 Allen St.	Canadian

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

Usual Station..... Halifax, Nova Scotia.

Date of manufacture or reconstruction..... October 23, 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 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

Type: Piper Cub J-3 — Maker's No.: 231C

	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: 719 lbs.

Total weight authorized (fully loaded) in lbs: 1220 — Air speed: 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Tachometer (Stewart-Warner) 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 #5099668			
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. October. 25,. 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

Pulsifer Brothers Ltd., 5 Doyle Street, Halifax, N. S.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane CF-EGE

Serial # 231C

Engine Continental A65-8F

Engine Serial #5099668

CUB AIRCRAFT CORPORATION LIMITED

Signed J. A. Gibson

6

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-EGE

Aeroplane Type Piper Cub (Landplane / Seaplane / Skiplane) Model J3

Manufacturer Cub Aircraft Corp. Ltd. Serial No. 231C

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

CATEGORY

Normal

~~Acrobatic~~

~~Experimental~~
~~Special~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~f - Racing~~
(~~g - Experimental~~.

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65-8F	
Serial No.	5099668	
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.9271				
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)	

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			
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	719 lbs.	lbs.	lbs.
Disposable load	252 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 17.25... 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 F Gloo Chief Inspector Date OCT 23 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 Gloo Chief Inspector

OCT 23 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 Gloo Test Pilot Date OCT 23 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 Bald
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
District Inspector, Civil Aviation.

ORIGINAL ON FILE.....

COPY

FOR FILE.....

1 8 6-44

5008-E7-5

1 Montgomery Avenue, Toronto,
November 14th, 1946.

Pulsifer Bros. Limited,
5 Doyle Street,
HALIFAX, N.S.

Dear Sirs:

Receipt is acknowledged of your application for registration of Piper J3, CF-EGE, Serial No. 2310, which you recently purchased from the Cub Aircraft Corporation with the following papers:-

(a) Application form in triplicate.
(b) $10.00 fee.
(c) Bill of Sale, dated October 25th, 1946.
(d) Inspection Release Certificate in duplicate.

Receipt No. 76361 for the $10.00 fee in the name of the 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-EGE 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
Cub Aircraft Corporation

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	10
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			NIGHTLETTER 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 DECEMBER 5 1946

TRANSPORT RECORDS
DEC 6 A.M. 1946
5008 E 7-5
File

DONALD KEITH
WATERVILLE AIRPORT
WATERVILLE N S

60420

AR 656 REWIRE TEMPORARY AUTHORITY NOT VALID AFTER FEBRUARY FOURTH FORTY XXX SEVEN HEREBY GRANTED OPERATION CUB EASY GEORGE EASY SUBJECT TO SAME BEING CERTIFIED AIRWORTHY BY LICENSED ENGINEER stop APPLICATION FOR REGISTRATION THIS MACHINE IN NAME CASTLE AIR SERVICE RECEIVED ONE ASSOCIATE MEMBER YOUR FIRM MUST BE APPOINTED AS SIGNING OFFICER AND THIS OFFICE ADVISED.

J L BLONDEAU
C I V I L A V I A T I O N

16:45 hrs
AR

Ottawa, March 21st, 1947.

5010-3-21

Piper aircraft J3C-65

~~5010-16-27~~
5008-E7-5 ✓
~~5008-E7-7~~
~~5008-E7-9~~
~~5008-E7-8~~
~~5008-E5-4~~
~~5008-E5-19~~
~~5008-E7-2~~
~~5008-E5-6~~
~~5008-D19-18~~

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

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

16

2
6-46

910 Confederation Building,
Montreal 2, Que., March 18, 1947.
PLACE DATE

YOUR FILE | SUBJECT: Piper Cub CF-EGE | OUR FILE 5008-E7-5

2AR.

76139

TRANSPORT - RECORDS
MAR 20 A.M.
File 5008-E7-5

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

1. The following papers regarding the above noted are enclosed herewith:

(a) Application for Certificates of Registration and Airworthiness as a commercial aircraft in the name of Castle Air Services.

(b) Fees $5.00 (Department Receipt No. 84391), forwarded under Cash Book Folio 3327.

(c) Proof of ownership:

Copy of Bill of Sale transferring property of this aircraft from Pulsifer Bros. Ltd. to Castle Air Services.

(d) Copy of our wire of authority for operation.

2. This application appears in order, and issue of certificates is recommended. It is requested, however, that these documents might be mailed c/o this office to be forwarded to the owners after we have satisfied ourselves that the aircraft has been properly repaired, following accident of February 27, 1947, report of which is being sent under separate cover.

noted.

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg
Encl.

CANADA

241.1

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:—

Re- Registration ..... $5.00 × 8 4591

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect. Castle Air Services, Per E. C. Webber

Signature of Applicant ..... D. C. Keith

Date of Application December 12, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
D. C. Keith	Waterville, N. S.	Canadian
G.. D. Johnson	Waterville, N. S.	Canadian
E. C. Webber	Waterville, N. S.	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 Waterville Airport, N. S.

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.

Notar Inc Co?

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier — made by: Cub Aircraft Corporation

Type: J -3 Special — Maker's No.: 231 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: 699

Total weight authorized (fully loaded) in lbs: 1220 — Air speed: 73 miles per hour MAX.

EQUIPMENT—(Give number and type).

1. Instruments: A.S.I., Altimeter, Tachometer.
2. Gauges: Oil Temp., Oil Guage
3. Lights: NIL
4. Signals: NIL
5. Fire Extinguishers: 1
6. Parachutes: NIL
7. Tools: NIL
8. Other Equipment: NIL

ENGINES— 5099668	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	3 3/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on: February 3, 1947.

Particulars accurate as corrected: Yes

Modifications from type are indicated on annexed sheet: No modifications

Registration recommended with the following special conditions:

Certs. to be sent c/o this office in view accident February 27, 1497

Date: 14/3/47 — Signature: J. L. Blondeau

Registration approved and Registration Mark C.F.: EGE allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

Tı

14

December 2, 1946.
Date: . . . . . .

B I L L O F S A L E

PROVINCE OF NOVA SCOTIA, 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

----Castle Air Services-----

Waterville, Nova Scotia.

heirs, executors, administrators, and assigns, all right, title, and interest in and to the following goods and chattels, via:

Airplane CF - EGE

Serial No: 231 C

Engine No: 5099668

PULSIFER BROS. LIMITED

. . J.R. Kaulbach . . (Witness)

. . . . . (O. B. Pulsifer)

IA[illegible] Copy for Department of Transport **Conditional Sale Contract** IAC

...by sells and Purchaser(s) hereby jointly and severally purchase(s) and agree(s) to pay for, subject to the terms and conditions herein set forth, the following goods, delivery and acc...ce which in good condition and as ordered is hereby acknowledged by Purchaser(s).

	NEW OR USED	YEAR MODEL	MAKE TRADE NAME	BODY TYPE If truck give tonnage	NUMBER OF CYLINDERS	MODEL NO. OR LETTER	SERIAL NUMBER	MOTOR NUMBER	LICENSE Year & Nos.
One	New	1946	Piper Cub	Aircraft	4	J3	2310		CF-EGE

Cash Price including all Taxes		$ 2990.00
ADD—Freight or Transportation Charges (New Units only)		$
License Fee $ ... Pre-Delivery Service Charges $		$
Extra Equipment (describe) (Other than standard make and Serial No.)		$
		$
Total Cash Delivered Price		$ 2990.00
LESS—Cash on or before delivery	$	
Trade-in J3 CF-BRO (Make, Year, Model, Body Type, Serial No.) (Fair Valuation)	$ 1790.00	$ 1790.00
Balance of Cash Price		$ 1200.00
ADD—Insurance Premiums 12 months (Describe Coverage)		$ 413.62
Registration Fee		$ .75
Unpaid Balance		$ 1614.37
ADD—Finance Charge 18 mOnths		$ 149.00
Total Deferred Payments		$ 1763.37

SCHEDULE OF PAYMENTS—Use only for other than equal monthly payments.

PAY'T NO.	AMOUNT	DATE DUE	PAY'T NO.	AMOUNT	DATE DUE
	$			$	
	$			$	
	$			$	
	$			$	

Said total deferred payments are payable at the office of Industrial Acceptance Corporation Limited, at Halifax in monthly instalments of $ 98.00 on the same day of each successive month and commencing Jan. 2nd 47 the final instalment to be the amount remaining unpaid; OR in instalments as set out in the schedule herein; with interest thereon after maturity at the rate of 10% per annum. A negotiable promissory note has been given by Purchaser to Vendor as evidence of, but not in payment for, said Total Deferred Payments.

1. Should anyone of purchasers die, no further payments need be made by purchasers, provided that (a) the purchaser who dies is less than 61 years of age at the present date and (b) the goods above described consist of a tractor or a private passenger motor vehicle which is not used for hire and (c) the Balance of Cash Price at the present date does not exceed $1,400.00 and (d) no instalment payable hereunder or under said note is more than thirty days past due at the date of said death and (e) none of undersigned purchasers is a partnership carried on for profit or a corporation and (f) the purchaser who dies is not at the present date a married woman whose husband is living; and provided further that where one of purchasers is at the present date a married woman whose husband is living, said husband shall, for the purposes of this condition number one, be deemed to be a purchaser even though he has not signed as purchaser.

2. Title to said goods shall remain in Vendor at Purchaser's risk until all amounts due hereunder, or any renewals or extensions hereof or of said note, or under any judgment secured, are paid in cash.

3. Purchaser shall not use said goods illegally or improperly and shall disclose the exact location of same and permit Vendor to examine same upon request; and shall properly house and keep in good repair said goods free of all liens and charges. Vendor may at his option pay any repair lien or other charge and add the amount thereof to the balance outstanding hereunder and the amount so paid shall become due and payable forthwith.

4. Purchaser shall keep said goods fully insured with loss payable to Vendor and in default thereof Vendor may so insure same and add the premium to the balance outstanding hereunder and such premium shall be due and payable immediately. Purchaser hereby authorizes his insurers to pay to Vendor the proceeds of any such insurance and all returned premiums and said payments may be applied to the repair of said goods or to the balance then remaining unpaid hereunder, at Vendor's option. If the cost of insurance is included in the Total Deferred Payments, Vendor's obligation shall be limited to the transmission of Purchaser's application to the regular insurers of Vendor or his assigns. Should said insurers refuse the risk, in whole or in part, Vendor may, at his option, rescind the present agreement or continue same subject to Vendor's usual increased finance charge where no insurance is provided and any remaining part of the amount allocated for insurance premiums shall be credited to the balance outstanding hereunder.

5. Time is of the essence of this agreement and if Purchaser defaults hereunder or violates any term hereof or goes into bankruptcy or if said goods be substantially damaged or destroyed or seized under any judicial process or for rent or confiscated or if Vendor or his assigns feel unsafe or insecure, all remaining instalments shall, without notice, become due and payable and Vendor may forthwith take possession of said goods and for such purpose may enter any premises without notice or demand and without legal process.

6. If said goods come into the possession of Vendor through repossession, voluntary surrender thereof by Purchaser, or otherwise, Vendor may at his option retain said goods, in which case all payments previously made shall remain the property of Vendor as liquidated damages and not as a penalty; or Vendor may house or store said goods and repair or recondition the same and resell the same in such manner and for such amount and upon such terms as Vendor deems proper; upon such sale Vendor may accept other goods as part payment of the sale price, but the undersigned Purchaser shall be entitled to be credited only with the actual proceeds when realized and received in cash through the sale of such trade-in after deduction of all expenses, charges and commissions in connection with said goods and in connection with the repairing and re-sale of such trade-in. Purchaser shall be liable for any deficiency. Any surplus shall be repaid to Purchaser. Purchaser waives all claims for damages arising out of the repossession, removal or resale of said goods.

7. All rights and remedies hereunder are cumulative and not alternative. Purchaser warrants that the information given in the "Purchaser's Statement" is true and was given to Vendor to induce Vendor to enter into this contract. In this agreement "goods" shall mean the goods above described and all equipment, attachments, accessories, replacements and repairs which may be placed upon or added to said goods.

8. Purchaser takes notice that this agreement together with Vendor's interest in said goods and said note are to be forthwith assigned and negotiated by Vendor to Industrial Acceptance Corporation Limited and that said Corporation shall be entitled to the title and all of the rights of Vendor free from all equities existing between Vendor and Purchaser. Purchaser hereby accepts notice of such transfer and further accepts notice that Vendor is not an agent of said Corporation for any purpose and that said Corporation will accept no evidence of payment other than its official receipt. If this contract or said note is placed in the hands of a solicitor, there shall be added to the outstanding balance 15% of such balance as solicitor's fees.

9. Purchaser acknowledges receipt from Vendor of a true copy of this agreement and acknowledges that this agreement constitutes the entire contract and that there are no representations, warranties, or conditions, expressed or implied, statutory or otherwise, other than as contained herein. Without limiting the generality of the foregoing, Purchaser agrees that there is no warranty as to the "Year Model" even if stated herein.

10. Save as aforesaid, this agreement shall apply to, enure to the benefit of, and bind the heirs, executors, administrators, successors and assigns of the Purchaser and Vendor.

SIGNED IN DUPLICATE at Waterville, N.S. (Place where contract actually signed) this 30 th day of November 19 46

(Vendor sign here in Ink) PULSIFER BROS. LIMITED

By [signature] Pres. (Official Title, if Company)

[signature] Witness to Purchaser Signature.

(Purchaser sign here in Ink) Castle Air Services

By Donald C Keith (Official Title, if Company)

IAC No. George D Johnson

Attached Note must be Detached before it is Signed.

VENDOR'S ASSIGNMENT

FOR VALUE RECEIVED the undersigned Vendor does hereby sell, assign and transfer to Industiral Acceptance Corporation Limited his right, title and interest in and to the within contract and promissory note therein referred to. Vendor does also hereby sell to said Corporation the goods referred to in the within contract, subject to the rights of the Purchaser as set out therein.

Vendor warrantes that said goods are completely and accurately described in said contract and that they are new and unused (unless otherwise stated in said contract) and that the portion of the down payment described as cash was in fact paid by Purchaser in cash and not its equivalent and that no part thereof was loaned to Purchaser by Vendor.

Vendor guarantees the performance of said contract and jointly and severally with Purchaser agrees to pay the Corporation on demand the entire amount unpaid under said note and/or contract and any deficiency arising out of the repossession and resale of said goods as provided therein. Vendor agrees that his liability hereunder shall not be affected by any settlement, extension of credit or variation of terms of said contract, nor additional security taken by the Corporation, nor by any negligence on the part of the Corporation in asserting its rights, nor by reason of any loss, depreciation of or damage to said goods, nor any omission in filing or recording said contract or any renewal thereof, nor the termination for any cause whatsoever of any right of the Corporation against Purchaser and that nothing but full payment in cash to the Corporation of the amount owing by Purchaser shall release Vendor from his liability hereunder.

If said goods be repossessed Vendor agrees to store same safely for the account of said Corporation without charge and Vendor agrees not to sell or use said goods exept upon written instructions from the Corporation. In the event of resale, all monies, goods and securities paid or delivered on such resale shall be the property of said Corporation and Vendor shall hold same in trust at Vendor's risk and shall promptly pay over and deliver same to the Corporation.

IN WITNESS WHEREOF said Vendor has subscribed his name this 30th day of November 19 46

(Witness as to Vendor's Signature)

(Vendor Sign Here) PULSIFER BROS. LIMITED

By _____ PRES.
(Official Title, if Company)

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
			NIGHT 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 QUEBEC DECEMBER 5 1946

COPY

DONALD KEITH
WATERVILLE AIRPORT
WATERVILLE N S

AR 658 REWIRE TEMPORARY AUTHORITY NOT VALID AFTER FEBRUARY FOURTH FORTY SEVEN HEREBY GRANTED OPERATION CUB EASY GEORGE EASY SUBJECT TO SAME BEING CERTIFIED AIRWORTHY BY LICENSED ENGINEER STOP APPLICATION FOR REGISTRATION THIS MACHINE IN NAME CASTLE AIR SERVICE RECEIVED ONE ASSOCIATE MEMBER YOUR FIRM MUST BE APPOINTED AS SIGNING OFFICER AND THIS OFFICE ADVISED

J L BLONDEAU
C I V I L A V I A T I O N

Noted per

THIS WIRE AND AUTHORITY EXTENDED NOT VALID AFTER APRIL 3/47 UNDER SAME CONDITIONS

L KNIGHT

Mr. Saunders

Mr. Finlde

27-2-47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

16

2
6-46

910 Confederation Building,
Montreal 2, Que., March 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub CF-EGE	5008-E7-5

76084

TRANSPORT - RECORDS
MAR 20 A.M.
5008-E7-5
FILE

KAR
C.A.D.

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

1. Enclosed herewith are wire dated February 27, 1947, and letter of the same date received from Castle Air Services reporting accident to the subject aircraft on that date.

2. This is submitted for your information and record, please.

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg
Encl.

noted
26-3-47

ENTERED
IN ACCIDENT
RECORDS

CDIX

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

STANDARD TIME

RAA57 30 =WATERVILLE NS 27 305P :

18

=MR BLONDEAU = INSPECTOR OF AIR REGULATIONS ROOM
910 CONFEDERATION BLDG MTL=

BELAIR 2921

:ACCIDENT TO AIRCRAFT CUB E G E UNDERCARRIAGE BUCKLED AND PROPELLER TIP BROKEN ON ROUGH LANDING AIRCRAFT FLOWN BY R MOSHER COMMMERCIAL NUMBER C THREE FOUR THREE ONE LETTER FOLLOWING =

:CASTLE AIR SERVICE.==

Department of Transport
CIVIL AVIATION BRANCH
FEB 27 1947
File No. C 1-5
MONTREAL, P.Q.

WATERVILLE AIRPORT

Phone Berwick 23-5

WHOLLY OWNED AND
OPERATED BY
EX-SERVICE
PERSONNEL:

DON C. KEITH
MANAGER

GEORGE D. JOHNSON
CHIEF PILOT

ERVIN C. WEBBER
CHIEF ENGINEER

CASTLE AIR SERVICE

PASSENGER FLIGHTS
INSTRUCTION
CROP DUSTING
AERIAL PHOTOGRAPHY
SERVICE REPAIR

SALES AGENTS FOR
CUB AIRCRAFT
AERONCA
SEA BEE
FLEET CANUCK
CESSNA

WATERVILLE, NOVA SCOTIA

February 27, 1947.

Mr. J. L. Blondeau,
Inspector of Air Regulations,
Room 910 Confederation Bldg.,
Montreal, P. Q.

Dear Sir:-

The accident to Aircraft Cub J3, CF-EGE occured at 11:00 hrs. Thursday, February 27, 1947. at Waterville Airport.

Mr. Elwood R. Mosher, the pilot, Licence No. C-3431. practicing precautionary landings. The weather at the time was good with the exception of a very bright sun which gave a terrible glare on the new fallen snow. Several landings had been made prior to the accident. On the final approach the aircraft stalled too high and dropped on the ground.

The undercarriage on the right side was bent badly. The left side bent slightly but enough to call for replacement. The propellor's extreme tips were bent just enough to call for a new propellor.

On inspection of said Aircraft by Mr. E. C. Webber, Air Engineer No. A-2319 Showed that no other damage was found.

Department of Transport
CIVIL AVIATION BRANCH
3 1947
File No. E 1-5
MONTREAL, P.Q.

Yours truly,

Castle Air Services.

Donald C. Keith.

Orig
m ~~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 P.M.
File 5008-E7-5

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Referring to your memo, dated March 31st, 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-B 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/EC

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 610 E R

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
CAR		APR 9 A.M.	DAY LETTER COLLECT

TRANSPORT RECORDS

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

5008-E7-5
File

To E C WEBBER
A CASTLE AIR SERVICE
WATERVILLE N S

910 CONFEDERATION BUILDING
MONTREAL 2 QUEBEC APRIL 8 1947

1789

AR 14 REWIRE PERMISSION HEREBY GRANTED FOR ONE ROUND TRIP WATERVILLE CHARLOTTETOWN WITH AIRCRAFT EASY GEORGE EASY FOR INSPECTION PURPOSES BY B ENGINEER STOP FLIGHT MUST BE CARRIED OUT UNDER VFR CONDITIONS WITH NO PASSENGERS STOP THIS AUTHORITY NOT VALID AFTER APRIL TWENTY FIRST FORTY SEVEN

J B [illegible]

J L BLONDEAU

CIVIL AVIATION

15.00 hrs.
dg

Noted
Bm

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

910 Confederation Building,
Montreal 2, Que., April 29, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-5	PIPER CUB CF-EGE	5008-E7-5

2 AR

A 3213

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

TRANSPORT-RECORDS
MAY 1 A.M.
File 5008-E7-5

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 Castle Air Services Ltd.

(b) Fees - $5.00 (Department Receipt No. 20226) will be forwarded under Cash Book Folio No. 3338

(c) Proof of ownership: Copy of Bill of Sale transferring the property of this aircraft from Castle Air Service to Castle Air Services Ltd.

Send DIAR [illegible] AR 2-5-47 NHP

2. This application appears in order and issue of certificates is recommended. These documents, however, should be forwarded care of this office to be handed to the owners after we are satisfied that the machine is in airworthy condition, following repairs caused by accident of February 27, 1947.

J. L. Blondeau

J. L. Blondeau,
District Inspector. Air Regulations.

JLB:HK
Encs.

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.....per Castle Air Services Ltd. Donald C. Kpeick

Date of Application.....March. 28/42

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
George D Johnson	President	Waterville N.S.	Canadian
Ervin C Hebber	Vice President	Waterville N.S.	"
Donald C Kpeick	Sec. Treas.	Waterville N.S.	"

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

Usual Station.....Waterville Airport N.S.

Date of manufacture or reconstruction.....Noted

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.

Incorporated? No record of incorporation

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Luk Aircraft Corp.

Type J.3. A.65 Maker's No. 231 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 699 lbs.

Total weight authorized (fully loaded) in lbs 1320 Air speed 85 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass. Altimeter, Air speed.
2. Gauges Oil Press. Oil Temp. Revolution Indicator.
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One.
6. Parachutes Nil.
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	A. 65.		
Pusher or Tractor	Tractor.			
Right or Left Hand	Right.			
No. of Cylinders	Four.			
H.P.	65			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on Will advise later.

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet No mods.

Registration recommended with the following special conditions

Registration recommended subject to "B" Engineer's Certification following repair

Date 24/4/47 Signature J. L. Blondeau

Registration approved and Registration Mark C.F. E G E allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

Department of Transport
CIVIL AVIATION BRANCH
MAR 31 1947
File No.
MONTREAL, P.Q.

March 12, 194

BILL OF SALE

PROVINCE OF NOVA SCOTIA, 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:

------ CASTLE AIR SERVICES , LIMITED. ------

heirs, executers, administrators, and assigns, all right title, and interest, in and to the following goods and chattels via:

Airplane:	~~DeH CF-DAY~~	CF-EGE
Serial No.	~~Dhc434-C~~	231 C
Engine No.	~~DSJ 3997869~~	5099663

Mr. G. D. Johnson
~~George D. Johnson~~

Mr. D. C. Keith
Donald C. Keith

Edward R. Mosher
(Witness)

Mr. E. C. Webber
Edwin C. Webber

CAR

Room 422 Dom. Govt. Bldg.,
Moncton N. B. April 28/1947

TRANSPORT-RECORDS
APR 30 AM
File 5-308-

C7-5

Messrs. Castle Air Services, A-3091
Waterville. N. S.

Dear Sirs, re; Piper Cub. CF-MGM

With reference to your telephonic request of April 26th instant.

This letter will constitute the temp- authority to operate the subject aircraft commercially. V. F. R Day Flying only not valid after June 27/1947 and it is issued subject to the aircraft being maintained in an airworthy condition at all times.

Yours truly,

L. Knight.
for District Inspector Air Regulations.

Department of Transport
Civil Aviation Division
CANADA

LK/

cc Ottawa.
Montreal.

5646 (R)
2049 (A)

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5646

NATIONALITY AND REGISTRATION MARKS CF-ECE

1. Type and description	Piper J5
2. Name and address of constructor	Piper Aircraft Corporation Lock Haven, Penn. U.S.A.
3. Constructor's serial number	2310
4. Name of owner	Donald C. Keith (Operating under firm name of Castle Air Services Ltd.)
5. Address of owner	Waterville, N. S.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Waterville 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 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-ECE and is of Canadian nationality.

Given at Ottawa this 14th day of May, 1947

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. 2049

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Keith (Operating under firm name of Castle Air Services Ltd.)
2. Christian name Donald C.
3. Address Waterville, N. S.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGE

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3 Constructor's No. 2510
8. Place and year of construction of aircraft Lock Haven, Penn. U.S.A. October, 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 and e
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) 8'

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A65-8F

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	719 lbs.
(b) Seaplane	..... lbs.
(c) Skiplane	736 (7.1.48) 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.	9 lbs.
27. Oil (at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	170 lbs.
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 (Skiplane) 240 lbs L.P. (7.1.48)	267 lbs.
	..... lbs.
32. Maximum total weight authorized (7.1.48)	1220 lbs.
Landplane	..... lbs.
Seaplane	1220 lbs.
Skiplane	(7.1.48)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)

Landplane Twelve Hundred and Twenty Pounds.

Seaplane .....

Skiplane Twelve hundred & twenty pounds (7.1.48)

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 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 2300 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 14th Nov., 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 14th day of May 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:

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
		14 November 1947 Nov 15/48	

(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

30

Ottawa, Ontario, May 27th, 1947.

Piper J3 CF-EGE 5008-E7-5

REGISTERED

District Inspector, Air Regulations,
Room 422,
Dominion Government Building,
Moncton, N.B.

1. Enclosed please find Certificate of Registration No. 5646 and Certificate of Airworthiness No. 2049 together with Engine and Journey and Aircraft Log Books, for the above-mentioned aircraft owned by Mr. Donald C. Keith (operating under the firm name of Castle Air Services Ltd.).

2. The Certificates and Engine and Journey and Aircraft 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.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

32 2 6-46

Room 422, Dom. Govt.Bldg.,
Moncton, N.B. June 24, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub Aircraft - CF-EGE Castle Air Services Ltd.,Waterville, N.S.	5008-E 7-5

A10130

TRANSPORT-RECORDS
JUN 27 A.M.
File 5008-E7-5

Controller of Civil Aviation,
Department of Transport,
Hunter Building,
OTTAWA, Ontario.

1. Attached hereto please find Inspection Report of the subject aircraft which was carried out by the Resident A.I.D. Inspector on June 20th. instant.

2. In view of the satisfactory condition of this aircraft, the Certificates of Registration and Airworthiness were forwarded by registered mail under date of June 23rd. 1947.

3. For your information and record, please.

L. Knight,
for District Inspector, Air Regulations.

Encl.
LK/H

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Room 422, Dom. Govt. Bldg.,
Moncton, N. B. June 21, 1947.
PLACE DATE

31 2 6-46

YOUR FILE	SUBJECT	OUR FILE
	Renewal of C. of A. Inspection at Waterville, N.S. Piper Cub J3-C.65 - CF-EGE	5008 E-7-5

District Inspector, Air Regulations,
Room 422, Dom. Gov't Bldg.,
Moncton, N. B.

1. Aircraft: Piper Cub J3-C.65
Registration: CF-EGE
Serial No: 2310
Owner: Castle Air Services Ltd.,
Waterville, N.S.

Total Time
since new: 142 hrs., 5 mins.
Certificate of Registration: #5646
Certificate of Airworthiness: #2049
Aircraft empty
weight: Landplane 719 lbs., Skiplane 736 lbs.
Motor installed: Continental A65-8
Total Time: 142 hrs., 5 mins.
Propeller installed: Sensenich (wooden)
Model 72CK42
Serial No. K9722
Total Time: 72 hrs., 35 mins.
Date purchased: Feb. 1947. Release note # R2587.
Fire extinguisher installed found O.K.
Last compass swing Oct. 23, 1946.
Weight of wheels, total 33 pounds 8 oz.
Weight of skis, total 51 pounds.

Enclosed is copy of inspection certificate by E.C. Webber, Air Engineer A2319, employed by Castle Air Services Ltd. Original is installed in subject aircraft log book.

The subject aircraft was inspected and found to be airworthy.

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

JH/1

33

5008-E 7-5

TRANSPORT-RECORDS
NOV 14 P.M.
File 5008-E7-5

P.O. Box 42,
Moncton, N.B.,
November 12, 1947.

Castle Air Services, Ltd.,
WATERVILLE, N.S.

A26094

Dear Sirs:-

This letter will serve as your temporary authority to operate Piper Cub J3, bearing registration markings CF-EGE, commercially, VFR day flying only, not valid after December 11, 1947, subject to same being maintained in an airworthy condition.

Yours truly,

Department of Transport
Civil Aviation Division
CANADA

L. Knight,
for District Inspector, Air Regulations.

LK/H

cc: C.C.A.

5008-E 7-5 34

TRANSPORT-RECORDS
NOV 21 A.M.
File 5008. E 7-5

P.O. Box 42,
Moncton, N.B.,
November 19, 1947.

Castle Air Services, Ltd.,
WATERVILLE, N.S.

A26858

Dear Sirs:

This letter will serve as your temporary authority to operate Piper Cub J3 Aircraft, bearing registration markings CF-EGE, commercially, VFR day flying only, not valid after January 13, 1948, subject to same being maintained in an airworthy condition.

Yours truly,

Department of Transport
Civil Aviation
CANADA

L. Knight,
for District Inspector, Air Regulations.

LK/H

NOTE: This authority is issued pending inspection by an Inspector of this Department.

cc: C.C.A.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

P.O. Box 42,
Moncton, N.B., January 7, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3 - CF-EGE Owned by Castle Air Services, Waterville,N.S.	5008-E 7-5

A32118

TRANSPORT-RECORDS
JAN 9 A.M.
File 5008 C7-5

Controller of Civil Aviation,
No. 3 Temporary Building,
OTTAWA, Ontario.

1. Please be advised that Certificate of Registration No. 5646 and Certificate of Airworthiness No. 2049, issued in favour of the subject noted aircraft, have been renewed not valid after November 15, 1948, in view of the satisfactory condition of the aircraft.

2. Proper log book entries have been made signed by Ervin C. Webber, "A" and "C" Air Engineer's Certificate No. A-2319, and the aircraft was test flown by George D. Johnson, Limited Commercial Pilot's Certificate No. 2857.

O.K. H.H.D.

3. Cub J3 A316A Skis have been installed on the subject aircraft, in accordance with Cub Aircraft Corporation Drawings, and the Certificate of Airworthiness has been amended, this date, to include operation as a skiplane as follows:

Item 25: Weight of aircraft empty
(c) Skiplane.....736 lbs.

Item 31: Maximum commercial load(passengers,goods) authorized when the fuel and oil tanks are full - Skiplane:.....240 lbs.

Item 32: Maximum total weight authorized
Skiplane.....1220 lbs.

Mrs Jones to note & F.A.
H.H.D. 16-1-48

CAE
for this approval
H.H.D. 9-1-48

(2) O.K. to ski aircraft to Cub ski installation dwg CC-31 when called for main ski base A316A
9 Jan 10/48

Noted

.....2

A

33

Item 33: Maximum total weight authorized (write in full)
Skiplane: Twelve Hundred and Twenty Pounds.

R. W. Goodwin Jr

R. W. Goodwin,
A/District Inspector, Air Regulations.

/H

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3 1 2
2-48

HF/CB

Ottawa, August 11, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
		5008-E7-5

MEMORANDUM FOR FILE

1. Piper J3 aircraft registrered CF-EGE was written off in an accident near Waterville, N.S. on June 14th, 1948. (see file 5002-181).

H. W. Finkle
(H.W. Finkle).

MR. PATTERSON

To note pls.

HF

Miss Jones
for cancellation
C of A + R
H.S.P. 12-8-48

Noted
EJ

1.
3-46
K.P. 58825
D.L.L. Co.

FILE NO. 5008 - E7 - 5

DORMANT

VOLUME NO. 1

VOL. 1
5008 - E7 - 5

DEPARTMENT OF TRANSPORT

FROM NOV. 1946
TO Nov 1946

SUBJECT AIRCRAFT-INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EGE - PIPER CUB 13 (c)

CROSS REFERENCES
5002-181

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) EXPECTED DATE RETURNING TO WARN WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
NOV 18 1946	32266	SAR	EC 11.17.46		NOV 22 1946
DEC 3 1946	60420	SAR			DEC 10 1946
DEC 30 1946	Dec 31	SAR			JUN 30 1947
MAR 22 1947	Requested	CAR.			
		CAI ①			JUN 3 - 1947
JUN 3 - 1947		Trans.			JUN 3 - 1947
JUN 27 1947	10130	CAR			JUN 10 1947
		CA-E			JUN 30 1947
NOV 15 47	26094	CAR			JUN 30 1947
	26				JAN 19 1948
JAN 12 1948	32				NOV 24 47
JAN 9 - 1948		CAE 1			JAN 19 1948
JAN 20 1948	Miss Jones	C.A.R.			JAN 12 1948
AUG 10 1948	Request Mr Fiske	CAR			JAN 1946
	Del Vol 2				AUG 12 48

DORMANT

DORMANT

DORMANT

'EGE

ENGINE LOG BOOK

ENGINE TYPE CONTINENTAL No. 5099668

PRICE $1.75

ENGINE

Type CONTINENTAL Series or Mark A65

Maker's Serial Number 5099668

Gear Reduction Ratio

Direction of Rotation of Airscrew RIGHT HAND

	Normal	Maximum
R.P.M. Airscrew	2350	
B.H.P.	65	

Weights:— lbs.

Engine bare	
Airscrew hub	
Starter	
Starting Magneto	
Carburettor	
Air intake	
Exhaust System	
Generator	
Total	

NOTE:—
Where weight of components are not available, only the total weight need be given, but the items not included in this total weight are to be crossed out.

Certified correct ..... Date .....

MAKER

Name CONTINENTAL MOTORS

Address

OWNER

Name CASTLE AIR SERVICES LTD

Address WATERVILLE AIRPORT, N.S.

Nationality ~~BRT~~ CANADIAN

DATE	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
1946				
DEC. 5	9	:30	WEEKLY INSP. CARRIED OUT.	E.C. Webber
" 13	6	:55	" " " "	E.C. Webber
" 20	2	:30	" " " "	E.C. Webber
" 27	3	:20	" " " "	E.C. Webber
JAN. 3	2	:15	" " " "	E.C. Webber
" 10	2	:00	" " " "	E.C. Webber
" 17	9	:25	" " " "	E.C. Webber
" 24	3	:10	" " " "	E.C. Webber
" 31	1	:00	" " " "	E.C. Webber
FEB. 7	3	:35	" " " "	E.C. Webber
" 14	3	:30	" " " "	E.C. Webber
" 21	10	:55	" " " "	E.C. Webber
" 28	12	:35	" " " "	E.C. Webber
MAR.				
APR 15	—		WEEKLY INSP. CARRIED OUT.	E.C. Webber
" 22	4	:35	" " " "	E.C. Webber
MAY. 6	—		" " " "	E.C. Webber
" 13	8	:00	" " " "	E.C. Webber
" 20	11	:25	" " " "	E.C. Webber
" 27	12	:20	" " " "	E.C. Webber
JUNE 3	12	:00	" " " "	E.C. Webber
" 10	12	:25	" " " "	E.C. Webber
" 17	9	:30	" " " "	E.C. Webber
TOTAL TIME FOR DOUBLE PAGE	140	:55		

Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary			Total from previous Summary			Total from previous Summary		
Total this Double Page			Total this Double Page			Total this Double Page		
TOTAL			TOTAL			TOTAL		

1947 DATE	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
JUNE 24	17	40	Weekly INSP. Carried out	E.C. Webber
July, 1	18	35	" " " "	E.C. Webber
" 8	9	15	" " " "	E.C. Webber
" 15	15	35	" " " "	E.C. Webber
" 22	13	15	" " " "	E.C. Webber
" 29	11	25	" " " "	E.C. Webber
Aug. 5	22	35	" " " "	E.C. Webber
" 12	17	55	" " " "	E.C. Webber
" 19	12	25	30 HRS " " " "	E.C. Webber
" 26	17	10	Weekly INSP. Carried out	E.C. Webber
Sept 2	15	55	30 HR. " " "	E.C. Webber
" 9	12	25	Weekly INSP Carried out	E.C. Webber
" 16	9	15	" " " "	E.C. Webber
" 23	10	40	" " " "	E.C. Webber
" 30	8	00	" " " "	E.C. Webber
OCT. 7	5	40	" " " "	E.C. Webber
" 14	9	45	" " " "	E.C. Webber
" 21	11	25	" " " "	E.C. Webber
" 28	6	05	30 HR Weekly " " "	E.C. Webber
Nov 4	6	45	WEEKLY " " "	E.C. Webber
" 11	1	40	" " " "	E.C. Webber
" 18	1	55	" " " "	E.C. Webber
" 25	2	00	" " " "	E.C. Webber
MAR 31/48	1	30	ENGINE INSPECTED. CERTIFIED AIRWORTHY	L.W. Rawlidge
APRIL 29/48	3	35	OIL CHANGED ENGINE INSPECTED CERTIFIED AIRWORTHY	E.C. Webber
APR 29/48	403	20	TOTAL TO DATE	
	402.	20	261.25	

1948 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
MAY 6	7	30	Weekly INSPECTION Carried OUT	E. C. Webber
" 12	6	40	" " " "	E. C. Webber
" 19	6	55	" " " "	E. C. Webber
" 26	7	45	30 HR & WEEKLY " "	E. C. Webber
JUNE 2	5	20	Weekly INSP. Carried OUT	E. C. Webber
JUNE 9	10	00	" " " "	E. C. Webber
			" " " "	
			" " " "	
			" " " "	

TOTAL TIME FOR DOUBLE PAGE	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	Total from previous Summary	140	55	Total from previous Summary			Total from previous Summary		
	Total this Double Page			Total this Double Page			Total this Double Page		
	TOTAL			TOTAL			TOTAL		

Total Engine time

446.50

EQE

JOURNEY and AIRCRAFT
LOG BOOK

Price, $1.75

AIRCRAFT

1. Nationality: Canadian
2. Registration marks: CF-EGE
3. Certificate of Airworthiness No. 2049 dated Nov. 14, 1946
4. Certificate of Registration No. 5646 dated Nov. 14, 1946
5. Classification of Aircraft (Category, Subdivision): Commercial
6. Station: Waterville, N.S.
7. Owner: D.C. Keith (Operating under the firm name of Castle Air Services Ltd.)
8. Address: Waterville, N.S.
9. Nationality: Canadian

DESCRIPTION OF THE AIRCRAFT

10. Builder: Piper Aircraft Corp.
11. Type of aircraft: Piper J3
12. Series No.: 231 C
13. Maximum span (flying position): 35' 2½"
14. Maximum length (flying position): 22' 2½"
15. Total height: 8'
16. Lifting surface:
17. Maximum total weight authorized: Landplane 1220 lbs. / Seaplane ..... lbs. / Skiplane ..... lbs.
18. Weight empty: Landplane 719 lbs. / Seaplane ..... lbs. / Skiplane ..... lbs.
19. Pay load (with crew and full tanks): Landplane 257 lbs. / Seaplane ..... 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: 9 gals.
24. Oil: 1 gal.
25. Flying hours at normal power (..... pts. per B.H.P. hour)
26. Marks and types of engines: Continental
27. Normal revolutions: 2350
28. Normal horse power: 65
29. Airscrews: 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 27th day of May, 1947

T.S.C. Adams

34. Superintendent Air Regulations

RIGGING DATA

(All information necessary for the guidance of persons in charge of the aircraft or its maintenance should be given here)

Aileron up

down.

Elevator up

down

Rudder Left

Right.

Dihedral

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										
	Totals from temporary log book to						~~137. 45~~ hrs.					
	Pages from temporary log book to						attached					
	underleaf.											

Carried forward

ENGINE No. / DATE	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
	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										
Totals from temporary log books. pages attached to underleaf.												
JUNE 20	Waterville Local.	JOHNSON	1	13:10	13:40	:30	-	-	9	1	-	-
" 20	"	RICH.	1	18:00	18:30	:30	-	-	9	1	-	-
" 20	"	EISNER.	1	18:55	19:25	:30	-	-	9	1	-	-
" 20		WALKER.	1	19:35	19:45	10	-	-	9	1	-	-
" 21	Waterville-Parrsboro & Ret.	JOHNSON	1	13:00	13:55	.55	-	-	9	1	-	-
" 21	Waterville - Local.	JOHNSON-BURGESS	1	19:45	20.15	:30	-	-	9	1	-	-
" 21	" "	McSWEENEY	1	20.45	20.55	.10	-	-	9	1	-	-
" 21	" "	JOHNSON-CARTER	1	21.00	21.10	.10	-	-	9	1	-	-
" 22	" "	GREGG	1	09.00	10.20	1.20	-	-	9	1	-	-
" 22	" "	WALKER	1	10.30	12.00	1.30	-	-	9	1	-	-
" 22	" "	WALKER	1	12.20	13.15	.55	-	-	9	1	-	-
" 22	" "	JOHNSON	1	13.15	13.45	.30	-	-	9	1	-	-
" 22	" "	WALKER	1	14.20	15.35	1.15	-	-	9	1	-	-
" 22	" "	GIBSON	1	15.40	16.00	.20	-	-	9	1	-	-
				151.20								
	—	Carried forward						—				

June I9 th I947

District Inspector of Air Regulations
Civil Aviation
Moncton; N.B.

SUBJECT

C of A renewal on Aircraft
Cub J3 A65 CF-EGE

This is to certify that I have carried out the first Ioo hour (one hundred) inspection on the above mentioned aircraft , finding the aircraft and engine airworthy.

I hereby certify that all Manufacturers Service Bulletins affecting safety have been complied with to date, that no unapproved modifications havebeen incorporated, and that the aircraftis airworthy.

Signed. Erwin L. Webber

Air Engineer, Certificate No. A 23319

Copy placed in log book.

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
		George Johnson
		George Johnson
		George Johnson
		D Walther
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walther
		D Walther
		George Johnson
		D Walther
		George Johnson

ENGINE No. 6099688	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1947	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.
JUNE -22		Brought forward		151:20								
" 22	Waterville - Local	JOHNSON	1	16.05	17.25	1.20	-	-	9	1	-	-
" 22	" "	WALKER	1	17.20	18.40	.20	-	-	9	1	-	-
" 22	" "	JOHNSON - CARTER	1	18.55	19.25	.30	-	-	9	1	-	-
" 22	" "	JOHNSON	1	19.50	20.30	.40	-	-	9	1	-	-
" 23	" "	MCSWEENEY	0	12:35	12:35	:10	-	-	9	1	-	-
" 23	" "	Gillis	0	12:35	12:45	:10	-	-	9	1	-	-
" 23	" "	MCSWeeney	1	17:00	17:30	:30	-	-	9	1	-	-
" 23	" "	Carter	0	18:30	20:00	1:30	-	-	9	1	-	-
" 23	" "	Walker	1	20:10	20:20	:10	-	-	9	1	-	-
" 24	" "	Keith - Harperstock	1	10:30	11:00	:30	-	-	9	1	-	-
" 24	" "	Walker	1	19:00	19:15	:15	-	-	9	1	-	-
" 24	" "	Carter	0	19:25	19:45	:20	-	-	9	1	-	-
" 24	" "	Walker - Brady	1	20:10	20:40	:40	-	-	9	1	-	-
" 26	" New Glasgow	Walker	0	13:35	14:35	1:00	-	-	9	1	-	-
" 26	New Glasgow - Truro	Walker - Cook	1	15:05	16:20	1:15	-	-	9	1	-	-
" 26	Truro - Waterville	Walker - Cook	1	16:30	18:15	1:45	-	-	9	1	-	-
" 27	Waterville - Local	Eldridge	0	11:20	11:50	:30	-	-	9	1	-	-
" 27	" "	Carter	0	19:10	19:20	:10	-	-	9	1	-	-
" 27	" "	JOHNSON -	1	19:40	20:00	:20	-	-	9	1	-	-
" 27	" "	JOHNSON - Forsythe	1	20:10	20:35	:25	-	-	9	1	-	-
" 27	" "	Forsythe	0	20:35	20:40	:05	-	-	9	1	-	-
" 27	" "	JOHNSON - Harvey	1	20:55	21:10	:15	-	-	9	1	-	-
" 27	" "	Harvey	0	21:10	21:20	:20	-	-	9	1	-	-
		Carried forward		164:20								

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
		G D Johnson
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
Weekly INSP. carried OUT	E. B. Webber	Don Beech
		D Walker
		George Johnson
		D Walker
		D Walker
		D Walker
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson

ENGINE No. 5099668	JOURNEY		CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1947 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.
JUNE 27	Waterville-Local		Brought forward		164:20								
" 27	"	"	GIFFIN - Webber	1	21:40	21:56	:10	—	—	9	1	—	—
" 28	"	"	JOHNSON	1	15:00	15:30	:30	—	—	9	1	—	—
" 28	"	"	Walker - ARMSTRONG	1	17:30	18:05	:35	—	—	9	1	—	—
" 28	"	"	JOHNSON - Burgess	1	18:45	19:00	:15	—	—	9	1	—	—
" 28	"	"	Burgess	0	19:00	19:15	:15	—	—	9	1	—	—
" 28	"	"	Frizzel	0	19:45	21:15	1:30	—	—	9	1	—	—
" 28	"	"	Walker	1	21:20	21:30	:10	—	—	9	1	—	—
" 29	"	"	Keith - Pass	1	11:30	12:00	:30	-	-	9	1	-	-
" 29	"	"	JOHNSON "	1	12:00	12:30	.30	-	-	9	1	—	-
" 29	"	"	" "	1	12:30	12:50	:20	-	-	9	1	—	—
" 29	"	"	Walker "	1	14:00	15:05	1:05	-	-	9	-	-	-
" 29	"	"	Keith "	1	15:10	17:10	2:00	-	-	9	-	—	—
" 29	"	"	MCSweeney "	1	17:15	17:25	:20	-	-	9	-	—	—
" 30	"	"	JOHNSON "	1	14:30	15:30	1:00	-	-	9	-	—	—
" 30	"	"	Eldridge —	+	17:45	19:00	1:15	-	—	9	-	—	—
" 30	"		JOHNSON Hanverstock	1	19:30	20:00	:30	-	-	9	-	—	—
July 1	"	"	WALKER - Pass	1	09:45	10:15	:30	-	-	9	-	—	—
" 1	"	"	JOHNSON "	1	16:30	17:00	-30	-	-	9	—	—	—
" 1	"	"	HANSEN —	—	17:10	17:30	-20	—	—	9	—	—	—
" 3	"	"	JOHNSON-	1	15:30	15:40	:10	—	-	9	1	—	—
" 3	"	"	MCSWEENEY	1	18:30	18:40	:10	—	—	9	1	—	—
" 4	"	"	Walker -	1	16:00	16:25	:25	-	—	9	1	—	—
" 4	"	"	Carter	0	19:00	19:10	:10	—	—	9	1	—	—
			Carried forward		197:30		13:10						

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
		George Johnson
		George Johnson
		George Johnson
		D Walther
		George Johnson
		George Johnson
		George Johnson
		D Walther
		Don Leech
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walther
		Don Leech
		George Johnson
		George Johnson
		George Johnson
		George Johnson
WEEKLY INSP CARRIED OUT	E. L. Walther	D Walther
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walther
		George Johnson

ENGINE No. 5099668	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE 1947	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.
July 4	Waterville-Local	Brought forward	17	7:30								
" 4	" "	JOHNSON-Haverstock	1	20:20	20:50	:30	—	—	10	1	—	—
" 4	" "	Haverstock	0	20:50	21:00	:10	—	—	10	1	—	—
" 4	" "	JOHNSON —	1	21:00	21:10	:10	—	—	10	1	—	—
" 4	" "	Ward —	0	21:15	21:25	:10	—	—	10	1	—	—
" 5	" "	Carter —	0	11:00	11:30	:30	—	—	10	1	—	—
" 6	" "	Ward —	0	10:15	10:40	:25	—	—	10	1	—	—
" 6	" "	JOHNSON-Harvey	1	11:10	11:30	:15	—	—	10	1	—	—
" 6	" "	Harvey	0	11:30	11:45	:15	—	—	10	1	—	—
" 6	" "	Gregg	0	12:25	12:55	:30	—	—	10	1	—	—
" 6	" "	JOHNSON	1	14:40	15:50	1:10	—	—	10	1	—	—
" 6	" "	Eldridge	0	21:20	21:35	:15	—	—	10	1	—	—
" 7	" Parrsboro	JOHNSON	0	13:30	13:50	:20	—	—	10	1	—	—
" 7	Parrsboro-Local	JOHNSON-Cameron	1	14:00	14:30	:30	—	—	10	1	—	—
" 7	~~Johnson~~- Base	JOHNSON	0	16:00	16:45	:45	—	—	10	1	—	—
" 7	~~Johnson-Haverstock~~ Waterville--Local	JOHNSON-Haverstock	1	19:50	20:05	:15	—	—	10	1	—	—
" 7	Waterville-Local	Haverstock	0	20:05	20:20	:15	—	—	10	1	—	—
" 7	" "	Carter	0	20:25	20:50	:25	—	—	10	1	—	—
" 7	" "	GIFFIN	1	21:05	21:15	:10	170	—	10	1	—	—
" 8	" "	Walker-	1	13:50	14:00	:10	—	—	10	1	—	—
" 9	" "	Walker	1	13:00	13:20	:20	—	—	10	1	—	—
" 9	" Parrsboro	Walker	1	15:30	15:50	:20	—	—	10	1	—	—
" 9	Parrsboro-Base	Walker	0	16:00	16:40	:40	—	—	10	1	—	—
" 9	Base-Parrsboro	Walker	1	20:00	20:20	:20	—	—	10	1	—	—
		Carried forward		186:20								

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
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		Ralph L. Ward
		George Johnson
		Ralph L. Ward
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
8/7/47 Weekly INSP. carried out	E. C. Mosher	Dwathey
		Dwathey
		Dwathey
		Dwathey
		Dwathey

ENGINE No. 5099668		JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1947	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.
July	9	Waterville-Local	Brought forward				188:20						
"	9	Parrsboro-Base	Walker	0	20:30	21:00	:30	—	—	10	1	—	—
"	10	Waterville-Local	JOHNSON	1	09:00	09:10	:10	—	—	10	1	—	—
"	10	" MONCTON	Walker	1	09:50	11:10	1:20	—	—	10	1	—	—
"	10	MONCTON-AMHERST	Walker	0	11:25	11:40	:20	—	—	10	1	—	—
"	10	AMHERST-Base	Walker	0	12:10	13:05	:55	—	—	10	1	—	—
"	10	Base-DARTMOUTH	KEITH	1	13:10	14:00	:50	—	—	10	1	—	—
"	10	DARTMOUTH-Base	KEITH	0	14:15	15:30	1:15	—	—	10	1	—	—
"	11	Waterville-Local	EISNER	0	09:40	10:10	:30	—	—	9	1	—	—
"	11	" NT	KEITH	1	10:00	10:20	:20	—	—	9	1	—	—
"	11	NT - Base	KEITH	0	11:30	11:50	:20	—	—	9	1	—	—
"	11	Waterville-Local	Eldridge	0	16:30	17:30	1:00	—	—	9	1	—	—
"	11	" "	CURRIE	0	18:15	19:35	1:20	—	—	9	1	—	—
"	11	" "	Ward	0	20:00	20:25	:25	—	—	9	1	—	—
"	12	" "	JOHNSON-Armstrong	1	19:10	19:25	:15	—	—	9	1	—	—
"	12	" "	JOHNSON —	1	19:50	20:10	:20	—	—	9	1	—	—
"	13	" "	Ward —	0	10:25	11:25	1:00	—	—	9	1	—	—
"	13	" "	KEITH —	1	12:20	12:30	:10	—	—	9	1	—	—
"	13	" "	Carter	0	12:40	12:50	:10	—	—	9	1	—	—
"	13	" "	BUSTIN	0	15:00	15:20	:20	—	—	9	1	—	—
"	13	" "	KEITH —	1	15:25	15:35	:10	—	—	9	1	—	—
"	13	" "	HANSEN	0	15:45	16:05	:20	—	—	9	1	—	—
"	13	" "	KEITH	1	16:10	16:30	:20	—	—	9	1	—	—
"	13	" "	Walker	1	16:65	17:05	:10	—	—	9	1	—	—
			Carried forward				198:50						

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 Walker
		George Johnson
		D Walker
		D Walker
		D Walker
		Don Keith
		Don Keith
		George Johnson
		D Walker
		Don Keith
		Don Keith
		George Johnson
		George Johnson
		Ralph L Keay
		George Johnson
		George Johnson
		Ralph L Keay
		Don Keith
		George Johnson
		George Johnson
		Don Keith
		George Johnson
		Don Keith
		D Walker

ENGINE No. 5099668	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.
July 13	Waterville-Local	Brought forward		198:50								
" 13	" "	JOHNSON	1	19:00	19:20	:20	—	—	9	1	—	—
" 13	" "	KEITH	1	21:00	21:20	:20	—	—	9	1	—	—
" 14	" "	Walker —	1	16:00	16:10	:10	—	—	9	1	—	—
" 14	" "	Carter	0	19:05	19:20	:15	—	—	9	1	—	—
" 14	" "	Eldridge	0	20:00	20:10	:10	—	—	9	1	—	—
" 15	" "	Wilson-Keith	1	17:00	17:30	:30	—	—	9	1	—	—
" 15	" "	Wilson-Johnson	1	17:40	18:10	:30	—	—	9	1	—	—
" 15	" "	Wilson-Walker	1	18:20	18:50	:30	—	—	9	1	—	—
" 15	" "	Haverstock	0	19:55	20:25	:30	—	—	9	1	—	—
" 15	" "	Keith-Armstrong	1	20:30	21:00	:30	—	—	9	1	—	—
" 16	Base-Parrsboro	Walker	0	15:20	15:45	:25	—	—	9	1	—	—
" 16	Parrsboro-Base	Walker	0	16:45	17:20	:35	—	—	9	1	—	—
" 16	Waterville-Local	Carter	0	17:50	18:20	:30	—	—	9	1	—	—
" 16	" "	Harvie	0	18:35	19:35	1:00	—	—	9	1	—	—
" 16	" "	Johnson-Forsythe	1	19:50	20:10	:20	—	—	9	1	—	—
" 16	" "	Forsythe	0	20:10	20:30	:20	—	—	9	1	—	—
" 16	" "	Currie	0	20:30	21:00	:30	—	—	9	1	—	—
" 17	" "	Carter	0	13:20	13:30	:10	—	—	9	1	—	—
" 18	Base-Parrsboro	Walker	1	14:50	15:10	:20	—	—	9	1	—	—
" 18	Parrsboro-Local	Walker	1	15:15	15:40	:25	—	—	9	1	—	—
" 18	" "	Walker-Cameron	1	17:00	17:15	:15	—	—	9	1	—	—
" 18	" "	Cameron	0	17:15	17:20	:05	—	—	9	1	—	—
" 18	" Waterville	Walker	1	17:30	18:05	:35	—	—	9	1	—	—
		Carried forward		208:05								

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
		George Johnson
		Don Keech
		D Walker
		George Johnson
		George Johnson
Weekly insp. carried out	E.C. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		Don Keech
		D Walker
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
		D Walker
		D Walker
		George Johnson
		D Walker

ENGINE No. 5099668	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1941 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.
July 20	Waterville-Local	Brought forward	2	08:05								
" 20	" "	Ward	0	11:30	11:40	:10	—	—	9	1	—	—
" 20	" "	Gibson	1	15:00	15:40	:40	—	—	9	1	—	—
" 20	" "	Walker	1	15:50	17:00	1:10	—	—	9	1	—	—
" 20	" "	Carter	0	18:50	19:00	:10	—	—	9	1	—	—
" 20	" "	JOHNSON	1	19:20	19:50	:30	—	—	9	1	—	—
" 20	" "	Walker	1	20:00	20:10	:10	—	—	9	1	—	—
" 20	" "	Walker-L. Milne	1	20:10	20:15	:05	—	—	9	1	—	—
" 20	" "	L. MILNE	0	20:15	20:25	:10	—	—	9	1	—	—
" 21	" "	Walker	1	20:30	20:50	:20	—	—	9	1	—	—
" 21	" "	Walker	1	14:00	16:00	1:00	—	—	9	1	—	—
" 21	Base-Parrsboro	JOHNSON	1	18:25	18:45	:20	—	—	9	1	—	—
" 21	Parrsboro-Base	JOHNSON	0	18:55	19:25	:30	—	—	9	1	—	—
" 23	Waterville-New Glasgow	JOHNSON-Ross	1	08:30	10:00	1:30	—	—	9	1	—	—
" 24	New Glasgow-Truro	JOHNSON —	0	11:30	12:00	:30	—	—	9	1	—	—
" 25	Truro-Waterville	JOHNSON —	0	10:00	11:15	1:15	—	—	9	1	—	—
" 26	Waterville-Local	JOHNSON-Morse	1	13:30	14:00	:30	—	—	9	1	—	—
" 26	" "	JOHNSON —	1	14:00	16:00	2:00	—	—	9	1	—	—
" 26	" "	JOHNSON	1	16:30	17:30	1:00	—	—	9	1	—	—
" 27	" "	McSweeney	0	12:00	12:30	:30	—	—	9	1	—	—
" 27	" "	JOHNSON	1	12:30	14:30	2:00	—	—	7	1	—	—
" 27	" "	JOHNSON	1	14:30	16:30	2:00	—	—	7	1	—	—
" 27	" "	Walker	1	20:40	20:50	:10	—	—	7	1	—	—
" 29	" "	Eldridge	1	08:45	09:10	:25	—	—	9	1	—	—
		Carried forward		225:10								

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
6.00		
6136		
36		
		Ralph Edwards
		George Johnson
		D Walker
		George Johnson
		George Johnson
		D Walker
		D Walker
		George Johnson
		D Walker
		D Walker
		George Johnson
		George Johnson
22/2/43		
Weekly INSP. Carried OUT	E. C. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
2Kly INSP. Carried OUT	E. C. Webber	George Johnson

ENGINE No. 5099668

DATE 1947	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
	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.
~~July.~~		Brought forward		22 5:10								
July. 29	Waterville - Parrsboro	JOHNSON	0	09:00	09:20	:20	—	—	9	1	—	—
" 29	Parrsboro - Waterville	JOHNSON	1	15:00	15:25	:25	—	—	9	1	—	—
" 29	Waterville - Parrsboro	JOHNSON	0	15:35	16:00	:25	—	—	9	1	—	—
" 30	Parrsboro - Local	JOHNSON	1	15:00	16:40	1:40	—	—	9	1	—	—
" 30	" Waterville	JOHNSON	1	18:00	18:20	:20	—	—	9	1	—	—
" 31	Base. Parrsboro	JOHNSON	1	09:00	09:25	:25	—	—	9	1	—	—
" 31	Parrsboro - Local	JOHNSON	0	14:00	14:30	:30	—	—	9	1	—	—
" 31	" "	JOHNSON	1	15:00	16:40	1:40	—	—	9	1	—	—
Aug. 1	" Base	JOHNSON	1	10:00	10:30	:30	—	—	7	1	—	—
" 1	Waterville - Local	KEITH	1	15:30	15:45	:15	—	—	9	1	—	—
" 1	" "	KEITH - MORSE	1	17:25	17:55	:30	—	—	7	1	—	—
" 1	" "	CARTER	0	18:00	18:10	:10	—	—	7	1	—	—
" 1	" "	CURRIE	0	18:30	18:40	:30	—	—	7	1	—	—
" 1	" "	FORSYTHE	0	18:45	19:05	:20	—	—	6	1	—	—
" 1	" "	HARVIE	0	19:25	19:55	:30	—	—	7	1	—	—
" 1	" "	HANSEN	0	20:00	20:25	:25	—	—	5	1	—	—
" 1	" "	EISNER	1	20:30	21:00	:30	—	—	9	1	—	—
" 2	" "	WALKER - CARTER	1	10:00	10:30	:30	—	—	9	1	—	—
" 2	" "	ELDRIDGE	1	13:30	13:50	:20	—	—	9	1	—	—
" 2	" "	CARTER	0	17:50	18:05	:15	—	—	7	1	—	—
" 2	" "	FORSYTHE	0	18:15	19:00	:45	—	—	9	1	—	—
" 2	" "	ELDRIDGE	1	19:00	19:10	:10	—	—	9	1	—	—
" 2	" "	WALKER - CARTER	1	19:10	19:40	:30	—	—	9	1	—	—
		Carried forward		237:05								

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
		G D Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		Don Leek
		Don Leek
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker

ENGINE No. 5099668	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1947 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.
Aug. 2	Waterville-Local	Brought forward		23	47:05							
" 2	" "	Gibson	1	19:45	20:20	:40	—	—	9	1	—	—
" 2	" "	Gibson	0	20:45	21:15	:30	—	—	9	1	—	—
" 3	" "	Carter	0	09:20	09:38	:18	—	—	9	1	—	—
" 3	" "	Keith	1	10:15	10:45	:30	—	—	9	1	—	—
" 3	" "	Ward	0	10:53	11:25	:30	—	—	9	1	—	—
" 3	" "	Walker	1	11:30	11:53	:23	—	—	9	1	—	—
" 3	" "	Eldridge	1	12:00	12:30	:30	—	—	9	1	—	—
" 3	" "	Haverstock	0	14:20	15:50	1:30	—	—	9	1	—	—
" 3	" "	Walker-Allen	1	15:55	16:10	:15	—	—	9	1	—	—
" 3	" "	Allen	0	15:53	16:10	:15	—	—	9	1	—	—
" 3	" "	Walker	1	16:10	16:50	:40	—	—	9	1	—	—
" 3	" "	Westford	0	16:50	17:05	:15	—	—	9	1	—	—
" 3	" "	Alford	0	17:05	17:35	:30	—	—	9	1	—	—
" 3	" "	Lee	0	17:40	17:53	:15	—	—	9	1	—	—
" 3	" "	Ryan	0	18:05	18:20	:15	—	—	9	1	—	—
" 3	" "	Gibson	1	18:25	18:55	:30	—	—	9	1	—	—
" 3	" "	Walker	1	18:53	19:06	:10	—	—	9	1	—	—
" 3	" "	Carter	1	19:15	19:30	:15	—	—	9	1	—	—
" 3	" "	Walker	1	19:36	19:55	:20	—	—	9	1	—	—
" 3	" "	Ward	0	20:05	20:20	:15	—	—	9	1	—	—
" 3	" "	Eldridge	1	20:30	20:50	:20	—	—	9	1	—	—
" 4	" "	Banks	0	13:55	14:10	:15	—	—	9	1	—	—
" 4	" "	Rich	1	15:40	16:40	1:00	—	—	9	1	—	—
		Carried forward			247:20		Oil Change					

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
		George Johnson
		George Johnson
		Don Reed
		George Johnson
		R. H. Walker
		George Johnson
		George Johnson
		R. H. Walker
		George Johnson
		R. H. Walker
		George Johnson
		R. H. Walker
		George Johnson
		R. H. Walker
		George Johnson
		R. H. Walker
		George Johnson
		R. H. Walker
		George Johnson
47		
ekly INSP. carried out	E. E. Mabbett	George Johnson

ENGINE No. 5099668		JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1947	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.
Aug.			Brought forward		247:20								
"	6	Base-Purrsboro	Walker	1	14:00	14:20	:20	—	—	10	1	—	—
"	6	Purrsboro-Base	Walker	0	14:25	15:05	:40	—	—	10	1	—	—
"	6	Waterville-Local	Carter	0	15:30	16:00	:30	—	—	10	1	—	—
"	6	" "	Walker	1	19:30	20:05	:35	—	—	10	1	—	—
"	7	" St. JOHN	Fielding	1	11:00	12:00	1:00	—	—	10	1	—	—
"	7	St. JOHN-Base	Fielding	0	13:00	14:40	1:40	—	—	10	1	—	—
"	7	Waterville-Local	Walker-Nelson	1	16:55	17:05	:10	—	—	10	1	—	—
"	7	" "	Nelson	0	17:05	17:55	:50	—	—	10	1	—	—
"	7	" "	CARTER	0	18:20	18:35	:15	—	—	10	1	—	—
"	8	" "	Carter	0	17:45	17:55	:10	—	—	9	1	—	—
"	8	" "	Eldridge	1	19:00	19:20	:20	—	—	9	1	—	—
"	10	" "	Eldridge	1	10:50	11:05	:15	—	—	9	1	—	—
"	10	" "	Walker	1	19:10	19:30	:20	—	—	9	1	—	—
"	10	" "	JOHNSON	1	13:35	14:40	1:05	—	—	9	1	—	—
"	10	" "	Eldridge	1	14:50	15:10	:20	—	—	9	1	—	—
"	10	" "	JOHNSON	1	16:15	16:25	:10	—	—	9	1	—	—
"	10	" "	BUSTIN	1	16:25	16:55	:30	—	—	9	1	—	—
"	10	" "	Walker	1	17:00	17:40	:40	—	—	9	1	—	—
"	10	" "	Walker	1	17:45	18:15	:30	5	—	9	1	—	—
"	10	" "	JOHNSON	1	18:20	20:20	2:00	12	—	9	1	—	—
"	11	" "	Haverstock	0	10:35	11:50	1:15	—	—	9	1	—	—
"	11	" "	Haverstock	0	14:20	16:20	2:00	—	—	9	1	—	—
"	11	" "	Eldridge	1	16:30	17:20	:50	—	—	9	1	—	—
			Carried forward		263:45								

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 Walker
		D Walker
		George Johnson
		D Walker
		George Johnson
		George Johnson
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
		George Johnson
		D Walker
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson

ENGINE No. 5099668

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.
1947		Brought forward		26	3:45							
Aug. 11	Waterville-Local	Eldridge	1	17:30	17:45	:15	—	—	9	1	—	—
" 11	" "	Nelson	0	17:55	18:25	:30	—	—	9	1	—	—
" 11	" "	Harvie	0	20:10	20:40	:30	—	—	9	1	—	—
" 12	" "	Forsythe	0	20:40	20:55	:15	—	—	9	1	—	—
" 13	" "	Johnson	1	19:20	20:20	1:00	—	—	9	1	—	—
" 13	" "	Walker	1	10:15	10:25	:10	—	—	9	1	—	—
" 13	" "	Shedford	0	14:50	15:00	:10	—	—	9	1	—	—
" 14	" "	Keith	1	15:00	15:10	:10	—	—	9	1	—	—
" 14	" "	Keith-Zwicker	1	10:30	11:00	:30	—	—	9	1	—	—
" 14	" "	Carter	0	12:00	12:10	:10	—	—	9	1	—	—
" 16	" "	Eisner	1	16:00	16:30	:30	—	—	9	1	—	—
" 16	" "	Walker —	1	19:35	19:45	:10	—	—	9	1	—	—
" 17	" "	Walker-Morse	1	19:45	20:15	:30	—	—	9	1	—	—
" 17	" "	Carter	0	11:30	12:00	:30	—	—	9	1	—	—
" 17	" "	Walker	1	14:00	14:40	:40	—	—	9	1	—	—
" 17	" "	Eldridge	1	15:30	16:00	:30	—	—	9	1	—	—
" 17	" "	Walker	1	16:00	17:00	1:00	—	—	9	1	—	—
" 17	" "	Eldridge	1	17:30	17:40	:10	—	—	9	1	—	—
" 17	" "	Keith	1	17:40	17:50	:10	—	—	9	1	—	—
" 17	" "	Carter	1	19:05	19:20	:20	—	—	9	1	—	—
" 17	" "	Walker	1	19:30	19:50	:20	—	—	9	1	—	—
" 17	" "	Eldridge	1	20:10	20:55	:45	—	—	9	1	—	—
" 17	" "	Eldridge	0	10:20	11:40	1:20	—	—	9	1	—	—
Carried forward				274.25								

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
		George Johnson
		George Johnson
		George Johnson
Weekly INSP. Carried OUT	E.E. Webber	George Johnson
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
		D Walker
		George Johnson
		D Walker
		George Johnson
		D Walker
		George Johnson
		George Johnson
		George Johnson
		D Walker
		George Johnson
		George Johnson

ENGINE No. 5099668	JOURNEY		CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE 1947	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.
Aug. 18	Waterville-Local		Brought forward	2	274:20								
" 18	"	"	RICH	0	11:45	12:20	:35	-	-	9	1	—	—
" 18	"	"	KEITH-Wicker	1	12:25	12:55	:30	-	-	9	1	—	—
" 18	"	"	Gillis	0	13:30	13:40	:10	-	-	9	1	—	—
" 18	"	"	Eldridge	1	14:00	14:20	:20	-	-	9	1	—	—
" 18	"	"	Walker	1	16:00	16:45	:45	-	-	9	1	—	—
" 18	"	"	Ward	0	19:15	19:55	:40	-	-	9	1	—	—
" 18	"	"	Eldridge	1	20:10	20:30	:20	-	-	9	1	—	—
" 19	"	"	JOHNSON	1	17:00	17:20	:20	-	-	9	1	—	—
" 19	"	"	Walker-Patterson	1	18:00	18:30	:30	-	-	9	1	—	—
" 19	"	"	Walker-Taylor	1	18:40	18:50	:10	-	-	9	1	—	—
" 20	"	"	Taylor	0	12:15	12:50	:35	-	-	9	1	—	—
" 20	"	"	Walker	1	14:00	14:10	:10	-	-	9	1	—	—
" 20	"	"	BANKS	0	14:00	14:25	:15	-	-	9	1	—	—
" 20	"	"	KEITH	1	15:00	15:20	:20	-	-	9	1	—	—
" 20	"	"	Walker	1	15:30	17:45	2:15	-	-	9	1	—	—
" 20	"	"	Harvie	0	18:30	19:10	:40	-	-	9	1	—	—
" 20	"	"	Forsythe	0	19:10	19:40	:30	-	-	9	1	—	—
" 20	"	"	Currie	0	19:40	20:10	:30	-	-	9	1	—	—
" 21	"	"	Walker-Patterson	1	11:30	12:01	:30	-	-	9	1	—	—
" 21	"	"	Carter	0	12:40	13:20	:40	-	-	9	1	—	—
" 21	"	"	Walker	1	18:30	18:45	:15	-	-	9	1	—	—
" 21	"	"	Ward	0	19:55	20:05	:10	-	-	9	1	—	—
" 21	"	"	Keith-Ward	1	20:10	20:30	:20	-	-	9	1	—	—
			Carried forward		285:50								

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
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
		Ralph L Ware
30 HR & Weekly INSP. carried out	E.B. Webber	George Johnson
		D Walker
		D Walker
		George Johnson
		D Walker
		George Johnson
		George Johnson
		D Walker
		George Johnson
		D Walker
		Ralph L Ware
		George Johnson

ENGINE No. 5099668	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE 1945	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	2	8	5:50							
Aug. 22	Waterville-Local	NELSON	0	16:05	17:00	:55	-	-	9	1	—	—
" 22	" "	Carter	0	18:45	19:20	:35	-	-	9	1	—	—
" 22	" "	Ward	0	19:25	19:50	:25	-	-	9	1	—	—
" 23	" "	KEITH-MCBRIDE	1	11:30	11:35	:05	-	-	9	1	-	-
" 23	" "	MCBRIDE	0	11:35	11:55	:20	-	-	9	1	—	—
" 23	" "	Walker	1	12:00	12:50	:50	-	-	9	1	—	—
" 24	" "	KEITH	1	10:10	10:55	:45	-	-	9	1	—	—
" 24	" "	Carter	0	13:30	13:55	:25	-	-	9	1	—	—
" 24	" "	KEITH	1	14:50	16:50	2:00	-	-	9	1	—	—
" 24	" "	Eldridge	1	17:30	17:40	:10	-	-	9	1	—	—
" 25	" "	KEITH-ZWICKER	1	12:00	12:30	:30	-	-	9	1	—	—
" 25	" "	Eldridge	1	13:00	13:30	:30	-	-	9	1	—	—
" 25	" "	MCBRIDE	0	17:15	17:45	:30	-	-	9	1	—	—
" 25	" "	Walker-Patterson	1	19:00	19:30	:30	-	-	9	1	—	—
" 25	" "	JOHNSON-Hardstock	1	20:00	20:30	:30	-	-	9	1	—	—
" 26	" "	Walker	1	14:00	14:10	:10	-	-	9	1	-	-
" 26	" "	Eldridge	0	18:50	19:00	:10	-	-	9	1	-	-
" 27	" "	Walker-Zwicker	1	11:00	11:30	:30	-	-	9	1	-	-
~~" 27~~	~~" "~~	~~Walker~~	~~1~~	~~12:10~~	~~12:~~		-	-	9	1	—	—
" 27	" "	ZWICKER	0	12:30	13:40	:10	-	-	9	1	—	-
" 28	" "	JOHNSON	0	15:45	16:45	1:00	—	-	9	1	—	—
" 28	" "	Eldridge	1	16:45	17:15	:30	-	-	9	1	—	—
" 28	" "	JOHNSON-MORSE	1	17:30	18:00	:30	-	-	9	1	—	—
		Carried forward		29	7:50							

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
		George Johnson
		George Johnson
		Ralph Hood
		George Johnson
		George Johnson
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
Weekly INSP. Carried OUT	E. C. Webber	George Johnson
		D Walker
		George Johnson
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson

ENGINE No. 5899668	JOURNEY		CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1947 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.
~~July 28~~	Waterville-Local		Brought forward		294:50								
Aug 28	"	"	Nelson	0	18:00	18:25	:25	—	—	9	1	—	—
" 28	"	"	Ward	0	19:40	19:55	:15	—	—	9	1	—	—
" 29	"	"	Johnson	1	11:40	12:25	:45	—	—	9	1	—	—
" 29	"	"	Walker-Patterson	1	18:45	19:15	:30	—	—	9	1	—	—
" 29	"	"	Walker-Patterson	1	19:40	20:20	:40	—	—	9	1	—	—
" 30	"	"	Zwicker	0	12:10	13:10	1:00	—	—	9	1	—	—
" 30	"	"	Walker-Sawler	1	13:50	14:20	:30	—	—	9	1	—	—
" 30	"	"	Johnson	1	15:15	16:15	1:00	—	—	9	1	—	—
" 30	"	"	Johnson-Burgess	1	18:55	19:25	:30	—	—	9	1	—	—
" 31	"	"	Walker	1	11:30	13:55	2:25	—	—	9	1	—	—
" 31	"	"	Eisner	1	17:40	18:00	:20	—	—	9	1	—	—
" 31	"	"	Walker	1	18:20	19:00	:40	—	—	9	1	—	—
Sept. 1	"	"	Harvie	0	10:00	11:00	1:00	—	—	9	1	—	—
" 1	"	"	Eldridge	1	11:25	11:45	:20	—	—	9	1	—	—
" 1	"	"	Ward	0	14:25	14:45	:20	—	—	9	1	—	—
" 1	"	"	Walker	1	15:00	15:50	:50	—	—	9	1	—	—
" 1	"	"	Zwicker	0	17:45	18:45	1:00	—	—	9	1	—	—
" 1	"	"	Walker-Patterson	1	18:50	19:15	:25	—	—	9	1	—	—
" 2	"	"	Walker	1	12:20	12:30	:10	—	—	9	1	—	—
" 2	"	"	Haverstock	0	12:40	14:20	1:40	—	—	9	1	—	—
" 2	"	"	Eldridge	1	14:50	15:30	:40	—	—	9	1	—	—
" 4	"	"	Walker-Patterson	1	18:25	18:35	:10	—	—	9	1	—	—
" 4	"	"	Patterson	0	18:35	19:10	:35	—	—	9	1	—	—
			Carried forward		314:00								

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
		George Johnson
		Ralph L Ward.
		George Johnson
		D Walker
		D Walker
		George Johnson
		D Walker
		George Johnson
		George Johnson
		D Walker
		George Johnson
		D Walker
		George Johnson
		George Johnson
		Ralph L Ward
		D Walker
		George Johnson
		D Walker
30 HR. Weekly INSP. Carried out	E. L. Webber	D Walker
		George Johnson
		George Johnson
		D Walker
		George Johnson

ENGINE No. 5099668	JOURNEY		CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1947 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.
SEPT 5	Waterville - LOCAL		Brought forward	3	14:00								
" 5	"	"	CARTER	0	15:05	15:35	:30	-	-	9	1	-	-
" 5	"	"	CARTER	0	18:05	18:35	:30	-	-	9	1	-	-
" 6	"	"	JOHNSON	1	08:00	08:10	:10	-	-	9	1	-	-
" 6	"	"	CARTER	0	08:10	08:25	:15	-	-	9	1	-	-
" 6	"	"	ELDRIDGE	1	12:05	12:15	:10	-	-	9	1	-	-
" 6	"	"	PATTERSON	0	15:45	16:15	:30	-	-	9	1	-	-
" 7	"	"	HARVIE	0	09:30	11:00	1:30	-	-	9	1	-	-
" 7	"	"	ELDRIDGE	1	11:30	11:40	:10	-	-	9	1	-	-
" 7	"	"	HANSON	0	11:50	12:15	:25	-	-	9	1	-	-
" 7	"	"	JOHNSON	1	13:15	14:25	1:10	-	-	9	1	-	-
" 7	"	"	McSWEENEY	1	14:40	15:20	:40	-	-	9	1	-	-
" 7	"	"	WALKER	1	15:20	16:50	1:30	-	-	9	1	-	-
" 7	"	"	HANSON	0	17:30	17:40	:10	-	-	9	1	-	-
" 7	"	"	WARD	0	17:50	18:30	:40	-	-	9	1	-	-
" 8	"	"	ELDRIDGE	1	12:20	12:30	:10	-	-	9	1	-	-
" 8	"	"	PATTERSON	0	18:20	19:00	:40	-	-	9	1	-	-
" 9	"	"	CARTER	0	16:00	16:30	:30	-	-	9	1	-	-
" 9	"	"	WARD	0	18:40	19:00	:20	-	-	9	1	-	-
" 10	"	"	WALKER	1	17:10	17:40	:30	-	-	9	1	-	-
" 10	"	"	McSWEENEY	1	19:00	19:20	:20	-	-	9	1	-	-
" 11	"	"	WALKER	1	17:00	17:40	:40	-	-	9	1	-	-
" 11	"	"	CARTER	0	18:75	18:35	:10	-	-	9	1	-	-
" 13	"	"	Walker-Patterson	1	17:40	18:20	:40	-	-	9	1	-	-
			Carried forward		326:20			12:20					

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
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
		George Johnson
		Ralph L Ward
		George Johnson
Weekly INSP. Carried out	E. b. Webber	George Johnson
		George Johnson
		George Johnson
		D Walker
		George Johnson
		D Walker
		George Johnson
		D Walker

ENGINE No. 5099668	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.
SEPT 13	WATERVILLE - LOCAL		Brought forward		326:20								
" 13	"	"	WILSON	1	12:30	12:40	:10	—	—	9	1	—	—
" 13	"	"	WARNER	0	15:30	15:40	:10	—	—	9	1	—	—
" 14	"	"	JOHNSON	1	10:00	10:15	:15	—	—	9	1	—	—
" 14	"	"	WOOD	1	11:15	11:55	:40	—	—	9	1	—	—
" 14	"	"	JOHNSON - EISNER	1	12:00	12:30	:30	—	—	9	1	—	—
" 14	"	"	JOHNSON	1	12:50	14:00	1:10	—	—	9	1	—	—
" 14	"	"	HANSON	0	14:30	14:50	:20	—	—	9	1	—	—
" 14	"	"	JOHNSON	1	15:15	15:55	:40	—	—	9	1	—	—
" 14	"	"	WALKER	1	16:00	16:10	:10	—	—	9	1	—	—
" 14	"	"	McSWEENEY	1	16:10	17:10	1:00	—	—	9	1	—	—
" 14	"	"	JOHNSON	1	17:25	17:35	:10	—	—	9	1	—	—
" 14	"	"	WARD	0	17:45	18:25	:40	—	—	9	1	—	—
" 14	"	"	CARTER	0	18:50	19:00	:10	—	—	9	1	—	—
" 17	Base to Lemenburg & Return		JOHNSON	0	09:30	10:15	1:45	—	—	9	1	—	—
" 17	" " Windsor & Return		JOHNSON	0	15:30	16:30	1:00	—	—	9	1	—	—
" 17	WATERVILLE - LOCAL		JOHNSON	1	18:00	18:30	:30	—	—	9	1	—	—
" 19	"	"	JOHNSON	1	17:10	17:30	:20	—	—	9	1	—	—
" 20	"	"	ZWICKER	0	15:30	17:00	1:30	—	—	9	1	—	—
" 21	"	"	WALKER	0	09:30	09:35	:05	—	—	9	1	—	—
" 21	"	"	JOHNSON	1	10:30	10:40	:10	—	—	9	1	—	—
" 21	"	"	PATTERSON	0	11:05	11:35	:30	—	—	9	1	—	—
" 21	"	"	JOHNSON	1	11:35	12:05	:30	—	—	9	1	—	—
" 21	"	"	WALKER-HAVERSTOCK	1	13:15	13:50	:35	—	—	9	1	—	—
			Carried forward		339:20								

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
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
16/9/47 Weekly INSP. Carried out	E. C. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walker
		George Johnson
		George Johnson
		George Johnson
		D Walker

ENGINE No. 5099668

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.
SEPT 21	WATERVILLE - LOCAL	Brought forward	339	9:20								
" 21	" "	HARVIE	0	14:05	14:40	:35	—	—	9	1	—	—
" 21	" "	JOHNSON	1	14:45	14:55	:10	—	—	9	1	—	—
" 21	" "	FORSYTHE	0	15:00	15:30	:30	—	—	9	1	—	
" 21	" "	JOHNSON	1	15:40	16:00	:20	—	—	9	1	—	—
" 21	" "	GIBSON	1	16:10	17:00	:50	—	—	9	1	—	—
" 21	" "	WALKER	1	17:05	17:45	:40	—	—	9	1	—	—
" 21	" "	JOHNSON	1	17:45	17:55	:10	—	—	9	1	—	—
" 21	" "	CARTER	0	18:05	18:35	:30	—	—	9	1	—	—
Sept 28	Waterville-local	JOHNSON	0	11:00	11:10	:10	—	—	9	1	—	—
" 28	" "	Walker	1	11:30	11:40	:10	—	—	9	1	—	—
" 28	" "	JOHNSON	1	14:15	15:35	1:10	—	—	9	1	—	—
" 28	" "	MCSweeney	1	16:10	16:20	:10	—	—	9	1	—	—
		Carried forward		344:45								

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
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D. Walker
		George Johnson
2/28/9/47 Leading edge of port		George Johnson
Wing damaged, (IN) Three MAIN ribs		George Johnson
from wing Tip, between Third & forth ribs.		George Johnson
		George Johnson
Repairs madeby installing short ribs		George Johnson
at Third & forth ribs To reinforce ribs		George Johnson
leading Tip. center short rib replaced.		George Johnson
Leading edge 20" long replaced.		George Johnson
Covered with fabric, 5 coats of		George Johnson
clear dope applied. 3 coats of		George Johnson
color. A.C. Serviceable	E.C. Webber	George Johnson
		George Johnson
Weekly & 30 HR. INSP. Complete	E.C. Webber	George Johnson
A.C. Serviceable	George Johnson	D. T. Walker
		George Johnson
		George Johnson

ENGINE No. 5099668	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE 1943	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.
Sept: 28	Waterville Local	Brought forward	3	44:45								
" 28	" "	GIBSON	1	16:25	16:35	:10	—	—	9	1	—	—
" 28	" "	JOHNSON	1	16:55	17:35	:40	—	—	9	1	—	—
" 29	" "	HAVERSTOCK	0	10:50	12:10	1:20	—	—	9	1	—	—
" 29	" "	HAVERSTOCK	0	12:45	14:30	1:45	—	—	9	1	—	—
" 29	" "	RICH	1	14:25	16:05	1:20	—	—	9	1	—	—
" 29	" "	HARVIE	0	16:20	17:15	:55	—	—	9	1	—	—
" 29	" "	GILLIS	0	17:15	17:25	:10	—	—	9	1	—	—
OCT 5	Base AMHERST-BASE	ELDRIDGE	1	09:30	11:30	2:00	—	—	9	1	—	—
" 5	Waterville - Local	PATTERSON	0	11:30	11:45	:15	—	—	9	1	—	—
" 5	" "	FORSYTHE	0	11:45	12:15	:30	—	—	9	1	—	—
" 5	" "	McSWEENEY	1	14:15	15:20	1:05	—	—	9	1	—	—
" 5	" "	WALKER	1	15:20	17:00	1:40	—	—	9	1	—	—
" 5	" "	ELDRIDGE	1	17:00	17:10	:10	—	—	9	1	—	—
" 10	" "	Carter	0	15:10	15:30	:20	—	—	9	1	—	—
" 10	Carr - & RETURN parrsboro	JOHNSON	1	16:00	16:50	:50	—	—	9	1	—	—
" 10	Waterville - Local	JOHNSON-Carter	1	17:05	17:20	:15	—	—	9	1	—	—
" 11	" "	JOHNSON	0	11:55	12:30	:35	—	—	9	1	—	—
" 11	" "	McSweeney	1	14:50	15:30	:40	—	—	9	1	—	—
" 11	" "	JOHNSON-Armstrong	1	16:25	16:55	:30	—	—	9	1	—	—
" 12	" "	Eldridge Haverstock	0	11:00	11:35	:35	—	—	9	1	—	—
" 12	" "	Patterson	0	11:40	12:25	:45	—	—	9	1	—	—
" 12	" "	Haverstock	0	12:50	13:20	:30	—	—	9	1	—	—
" 12	" "	Carter	0	13:45	14:10	:25	—	—	9	1	—	—
"		Carried forward		362.00								

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
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
30/9/47 Weekly INSP. carried out	E.b. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		J.T. Walker
		George Johnson
7/10/47 Weekly INSP. carried out	E.b. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson

ENGINE No. 5099668	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
19 DATE 47	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.
OCT 12	Waterville-Local	Brought forward	3	62.00								
" 12	" "	Eldridge	1	14:45	14:45	:30	-	-	9	1	-	-
" 12	" "	Frizzle	1	14:45	14:53	:18	-	-	9	1	-	-
" 12	" "	JOHNSON	1	15:15	16:25	1:10	-	-	9	1	-	-
" 12	" "	HANSON	0	16:45	17:15	:30	-	-	9	1	-	-
" 12	" "	Carter	0	17:20	17:45	:25	-	-	9	1	-	-
" 12	" "	Patterson	0	17:50	18:00	:10	-	-	9	1	-	-
" 13	" "	JOHNSON-Brine	1	10:30	10:40	:18	-	-	9	1	-	-
" 13	" "	Brine	1	10:45	11:00	:15	-	-	9	1	-	-
" 13	" "	Ward	0	16:00	16:40	:40	-	-	9	1	-	-
" 13	" "	Zwicker	0	17:45	18:15	:30	-	-	9	1	-	-
" 14	Parrsboro & Return	JOHNSON	1	07:00	07:50	:50	-	-	9	1	-	-
" 15	" "	JOHNSON	1	13:00	13:50	.50	-	-	9	1	-	-
" 15	Waterville-Local	Ward	0	17:00	17:10	:10	-	-	9	1	-	-
" 16	" - ST. JOHN	JOHNSON	0	09:30	11:00	1:30	-	-	9	1	-	-
" 16	ST. JOHNSON-Base	JOHNSON	1	13.30	14:30	1:00	-	-	9	1	-	-
" 16	Waterville-Local	Carter	0	15:40	14:55	:15	-	-	9	1	-	-
" 18	" "	JOHNSON	1	16:01	16:40	:40	-	-	9	1	-	-
" 19	" "	Currie	0	10:05	11:05	1:00	-	-	9	1	-	-
" 19	" "	Walker-Forsythe	1	11:00	11:35	:35	-	-	9	1	-	-
" 19	" "	Walker	1	11:40	12:20	:40	-	-	9	1	-	-
" 19	" "	Patterson	0	12:50	13:15	:25	-	-	9	1	-	-
" 19	" "	Walker	1	13:25	14:05	:40	-	-	9	1	-	-
" 19	" "	Patterson	0	14:35	14:55	:20	-	-	9	1	-	-
		Carried forward	3	75:05								

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
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
Weekly INSP. Carried out	E. C. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		J. T. Walker
		J. T. Walker
		George Johnson
		J. T. Walker
		George Johnson

ENGINE No. 5099668	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1947 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.
OCT. 19	Waterville-Local	Brought forward	3	75:05								
" 19	" "	Walker	1	14:55	15:15	:20	-	-	9	1	-	-
" 19	" "	JOHNSON	1	15:30	16:00	:30	-	-	9	1	-	-
" 19	" "	Frizzle	0	16:15	17:10	:55	-	-	9	1	-	-
" 19	" "	JOHNSON	1	17:15	17:40	:25	-	-	9	1	-	-
" 20	" "	Carter	0	14:45	15:05	:20	-	-	9	1	-	-
" 23	" "	Harerstock	0	12:40	13:40	1:00	-	-	9	1	-	-
" 26	" "	JOHNSON-Campbell	1	10:00	10:10	:10	-	-	9	1	-	-
" 26	" "	Campbell	0	10:10	10:25	:15	-	-	9	1	-	-
" 26	" "	Ward	0	10:35	11:45	1:10	-	-	9	1	-	-
" 26	" "	Walker	1	12:40	13:10	:30	-	-	9	1	-	-
" 26	" "	Fielding	1	14:10	14:40	:30	-	-	9	1	-	-
" 26	" "	JOHNSON	1	15:10	15:40	:30	-	-	9	1	-	-
" 26	" "	SWIM	0	15:40	15:50	:10	-	-	9	1	-	-
" 26	" "	JOHNSON	1	15:50	16:50	1:00	-	-	9	1	-	-
" 27	Pownsboro & Return	JOHNSON	1	17:00	17:50	:50	-	-	9	1	-	-
" 30	Waterville-Local	JOHNSON	1	09:30	10:00	:30	-	-	9	1	-	-
" 30	~~Potter~~ " "	Potter	0	15:00	16:20	:20	-	-	9	1	-	-
" 30	" "	Gibson	0	16.25	17:20	:55	-	-	9	1	-	-
Nov. 1	" "	Gibson	1	15:40	16:10	:30	-	-	9	1	-	-
" 1	" "	JOHNSON-ARMSTRONG Burgess	1	16:30	17:00	:30	-	-	9	1	-	-
" 2	" "	JOHNSON	1	11:55	12:15	:20	-	-	9	1	-	-
" 2	" "	Walker	1	12:15	12:45	:30	-	-	9	1	-	-
" 2	Pownsboro & Return	JOHNSON		13:00	13:55	:55	-	-	9	1	-	-
		Carried forward		388.10								

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
		J. J. Walton
		George Johnson
		George Johnson
		George Johnson
Weekly INSP. Carried out	E. C. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walton
		George Johnson
		George Johnson
		George Johnson
		George Johnson
28/10/47 30 HR. & Weekly INSP. Carried out	E. C. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		D Walton
		George Johnson

ENGINE No. 5099668	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE 1947	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.
NOV. 2	Waterville-Local	Brought forward		388:10								
" 2	" "	FRIZZLE	1	14:15	16:15	2:00	-	-	9	1	-	-
" 2	" "	Walker	1	17:05	17:20	:15	-	-	9	1	-	-
" 4	" "	MUIR	0	13:00	13:40	:40	-	-	8	1	-	-
" 4	" "	JOHNSON	1	14:00	14:30	:30	-	-	9	1	-	-
" 4	" "	McFARLAND	0	14:30	14:40	:10	-	-	9	1	-	-
" 7	" "	JOHNSON	0	13:00	14:10	1:10	-	-	9	1	-	-
" 7	" "	GILLIS	0	17:00	17:10	:10	-	-	9	1	-	-
" 15	" "	JOHNSON-Swicker	1	16:30	16:40	:10	-	-	9	1	-	-
" 15	" "	SWICKER	0	16:40	17:10	:30	-	-	9	1	-	-
" 16	" "	JOHNSON	1	13:20	13:30	:10	-	-	9	1	-	-
" 16	" "	Carter	0	13:50	14:00	:10	-	-	9	1	-	-
" 16	" "	Patterson	0	15:05	15:45	:40	-	-	9	1	-	-
" 16	" "	JOHNSON	1	16:15	16:30	:15	-	-	9	1	-	-
" 24	" "	RICH	0	11:30	13:00	1:30	-	-	9	1	-	-
" 24	" "	JOHNSON-G. Zwicker	1	15:30	15:60	:30	-	-	9	1	-	-
" 24	" "	JOHNSON-G. Zwicker	1	14:25	14:55	:30	-	-	9	1	-	-
" 28	" "	JOHNSON G. Zwicker	1	10:50	11:20	:30	-	-	9	1	-	-
" 28	" "	JOHNSON-Currie	1	14:05	14:35	:30	-	-	9	1	-	-
" 28	" "	Currie	0	14:35	15:05	:30	-	-	9	1	-	-
" 28	" "	JOHNSON-Pudsey	1	15:30	15:45	:15	-	-	9	1	-	-
" 28	" "	Pudsey	0	15:45	15:60	:05	-	-	8	1	-	-
" 28	" "	JOHNSON	1	15:55	16:15	:20	-	-	8	1	-	-
" 28	" "	Gillis	0	17:00	17:30	:30	-	-	7	1	-	-
		Carried forward		400:10								

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
		George Johnson
		E Walker
Weekly INSP. Carried out	E.C. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
11/11/47 " " " "	E.C. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
18/11/47	E.C. Webber	George Johnson
Weekly INSP. Carried out	E.C. Webber	George Johnson
25/11/47 " " " "		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson

ENGINE No. 509968	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE 1947	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.
Nov. 30	Waterville-Local	Brought forward		400	10							
" 30	" "	FRIZZLE	1	09:40	11:10	1:30	-	-	9	1-	-	-
" 30	" "	JOHNSON	1	13:15	13:50	:35	-	-	9	1-	-	-
" 30	" "	JOHNSON	1	14:50	15:10	:20	-	-	7	1	-	-
" 30	" "	JOHNSON	1	16:00	16:20	:20	-	-	7	1	-	-
" 30	" "	Walker	1	16:20	16:30	:10	-	-	7	1	-	-
~~MARCH 31/48~~ 1948	" "	JOHNSON	0	14:30	15:00	:30	-	-	9	1	-	-
MAR 31/48	BASE - ~~MONCTON~~ WATERVILLE	JOHNSON	0	10:00	11:00	1:00	-	-	9	1	-	-
APRIL 1/48	MONCTON - BASE	JOHNSON	0	13:00	15:15	2:15	-	-	9	1	-	-
APRIL 3/48	WATERVILLE-LOCAL	JOHNSON	0	14:00	14:10	10	-	-	9	1	-	-
" 4	" "	JOHNSON	1	13 30	14:00	:30	-	-	9	1	-	-
" 4	" "	JOHNSON	1	14:30	15:00	:30	-	-	9	1	-	-
" 4	" "	MORSE	0	15:00	15:10	:10	-	-	9	1	-	-
MAY 2/48	" "	HARVEY	0	10:40	11:25	:45	-	-	9	1	-	-
" 2/48	" "	HARVEY	0	11:25	12:20	.55	-	-	9	1	-	-
" 2/48	" "	GIBSON	1	13:00	13:30	:30	-	-	9	1	-	-
" 2	" "	GIBSON	1	13:35	14:05	.30	-	-	9	1	-	-
" 2	" "	CAMPBELL	0	14:30	14:45	:15	-	-	6	1	-	-
" 2	" "	Johnson	0	15:00	15:10	:10	-	-	9	1	-	-
" 2	" "	ELDRIDGE	1	15:30	15:45	:15	-	-	7	1	-	-
" 2	" "	JOHNSON	1	17:00	17:50	:50	-	-	9	1	-	-
" 3	" "	JOHNSON	1	16:00	16:15	:15	-	-	5	1	-	-
" 4	MONCTON & RETURN	JOHNSON	1	15:45	18:15	2:30	-	-	9	1	-	-
" 4	WATERVILLE Local	Johnson	1	18:20	18:30	:10	-	-	7	1	-	-
		Carried forward		415:15								

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
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		Don Walker
TEST A/C SERVICEABLE		George Johnson
AIRFRAME INSPECTED CERTIFIED AIRWORTHY	L. W Lawledge	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
APRIL 29/48 30HR & WEEKLY INSPECTION CARRIED OUT.	E. G. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson

ENGINE No. 5099668

DATE 1948	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		415:16								
MAY 5	Waterville-Local	Patterson	1	19.10	19.35	.25	-	—	7	1	—	—
" 5	" "	Johnson	0	05.25	06.05	.40	—	—	10	1	—	—
" 6	" Amherst	Johnson	0	06:20	06:41	.20	—	—	7	1	—	—
" 6	Amherst - Moncton	Johnson - Dells	1	07.25	08.35	1:10	—	—	10	1	—	—
" 6	Moncton - Waterville	Johnson	1	14:00	14:35	:35	—	—	9	1	—	—
" 9	Waterville-Local	Gibson	1	20:00	20:45	:45	—	—	9	1	—	—
" 10	" "	~~Johns~~ Gibson	1	19:50	20:50	1:00	-	-	9	1	—	—
" 11	" "	Johnson	1	21:00	21:10	:10	-	-	5	1	—	—
" 11	" "	Walker-McCann	1	16:20	16:50	:30	—	-	9	1	-	—
" 12	" "	Johnson	0	17:00	17:10	:10	—	-	9	1	—	—
" 12	" Greenwood	Johnson	1	17:15	18:35	1:20	-	-	8	1	—	—
" 12	Greenwood-Moncton	Johnson	0	20:10	21:25	1:15	-	-	9	1	—	—
" 12	Moncton-BASE	Walker	1	13.45	14:15	:30	165	-	9	1	170	—
" 16	Waterville-Local	Zwicker	0	14.50	15.40	:50	170	-	9	1	-	—
" 16	" "	Johnson	1	15.40	16.00	:20	165	-	6	1	130	—
" 16	" "	Hansen	0	16.05	16.15	:10	175	-	9	1	—	—
" 16	" "	Warner	1	16.30	17.30	1.00	160	-	9	1	120	—
" 16	" "	Johnson	1	17.20	17.30	.10	165	—	8	1	115	—
" 16	" "	Eldridge	1	17.40	17.50	.10	155	—	6	1	90	—
" 16	" "	Campbell	0	18.00	18.30	.30	150	-	9	1	—	—
" 19	" "	Johnson	1	11.45	12.15	.30	165	-	9	1	155	—
" 20	" "	Johnson	1	18.00	18.10	.10	165	-	7	1	150	—
" 20	" "	Johnson	1	18.00	18.15	.15	165	-	9	1	115	—
		Carried forward		427.45								

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
		George Johnson
Weekly Insp. carried out	E. L. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
Weekly Inspection Carried Out	E. L. Webber	Don Walker
		George Johnson
		George Johnson
		George Johnson
		Don Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
MAY 19/48 WEEKLY INSPECTION CARRIED OUT	E. L. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson

ENGINE No. 209968	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
DATE 1948	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		427.45								
MAY 20	WATERVILLE LOCAL	E. FORSYTHE	0	19.15	19.35	:20	115	—	9	1	0	—
" 20	" "	R. WARD	0	19.35	20.05	.30	155	—	9	1	0	—
" 20	" "	HARVEY	0	20.05	20.35	:30	150	—	9	1	0	—
" 20	" "	Johnson-Currie	1	20.40	20.50	:10	165	—	9	1	158	—
" 20	" "	CURRIE	0	20.50	21.10	:20	158	—	8	1	—	—
" 20	" "	D. PATTERSON	0	17.00	17.30	:30	170	—	9	1	—	—
" 23	" "	HANSEN	0	12.35	12.55	:20	172	—	9	1	—	—
" 23	" "	CARTER	0	13.00	13.10	.10	160	—	7	1	—	—
" 23	" "	WALKER	1	14.00	14.30	:30	160	—	9	1	150	—
" 23	" "	FRIZZIE	0	14.30	15.00	:30	157	—	6	1	—	—
" 23	" "	GIBSON	1	15.05	15.35	:30	150	—	9	1	155	—
" 23	" "	GIBSON	1	15.40	15.50	:10	150	—	7	1	160	—
" 23	" "	Johnson	1	17.05	17.15	:10	165	—	9	1	157	—
" 23	" "	GIBSON	1	17.30	17.45	:15	150	—	9	1	150	—
" 23	" "	GILLIS	0	17.50	18.10	:20	158	—	9	1	—	—
" 24	" "	E. FORSYTHE	0	10.35	11.00	:25	115	—	9	1	—	—
" 24	" "	GILLIS	0	11.20	12.05	:45	158	—	9	1	—	—
" 24	" "	JOHNSON-HATTER	1	13.50	14.20	:30	165	—	9	1	160	—
" 24	" "	Johnson-COOK	1	14.30	14.55	:25	165	—	9	1	165	—
" 24	" "	JOHNSON	1	17.20	17.40	:20	165	—	6	1	162	—
" 27	" "	Patterson	0	19.00	19.30	:30	170	—	9	1	170	—
" 29	" "	CARTER	0	17.00	17.30	:30	165	—	9	1	—	—
" 30	" "	Patterson	0	11.30	11.50	:20	170	—	9	1	—	—
		Carried forward		434.40								

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
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson.
		George Johnson
		George Johnson
		Geo Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
26/5/48 WEEKLY INSPECTION CARRIED OUT	E. G. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson

ENGINE No.	JOURNEY	CREW AND PASSENGERS		TIME IN AIR			WEIGHTS CARRIED					
1948 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		437	40							
May 30	Waterville local	Walker	1	12.20	13.00	:40	160	–	9	1	150	–
" 30	" "	"	10	15.30	17.10	1:40	166	–	9	1	150	–
" 30	" "	"	10	17.15	18.55	1.40	165	–	9	1	150	
June 1	" "	HANSEN	0	18.00	18.20	.20	170	–	9	1	–	–
" 2	" "	Johnsen-WARD	1	19.00	19.25	.25	165	–	9	1	155	–
" 3	" "	WARD	0	10.55	11.10	.15	155	–	9	1	–	–
" 3	" "	JOHNSEN	1	16.00	17.00	1.00	165	–	9	1	150	–
" 3	" "	WARD	0	18.15	19.15	1.00	155	–	9	1	–	–
" 3	" "	FORSYTHE	0	19.35	19.30	.55	130	–	9	1	–	–
" 3	" "	HANSEN	0	20.25	21.00	:35	170	–	9	1	–	–
" 4	" "	GIBSON	1	15.00	15.30	.30	148	–	9	1	150	–
" 4	" "	MOTSE	0	17.00	17.30	:30	145	–	9	1	–	–
" 6	" "	JOHNSON	1	16.00	16.50	:50	165	–	7	1	150	–
" 6	" "	JOHNSON	1	21.00	21.30	.30	165	–	9	1	150	–
" 6	" "	WALKER	1	21.30	22.00	.30	168	–	9	1	155	–
" 7	" "	JOHNSON	1	10.35	10.45	.10	165	–	7	1	150	–
" 7	" "	Zwicker	0	10.45	11.35	.50	170	–	9	1	–	–
" 7	" "	JOHNSON-FRANK	1	12.00	12.45	.45	170	–	9	1	145	–
" 7	" "	FRANK	0	12.45	12.55	.10	145	–	6	1	–	–
" 7	" "	Gibson	1	15.20	15.55	.35	150	–	9	1	150	–
" 7	" "	WALKER	1	19.20	19.30	.10	168	–	9	1	150	–
" 11	" "	JOHNSON	1	20.00	20.20	.20	165	–	9	1	140	
		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
		Don Walker
		Don Walker
		Don Walker
JUNE 2/48 WEEKLY INSPECTION CARRIED OUT	E. C. Webber	George Johnson
		George Johnson
		George Johnson
		George Johnson
mm		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		George Johnson
		Don Walker
		George Johnson
		George Johnson
		George Johnson
		George Johnson
9/6/48 Weekly INSP. Carried out	E. C. Webber	George Johnson
No Entry Cancel		

CASTLE AIR SERVICE

WATERVILLE AIRPORT
Waterville, N. S.

District Inspector of Air Regulations,
Civil Aviation,
Moncton, N.B.

Nov. 15,1947.

SUBJECT

C of A renewal on Aircraft
Cub J5 CF-EGE

This is to certify that I have carried out the fourth 100 (one hundred) hour inspection on the above mentioned aircraft, finding the aircraft and engine airworthy.

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.

Signed: Ernie C. Walker.....

Air Engineer, Certificate No. A2319.

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E 7-5

P.O. Box 42,
Moncton, N.B.,
November 12, 1947.

Castle Air Services, Ltd.,
WATERVILLE, N.S.

Dear Sirs:-

This letter will serve as your temporary authority to operate Piper Cub J3, bearing registration markings CF-EGE, commercially, VFR day flying only, not valid after December 11, 1947, subject to same being maintained in an airworthy condition.

Yours truly,

L. Knight,
for District Inspector, Air Regulations.

Department of Transport Civil Aviation Division CANADA

LK/H

cc: C.C.A.

...ERVICES
...ATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E 7-5

P.O. Box 42,
Moncton, N.B.,
January 7, 1948.

REGISTERED

Castle Air Services Ltd.,
WATERVILLE, N.S.

Gentlemen:

We attach hereto Certificate of Registration No. 5646 and Certificate of Airworthiness No. 2049, issued in favour of your Piper J3 Aircraft, CF-EGE, which have been renewed not valid after November 15, 1948.

The Certificate of Airworthiness has been amended, on page two, to include operation as a skiplane, and your attention is drawn to the weights shown under items 25, 31 and 32.

Yours truly,

R. W. Goodwin,
District Inspector, Air Regulations.

Encl.2.
/H

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E 7-5

REGISTERED

P. O. Box 42,
Moncton, N.B.,
June 23, 1947.

Castle Air Services Ltd.,
Waterville, N.S.

Gentlemen:- **RE: Piper Cub J3 - CF-BGE**

With reference to the subject noted, please find attached hereto Certificate of Registration #5646 and Certificate of Airworthiness #2049, which must be carried in the aircraft at all times.

These certificates are forwarded to you in view of the satisfactory condition of the aircraft as reported by the Senior Aircraft Inspector, Maritime District.

Yours truly,

L. Knight,
for District Inspector, Air Regulations.

Encl.
LK/H

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5646

NATIONALITY AND REGISTRATION MARKS CF-EGE

1. Type and description	Piper J3
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn. U.S.A.
3. Constructor's serial number	2310
4. Name of owner	Donald C. Keith (Operating under firm name of Castle Air Services Ltd.)
5. Address of owner	Waterville, N.S.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Waterville, N.S.
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-EGE and is of Canadian nationality.

Given at Ottawa this 14th day of May 1947.

J. T. 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

Renewed - not valid after 15 Nov, 1948 [illegible]

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

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2049

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Keith (Operating under firm name of Castle Air Services Ltd.)
2. Christian name Donald C.
3. Address Waterville, N. S.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGE

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3 Constructor's No. 231C
8. Place and year of construction of aircraft Lock Haven, Penn. U.S.A. October, 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 and e
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) 8'

Engines

18. Number installed: One
19. Makes: Continental
20. Types: A65-8F
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	719 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	736 lbs. 31/1/46

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.	9 lbs.
27. Oil (at 9·0 lbs. per gallon)		
(a) Number of tanks	One	
(b) Capacity of tanks	1 Imp. gals.	170 lbs.
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	L.P.	257 lbs. Skiplane= 240 lbs. Amdt 31/1/46
32. Maximum total weight authorized		lbs.
Landplane		1220 lbs.
Seaplane		lbs.
Skiplane		1220 lbs. Amdt 7/1/46

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane Twelve Hundred and Twenty Pounds.
    Seaplane .....
    Skiplane Twelve Hundred and Twenty Pounds. Amdt 7/1/46
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 2300 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 14th Nov., 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 14th day of May 19 47

T. Stephens
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:

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
Watsonville, N.S. Nov 16, 1947	Airworthy	14 November, 1947 15 Nov 1948	J.G. Taylor 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.

Temporary Journey ℔.
Air Framed Log Book.
for Aircraft

CF - EGE

Pending the issue of
New ℔ original.

DATE	FROM- TO	NAME OF PILOT	NUMBER OF PASS.	TIME UP AIR	TIME DOWN	TIME IN AIR
1946	HAMILTON					
	New-GLASGOW	GIFFIN	0			8:00
Dec. 5	" - Waterville	Dauphinee	1	08:30	10:00	1:30
" 6	Waterville-Local	Johnson	6	09:00	09:10	:10
" 6	" "	Johnson	1	09:10	09:20	:10
" 6	" "	Johnson-Carter	1	09:30	10:00	:30
" 6	" "	Walsh	0	10:05	10:20	:15
" 6	" "	Eldridge	6	10:30	10:45	:15
" 6	" "	Johnson-Carter	1	11:45	12:15	:30
" 6	" "	Johnson-Best	1	14:40	15:10	:30
" 6	" "	Johnson	0	09:00	09:35	:35
" 7	" Amherst	Johnson	0	11:00	12:05	1:05
" 7	Amherst-Waterville	Johnson	1	09:00	09:15	:15
" 8	Waterville-Local	Johnson	1	11:30	12:00	:30
" 8	" "	Johnson-Best	1	13:55	14:05	:10
" 8	" "	~~Walsh~~ McSweeney	1	14:20	14:40	:20
" 8	" "	Eldridge	0	14:45	15:15	:30
" 8	" "	Walsh	1	15:30	15:40	:10
" 8	" "	Johnson	1	16:10	16:30	:20
" 8	" "	Walsh	1	10:00	10:10	:10
" 10	" "	Johnson	0	15:30	16:00	:30
" 12	" "	Johnson-Best	1	15:00	15:10	:10
" 15	" "	Johnson	0	15:10	15:40	:30
" 15	" "	Walsh	1			17:05

ENG. No 5099668	ENGINEER'S SIGNATURE	PILOT'S SIGNATURE
Weekly INSP. Carried OUT	E. G. Mubber	
		G McInerney.
13/12/46 Weekly INSP. Carried OUT	E. G. Mubber	

1946	FROM – TO	NAME OF PILOT	NUMBER OF PASS.	TIME UP	TIME DOWN	TIME IN AIR
Dec 18		BROUGHT FROWARD				17:05
" 18	WATERVILLE-LOCAL	JOHNSON-WENTZELL	1	09:25	09:45	:20
" 18	" "	JOHNSON	1	13:30	14:15	:45
" 18	" "	JOHNSON-WENTZELL	1	14:30	15:15	:45
" 26	" "	JOHNSON-WENTZELL	1	09:30	10:30	1:00
" 26	" "	JOHNSON-CARTER	1	10:30	10:45	:15
" 20	" "	" "	1	11:00	11:45	:45
" 25	" "	JOHNSON	0	12:00	12:10	:10
" 25	" "	ELDRIDGE	0	12:15	12:30	:15
" 25	" "	JOHNSON	1	14:15	15:10	:55
" 25	" "	ELDRIDGE	0	12:10	12:20	:10
" 28	" "	JOHNSON-HANSON	1	11:50	12:00	:10
" 29	" "	HANSON	0	12:00	12:15	:15
" 29	" "	ELDRIDGE	0	13:20	14:20	1:00
" 29	" "	"	0	14:00	14:40	:40
1947						
Jan. 6	" "	JOHNSON-WENTZELL	1	14:00	16:00	2:00
" 11	" "	WENTZELL	0	09:20	10:50	1:30
" 11	" "	JOHNSON-WENTZELL	1	11:05	11:50	:45
" 12	" "	JOHNSON	0	15:00	15:10	:10
" 13	LUNENBURG & RETURN	JOHNSON-JONES	1	14.40	16:15	1:35
" 14	WATERVILLE-LOCAL	JOHNSON	0	09:30	09:40	:10
" 14	" "	WENTZELL	0	10:05	12:05	2:00
						32:40

ENG. NO. 5099668	ENGINEER'S SIGNATURE	PILOT'S SIGNATURE
Weekly INSP. Carried OUT	E. G. Webber	
22/12/46 Weekly INSP. Carried OUT	E. G. Webber	
3/1/47 Weekly INSP. Carried OUT	E. G. Webber	
10/1/47 " " " "	E. G. Webber	

1942	FROM - TO	NAME OF PILOT	NUM DF PASS	TIME UP	TIME DOWN	TIME IN AIR
Jan 14	WATerville-Local	BROUGHT FROWARD			32:40	
" 14	" "	JOHNSON-WENTZell	1	14:15	15:15	1:00
" 14	" "	" -Carter	1	15:30	16:00	:30
" 14	" "	BROWNRidge	1	16:00	16:30	:30
" 16	" "	WENTZell	0	13:30	14:45	1:15
" 19	" "	JOHNSON	1	13:00	13:10	:10
" 19	NEW GERMANY-RETURN	JOHNSON	0	13:15	15:15	2:00
" 19	WATerville	JOHNSON	1	16:00	17:00	1:00
" 30	" -Local	JOHNSON-WENTZell	1	15:45	16:45	1:00
Feb 2	" "	JOHNSON-Carter	1	11:10	11:30	:20
" 2	" "	JOHNSON	1	11:40	12:00	:20
" 2	" "	RICH	0	12:55	13:25	:30
" 2	Parsboro-Return	WENTZell	0	13:45	14:55	1:10
" 2	WATerville-Local	GIBSON	0	15:55	16:30	:35
" 4	" "	Eldridge	0	09:50	10:20	:20
" 4	" "	WALSH	1	13:50	14:00	:10
" 4	" "	ELDridge	0	16:00	16:10	:10
" 7	" "	JOHNSON	0	11:15	11:25	:10
" 7	" "	" -WALKer	1	11:40	12:10	:30
" 7	" "	WALKer	0	14:30	15:00	:30
" 7	" "	JOHNSON-Eldridge	1	15:50	16:20	:30
" 7	" "	WALSH	1	16:30	16:40	:10
" 13	" "	JOHNSON-BANKS	1	14:55	15:15	:20
						45:50

ENG. No. 5099668	ENGINEER'S SIGNATURE	PILOT'S SIGNATURE
17/1/47 Weekly INSP. Carried out	E. C. Mabber	
24/1/47 Weekly INSP. Carried out	E. C. Mabber	
31/1/47 " " " "	E. C. Mabber	
Weekly INSP, Carried OUT	E. C. Mabber	

1944	FROM	TO	NAME OF PILOT + CREW	TIME IN AIR UP	DOWN	IN AIR
Feb. 13	WATerville-Local		BROUGHT FROWard	45		:50
" 13	"	"	WALKer - McSweeney	15:40	16:20	:30
" 13	"	"	GIBSON - SOLO	16:50	17:40	:50
" 14	"	"	WALKer-McSweeney	09:00	09:30	:30
" 14	"	"	Eldridge : SOLO	09:45	10:25	:40
" 14	"	"	WALKER-McSweeney	15:20	16:00	:40
" 14	"	"	WENTZell - SOLO	16:15	16:50	:35
" 14	"	"	ELdRidge - SOLO	17:00	17:20	:20
" 14	"	"	JOHNSON-WENTZell	10:50	12:20	1:30
" 15	"	"	" "	12:40	13:40	1:00
" 15	"	"	" BANKS	14:55	15:10	:15
" 15	"	"	BANKS - SOLO	15:10	15:20	:10
" 15	"	"	WALSH-BURBESS	15:25	15:55	:30
" 15	"	"	" FORSYTHE	16:05	16:35	:30
" 15	"	"	JOHNSON-WENTZell	10:00	12:10	2:10
" 16	"	"	WENTZell-McSweeney	14:00	16:05	2:05
" 16	"	"	JOHNSON-CARTER	10:50	11:10	:20
" 23	"	"	JOHNSON-WALKER	11:30	12:00	:30
" 23	"	"	JOHNSON-PASS	13:30	13:50	:20
" 23	"	"	KEITH - PASS	14:30	14:40	:10
" 23	"	"	McSWEENEY-PASS	14:45	14:55	:10
" 23	"	"	~~WALKER-WALSH~~			
						59:35

ENG. NO. 5099668	ENG. SIGNATURE	PILOTS SIGNATURE
WEEKLY INSP. CARRIED OUT	E.G. Webber	

1947	FROM	TO	NAME OF PILOT & CREW	TIME IN AIR UP	DOWN	TIME IN AIR
					59:35	
FEB.	Waterville-local		BROUGHT FROWARD			
" 23	"	"	JOHNSON-BURGESS	14:20	15:35	:15
" 24	"	"	JOHNSON-MOSHER	17:05	18:05	1:00
" 25	"	"	JOHNSON-ELDRIDGE	08:40	08:50	:10
" 25	"	"	JOHNSON-MOSHER	09:00	10:30	1:30
" 25	"	"	KEITH-WALSH	10:55	11:25	:30
" 25	"	"	MOSHER-WALSH	11:30	12:00	:30
" 25	"	"	JOHNSON-WALKER	14:00	15:00	1:00
" 25	"	"	JOHNSON-WALSH	15:20	16:20	1:00
" 26	"	"	JOHNSON-Walker	11:10	12:10	1:00
" 26	"	"	Walker-WALSH	16:30	16:20	:20
" 26	"	"	WALSH-Walker	16:50	17:10	:20
" 27	"	"	JOHNSON-MOSHER	08:30	10:30	2:00
" 27	"	"	EISNER-SOLO	10:30	11:00	:30
" 27	"	"	MOSHER-WALKER	11:15	11:45	:30
" 27	"	"	MOSHER-WALKER	11:45	12:15	:30
						70:40

ENG. NO. 5049668	ENG.'S SIGNATURE	PILOTS'S SIGNATURE
		Don Keith

1947	FROM	TO	NAME OF Pilot & CREW	Time in Air UP	DOWN.	IN AIR
APR.10	Waterville - Local		BROUGHT FROWARD.			70:40
APR.16	Waterville -	Amherst Charlottetown	Walker - Soko	07:00	08:15	1:15
" 16	Amherst - C. TOWN		Walker - "	08:50	09:50	1:00
" 16	C. TOWN - Waterville		Walker - "	16:50	19:10	2:20
						75:15

ENGINE No 5099668	ENGINEERS SIGNATURE	Pilots SIGNATURE.

April 6th Complete new undercarrage installed with exception of wheels. New propeller installed. temporary repair to right undercarrage fitting. Aircraft flight tested and found airworthy. Erwin C. Mubber Release No R.2587 No RACHERS FEB/47

Installed propellor No K9722

Removed propellor no K.9271

COBJ3. CF.EGE.

Right front undercarrage fitting on fuselage repaired by welding. Fitting area painted with zinc chromate. Fabric to be repaired by owners mechanic

(Original letter to Chis entry is on file in Company office.)

Repair airworthy. D.O.T. for G. B. Rayner B. April. 16/47. A756

D. McKeith

Two coats dope nitrating paint applied, and fabric replaced and doped. E. C. Mubber

1947	FROM - TO	NAME FO-PILOT CREW	UP	DOWN	IN AIR.
MAY 6	WATERville-LOCAL	BROUGHT FROWARD		75:15	
" 8	" ST. JOHN	WALKER-COM	04. 08:20	10:40	2:30
" 8	ST. JOHN-WATERville	" "	14:00	15:10	1:10
" 10	WATerville-Parrsboro	Walker-ELDRIDGE	09:45	10:15	:30
" 10	Parrsboro-Waterville	Walker-Eldridge	12:30	13:00	:30
" 10	Waterville-Local	Walker — 1	13:10	13:20	:10
" 10	" "	KeiTH — 1	13:25	13:35	:10
" 10	" "	KeiTH-Forythe	15:25	15:55	:30
" 10	" "	KeiTH —	18:50	19:00	:10
" 11	" "	KeiTH - Pass	19:00	19:40	:40
" 12	" Parrsboro	Walker-Eldridge	11:30	12:00	:30
" 12	Parrsboro-Local	Walker-FaRRell	12:05	12:15	:10
" 12	" "	Farrell — 0	12:15	12:35	:20
" 12	" "	SeaRgaNT — 0	16:20	16:30	:10
" 12	" "	Walker-Eldridge	16:45	17:25	:40
" 12	" Waterville	KeiTH - GiLLIS	13:15	13:25	:10
" 13	Waterville-Local	WALKer-Harvey	15:35	16:25	:50
" 13	" "	GiBSON - PASS	16:25	17:05	:30
" 13	" "	Eldridge —	17:45	18:15	:30
" 13	" "	KeiTH - BANKS	11:55	12:05	:10
" 15	" "	BANKS — 0	13:05	12:20	:15
" 15	" "	Carter —	12:20	12:45	:30
" 15	" "		86:10		

	ENGINEER'S SIGNATURE	PILOTS SIGNATURE
Weekly INSP. Carried out	E. C. Webber	
		Don Keith
		Don Keith
		Don Keith
		Don Keith
Weekly INSP. carried out	E. C. Webber	Don Keith
		Don Keith

1947 DATE	FROM — TO	NAME OF PILOT & CREW	TIME IN AIR UP	DOWN	IN AIR
MAY 15	Waterville - Local	BROUGHT FROWARD	86:10		
" 15	" "	Walker-Greenough	15:15	15:55	:40
" 15	" "	Keith —	18:15	19:15	1:00
" 15	" "	Keith — Ward	19:30	20:00	:30
" 17	" "	Johnson-Gregg	17:00	17:10	:10
" 17	" "	Gregg	17:10	12:30	:20
" 17	" "	Johnson - Pass	19:30	19:50	:20
" 18	" "	Johnson - Pass	10:10	10:20	:10
" 18	" "	Johnson - J. Harvey	10:30	11:00	:30
" 18	" "	McSweeney —	13:00	13:10	:10
" 18	" "	Walker — 1	13:10	13:30	:20
" 18	" "	Walker — 1	14:45	15:10	:25
" 18	" "	Johnson — 1	16:00	16:40	:40
" 18	" "	Walker — 1	17:25	17:35	:10
" 18	" "	Iesnor — 1	17:45	18:15	:30
" 18	" "	Johnson - Carter	18:30	19:20	:30
" 19	" Parrsboro	Johnson - Webber	13:30	14:00	:30
" 19	Parrsboro - Local	Johnson - Farrell	14:30	14:40	:10
" 19	" "	Farrell —	14:40	14:55	:15
" 19	" "	Farrell —	15:00	15:15	:15
" 19	" Waterville	Johnson - Webber	16:30	17:00	:30
" 19	Waterville - Local	J. Milne — 0	18:00	18:25	:25
" 20	" "	Gibson — 1	17:00	17:40	:40
			96:20		

	ENGINEER'S SIGNATURE	PILOTS SIGNATURE
		Don Keith
		Don Keith

1947 MAY 20	FROM -	TO	NAME OF PILOT & CREW	TIME UP	TIME DOWN	TIME IN air
"	Waterville -	Local	Brought Froward	95:20		
" 21	"	"	JOHNSON - Pass	11:00	11:10	:10
" 21	"	"	Gibson - "	13:55	14:20	:25
" 21	"	"	Gibson - Solo	17:05	17:50	:45
" 21	"	"	JOHNSON - ForyThe	18:10	18:35	:25
" 23	"	"	JOHNSON - Pass	10:00	10:20	:20
" 23	"	Parrsboro	JOHNSON - "	18:30	19:00	:30
" 23	Parrsboro -	Waterville	JOHNSON - "	19:10	19:40	:30
" 24	Waterville -	Local	WALKER - ELDRIDGE	10:05	10:35	:30
" 24	"	"	ELDRIDGE - SOLO	10:35	11:05	:30
" 24	"	"	GIBSON -	14:10	14:40	:30
" 24	"	"	JOHNSON - FORYTHE	15:20	15:50	:30
" 24	"	"	JOHNSON - ARMSTRONG	16:05	16:35	:30
" 24	"	"	WALKER - PASS	17:20	17:40	:20
" 25	"	"	JOHNSON - SMITH	10:00	10:10	:10
" 25	"	"	SMITH - SOLO	10:10	11:10	1:00
" 25	"	"	JOHNSON PASS	13:50	14:00	:10
" 25	"	"	McSWEENEY "	14:05	14:15	:10
" 25	"	"	WALKER "	14:30	15:05	:35
" 25	"	"	KEITH "	15:10	15:20	:10
" 25	"	"	WALKER "	15:20	16:00	:40
" 25	"	"	JONNSON "	17:45	18:05	:20
" 25	"	"	JOHNSON - CARTER	18:45	19:00	:15
				104:45		

		ENGINEER'S SIGNATURE	PILOTS SIGNATURE.

1947 MAY 25	FROM — TO	NAME OF Pilot & Crew	TIME IN AIR: TIME UP	TIME DOWN	TIME IN AIR
	WATERVILLE - LOCAL	BROUGHT FORWARD		104:45	
MAY-26	" "	WALKER - PASS	15:00	15:10	:10
" 26	" "	McSWEENEY - BOATS	17:30	18:45	1:15
" 26	" "	GIBSON - PASS	18:55	19:45	:50
" 27	" - TRURO	JOHNSON - BOATES	05:20	06:20	1:00
" 27	TRURO - SUMMERSIDE	JOHNSON - BOATES	07:15	08:20	1:05
" 27	SUMMERSIDE - AMHERST	JOHNSON	09:10	10:20	1:10
" 27	AMHERST - BASE	JOHNSON	10:30	12:00	1:30
" 27	WATERVILLE - LOCAL	KEITH - WARD	19:15	19:25	:10
" 29	" "	WALKER - PELHAM	14:10	14:20	:10
" 29	" "	PELHAM - SOLO	14:20	14:40	:20
" 29	" ST. JOHN	McSWEENEY -	15:15	16:35	1:20
" 29	ST. JOHN - BASE	McSWEENEY - PASS	18:30	20:00	1:30
" 30	Waterville - Local	Walker - Pass	13:15	13:25	:10
" 30	" "	JOHNSON - Pass	14:15	14:25	:10
" 31	" "	JOHNSON - Pass	15:00	15:10	:10
" 31	" "	McSweeney - "	15:35	15:45	:10
" 31	" "	CRAIG - SOLO	16:00	16:25	:25
" 31	" "	JOHNSON - Pass	16:30	16:40	:10
" 31	" "	Walker - "	16:50	17:40	:50
" 31	" "	McSweeney - "	18:35	19:05	:30
June-1	" "	Walker - Pass	09:50	10:00	:10
" 3	" "	Carried Forward	118:	00	

	ENGINEER'S SIGNATURE	PILOT'S SIGNATURE
		J. Mc Sweeney
Weekly INSP. carried out	E. C. Mabber	
		Hon Keich.
Weekly INSP. Carried out	E. C. Mabber	

1947	From - To	Name of Pilot and Crew	Time in Air		
June-3			Time UP	Time DOWN	Time IN AIR
" 3	WATERVILLE - LOCAL	BROGHT FORWARD	118:00		
" 4	" "	Cragg —	16:50	17:15	:25
" 4	" "	JOHNSON - Pass	19:40	19:50	:10
" 4	" "	JOHNSON - Pass	19:50	20:00	:10
" 5	" "	JOHNSON — Pass	09:30	10:00	:30
" 5	" "	Walker — Pass	17:35	18:10	:35
" 5	" "	JOHNSON — HARVEY	18:50	19:20	:30
" 7	" "	ELDRIDGE —	08:30	09:00	:30
" 7	" "	JOHNSON - Armstrong	18:20	18:50	:30
" 7	" "	JOHNSON - FORYTHE	18:55	19:25	:30
" 7	" "	JOHNSON - BURGESS	19:45	20:15	:30
" 8	" "	CRAIG —	09:30	10:00	:30
" 8	" "	JOHNSON - PASS	10:20	12:10	1:50
" 8	" "	WALKER "	13:55	14:05	:10
" 8	" "	JOHNSON "	14:05	15:20	1:15
" 8	" "	WALKER "	15:35	16:00	:25
" 8	" "	JOHNSON "	16:30	16:55	:25
" 8	" "	WALKER "	17:00	17:30	:30
" 8	" "	KEITH "	19:00	19:30	:30
" 8	" "	WALKER "	19:35	20:05	:30
" 8	"	KEITH "	20:10	20:40	:30
" 10	" "	WALKER "	12:00	12:30	:30
			129:25		

		ENGINEER'S SIGNATURE	PILOTS SIGNATURE

1947 JUNE 10th.	From - To	Name of Pilot and Crew	Time in Time UP	Time in Time DOWN	Air Time in AIR
June 10	WATERVILLE - LOCAL	BROUGHT FORWARD	129:25		
" 11	" "	JOHNSON - Pass	12:00	12:30	:30
" 11	" "	Walker - "	16:05	16:15	:10
" 11	" "	Walker - Harvey	19:25	20:25	1:00
" 11	" "	Walker - Pass	20:25	20:35	:10
" 12	BASE - AMHERST	JOHNSON	09:00	10:00	1:00
" 12	AMHERST - BASE	JOHNSON	11:30	12:15	:45
" 12	Waterville - LOCAL	ELDRIDGE	18:40	19:10	:30
" 12	" "	WALKER - PASS	19:10	19:30	:20
" 13	" "	JOHNSON - BRINTON	16:15	16:45	:30
" 13	" "	JOHNSON - WOOD	16:50	17:20	:30
" 13	" "	JOHNSON - BURGESS	18:15	18:45	:30
" 13	" "	JOHNSON - FORSYTHE	18:50	19:20	:30
" 13	" "	JOHNSON - PASS	19:30	19:50	:20
" 14	" "	JOHNSON - LAPRESS	10:35	10:50	:15
" 14	" "	LAPRESS - PASS	10:50	11:15	:25
" 14	" "	JOHNSON - ARMSTRONG	15:40	16:10	:30
" 14	" "	JOHNSON - BURGESS	16:10	16:40	:30
" 15	" "	WALKER - PASS	15:30	15:45	:15
			138:05		

		Engineer's Signature	Pilot's Signature

	FROM - TO	NAME OF PILOT & CREW.	TIME UP	TIME DOWN	TIME IN AIR.
JUNE 16	WATERVILLE-LOUDN	BROUGHT FORWARD.			138:05
" 16	" - "	GIBSON -	18:55	19:35	:40
" 16	" - "	WALKER -	2000	20:10	:10
" 17	" - "	WALKER - BILLIS	13:10	13:20	:10
" 17	" - "	WALKER - SPINNEY	15:15	15:30	:15
" 17	" - "	ELDRIDGE -	1825	18:40	:15
" 17	" - "	WENTZELL -	19:15	19:25	:10
" 17	" - "	WALKER - PASS	1925	1935	:10
" 17	" - "	McSWEENEY - PASS	2020	2030	:10
" 18	" - "	WALKER - PASS.	11:00	11:10	:10
" 18	" - "	KEITH - PASS	1300	1310	:10
" 18	" - "	WALKER - HARVEY	1730	1800	:30
" 18	" - "	PIERE - -	1815	1845	:30
" 18	" - "	JOHNSON - FORSYTHE	1905	1935	:30
" 18	" - "	JOHNSON - PASS.	20:00	2010	:10
					4.00
	TOTAL.			142:05	

		ENGINEER SIGNATURE	PILOT SIGNATURE
		E. C. Webber	
			E. McSweeney

FILE NO. 5008 - E7 - 7 VOLUME NO. 1

DEPARTMENT OF TRANSPORT

FROM NOV. 1946
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EGG - PIPER L4B

CROSS REFERENCES

5008 - E7 - 7 VOL. 1

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 26 1951	40189	CAR			JAN 31 1951
MAR 19 1951	5008 + E7-7 + 7045	CAR			MAR 19 1951
APR 4 1951	Re Mr Spink	CAR			APR 5 1951
APR 23 1951	Ref Mr Dawson	CAR.			MAY 22 1951
		CAR (op-c)			MAY 22 1951
May 1 1951	5781 + 4133	CAR		STG.	MAY 22 1951
		Mr Walker.		MCW	

1.
3-46
K.P. 58825
D.L.L. Co.

FILE NO. 5008 - E7 - 7

VOLUME NO. 1

VOL. 1
5008 - E7 - 7

DEPARTMENT OF TRANSPORT

FROM NOV. 1946
TO

SUBJECT AIRCRAFT INSPECTION AND REGISIRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EGG - PIPER CUB L4B

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 10 1946	32265	A.A.R.	~~10-1-46~~		DEC 5
DEC 10 1946	B2 15-12-46	A.T.R.			
APR 3 1947	0485	C.A.R.			APR 9
		CAI ①			MAY 7 1947
MAY 7 1947		Treas			
JUL 12 1947	11736	CAR			JUL 28 1947
		CAI ②			
		CRI ③			JUL 28 1947
JUL 28 1947		Treas ④			
JUL 28 1947					AUG 1 - 1947
AUG 25 1947	16705	CAR.			SEP 2 - 1947
DEC 4 1947	Requested	Cal.			
	33521	CAR			
JAN 21 1948					
FEB 3 - 1948	35300, 35298	C.A.R.			FEB 12 48
MAR 3 - 48	39067	CAR			MAR 5 -
MAY 22 48	7838	car			MAR 27 1948
MAR 19 1949	48872	CAR			MAR 26 1949
MAR 26 1949		CAI ①			
MAR 23 1949		CRI ②			MAR 28 1949
MAR 28 1949		Treas Account ③			
APR 1 - 1949	50518	CAR			APR 6 - 1949
JUL 20 1949	Reg Mr Cole	car			AUG 12 1949
OCT 1 - 1949	(5002-223) 26059	CAR			OCT 12 1949
		CAI			OCT 12 1949
OCT 12 1949	Mr Finkle	CAR			OCT 17 1949
NOV 19 1949	34048	CAR			NOV 21 1949
NOV 22 1949		CAE			NOV
JUN 20 1950		CAR			JUN 23 1950

A32265

TRANSPORT-RECORDS
NOV 16 A.M.
FILE 5008-E7-7

9

TORONTO, November 14th, 1946.

Piper L4B Serial No. 233C
CF-EGG

5008-E7-7

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of **Piper L4B CF-EGG**, Serial No. **CF-EGG** recently purchased by **Lakeland Skyways Ltd., from Cub Aircraft Corporation Limited**

(a) Application forms.
(b) $10.00 fee (See page **186** in Cash Book, Receipt No. **76393**)
(c) Bill of Sale, dated **November 7th/46**
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

9/7

L.G. Joy,
District Inspector, Air Regulations,
Toronto.

Piper L4B

CANADA

CF-BIG

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 Limited.

Signature of Applicant..... J.F.Reed

Date of Application..... November 7, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Lakeland Skyways Limited	North Bay Airport, North Bay, Ontario.	

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..... North Bay, Ontario.

Date of manufacture or reconstruction..... October 31, 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 L4B ... Maker's No. ... 2550

	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 ... 1220 lbs.

Total weight authorized (fully loaded) in lbs. ... 751 ... lbs. 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 Gauge (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 #5102268			
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 November 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

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 viz;

Airplane **CF-EGG**

Serial # **233C**

Engine **Continental A65-8F**

Engine Serial # **5102268**

CUB AIRCRAFT CORPORATION LIMITED

Signed J. F. Gilson

COPY
/RB

AI-2

6

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration **CF-ECG**

Aeroplane Type **Piper Cub** Landplane / Seaplane / Skiplane Model **L4B**

Manufacturer **Cub Aircraft Corporation Ltd.** Serial No. **2330**

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.

([redacted]
([redacted].

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	**Continental**	
Model	**A65-8F**	
Serial No.	**5102268**	
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 Brothers				
Type	fixed wood				
Blade Drawing No	72.CK.44				
Blade Serial Nos	K-8738				
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 gal.s	(1) In sump attached	5/6
(2) of fire wall		(2) to rear section of	
(3)		(3) 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)	**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	731 lbs.	lbs.	lbs.
Disposable load	240 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 17.75... 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. F. Wilson Date OCT 31 1946
Chief Inspector
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. Wilson Chief Inspector
OCT 31 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. Wilson Date OCT 31 1946
Test Pilot
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 Ball
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
District Inspector, Civil Aviation.

Air Services
Civil Aviation Division
DEPARTMENT OF TRANSPORT

November 14th, 1946

Lakeland Skyways Limited,
North Bay Airport,
NORTH BAY, Ontario.

1 Montgomery Avenue, Toronto

Dear Sir: **Re CF-EGG**

Receipt is acknowledged of your application for registration of **Piper L4B, Serial No. 233C** recently purchased by you from **CuB Aircraft Corporation**

With the following papers:

(a) Application forms
(b) $10.00 fee
(c) Bill of Sale
(d) Aeroplane Inspection Release Certificate

Receipt No. **76393 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-EGG** 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

9A 8/6-44

ORIGINAL ON FILE..... COPY FOR FILE.....

5008-E7-7

1 Montgomery Avenue, Toronto,
January 13th 1947

TRANSPORT-RECORDS
JAN 14 A.M.
File 5008-E7-7

Lakeland Skyways Limited,
NORTH BAY, Ontario.

65869

Re: CF/EGG

Dear Sir:

This letter will constitute a further extension of the authority granted you in our letter of November 14th 1946, to operate CF EGG as a commercial aircraft.

This authority is valid until March 15th 1947, pending the issue of the formal certificates.

Yours truly,

D.G. Joy
District Inspector Air Regulations
Toronto

DGJ/im
c.c. H.Q.

10

Ottawa, March 21st,1947.

5010-3-21

Piper aircraft J3C-65

5010-10-27
~~5008-E7-5~~
5008-E7-7
~~5008-E7-9~~
~~5008-E7-8~~
~~5008-E5-4~~
~~5008-E5-19~~
~~5008-E7-2~~
~~5008-E5-8~~
~~5008-D19-18~~

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

ORIGINAL ON FILE

COPY FOR FILE

TOR: 5008-E7-7

1 Montgomery Avenue, Toronto.
April 1st, 1947

0485

TRANSPORT-RECORDS
APR 2 P.M.
5008-E7-7
Files

Lakeland Skyways,

NORTH BAY, Ontario.

Dear Sirs:

This letter will constitute an extension of the temporary authority, granted you in our letter of November 14th, for the commercial operation of C F / E G C until June 1st, 1947.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

c.c. H.Q.

Orig
m-5010-10-27
5008-E7-5
5008-E7-7 -
5008-E7-9
E7-8
E5-4
E5-19
E7-2
E5-6
D19-18

CAR

TORONTO April 2nd, 1947

Piper Aircraft J5C-65 5010-5-21

0808

RECORDS
APR 3 P.M.
File 5008-E7-7

12

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-B 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

5428 (R)
1882 (A)

/M

2462A
8-41

CANADA

13

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5428

NATIONALITY AND REGISTRATION MARKS CF-EGG

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2330
4. Name of owner	Lakeland Skyways, Limited,
5. Address of owner	North Bay Airport, North Bay, Ontario.
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-EGG and is of Canadian nationality.

Given at Ottawa this 15th day of April, 19 47.

Superintendent, Air Regulations.

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

/RM

5008-E7-7

14

Ottawa, Ontario.
April 21st, 1947.

REGISTERED

Lakeland Skyways, Limited,
North Bay Airport,
North Bay, Ontario.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5428 and Certificate of Airworthiness No. 1882, together with Engine and Journey and Aircraft Log Books, for your Piper L4B aircraft, CF- ECC.

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, Ont.

COPY

15

5008-27-7

ORIGINAL ON FILE.....

COPY FOR FILE.....

1 Montgomery Avenue, Toronto
10 July 1947

Mr. J.L. Taylor,
NEW LISKEARD, Ontario

Dear Sir:

With reference to our letter of July 5, 1947, receipt is acknowledged of the following papers relating to the re-registration of Piper L4B aircraft, CF-EGG, serial No. 12?8C, which you recently purchased from Lakeland Skyways Limited.

(a) Application Forms
(b) Bill of Sale- Lakeland Skyways Ltd. to Mr. Herbert Burry
(c) Bill of Sale- Mr. Herbert Burry to Mr. J.L. Taylor
(d) Fee of $5.00
(e) Old Certificate of Registration No. 5418
(f) Old Certificate of Airworthiness No. 1882.

Receipt No. 16540, for the fee of $5.00, was sent to you July 5, 1947.

Pending issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate Piper L4B aircraft CF-EGG as a Commercial aircraft under conditions given in the C. of A. No. 1882.

This authority is valid until September 10, 1947, and does not include permission for the operation of radio apparatus.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations
Toronto

DGJ/MM

8
2-47

/M

16

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5428

NATIONALITY AND REGISTRATION MARKS CF-EGG

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	233C
4. Name of owner	Lakeland Skyways, Limited,
5. Address of owner	North Bay Airport, North Bay, Ontario.
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-EGG and is of Canadian nationality.

Given at Ottawa this 15th day of April, 1947.

T. J. Stephenson

Superintendent Air Regulations.

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

HERBERT BURRY

17

New Liskeard
Ontario.
June 2, 1947.

IN ACCOUNT WITH

J. L. Taylor
New Liskeard, Ont.

Sale of one Cub Aircraft Model # L ~~4~~ B, Makers serial #233 C. CF-EGG

Aircraft on wheels only complete with the following instruments.

Compass
Air Speed Indicator
Altimeter
R. P. M. Indicator
Oil Pressure Gauge
Oil Temperature Gauge.

Complete as above, sale price $2000.00

Paid in full.
Herbert Burry

Witness
J. L. Nice

LAKELAND SKYWAYS LIMITED

19

North Bay, Ontario.

May30, 1947.

IN ACCOUNT WITH

Herbert Burry
New Liskeard, Ontario.

Sale of one only CUB PROSPECTOR AIRCRAFT

Model #L ~~4~~B Makers serial #233C. CF-EGG

Aircraft on wheels only complete with the following instruments

Compass
Air Speed Indicator
Altimeter
R. P. M. Indicator
Oil Pressure Gauge
Oil Temperature Gauge.

Complete sale price as above $ 2600.00

Paid in full
Lakeland Skyways Ltd
per. J. F. Reed pres.

CANADA

19 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 J L Taylor

Date of Application January 1/47

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
J. L. Taylor	New Liskeard, 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 New Liskeard, Ont.

Date of manufacture or reconstruction 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 Ltd.

Type Cub L ~~4~~ B Maker's No. 233-C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 ft 2½"	
Length o/a in feet	22 ft 4½"	
Height o/a in feet	6 ft 8"	

Cubic Capacity (of Airship or Balloon) NA

Weight equipped, but without load, fuel, or oil 680 #

Total weight authorized (fully loaded) in lbs 1300# Air speed 73 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments 1 Compass, 1 Air Speed Indicator, 1 R. P. M. Indicator 1 Altimeter
2. Gauges 1 Oil Pressure 1 Oil Temp
3. Lights nil
4. Signals nil
5. Fire Extinguishers 1
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 A-65			
Pusher or Tractor	Tractor			
Right or Left Hand	R. H.			
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 .....

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F.-EGG allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

20 2
8-45

Toronto Ontario 10 July 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-7	PIPER L4B Aircraft CF-EGG	5008-E7-7

A11736

TRANSPORT-RECORDS
11 P.M.
File 5008-E7-7

Controller of Civil Aviation,
Department of Transport
OTTAWA, Ontario

1. Attached, hereto, are the following papers relating to the re-registration of Piper L4B aircraft CF-EGG, serial No. 233C in the name of Mr. J.L. Taylor:

Re-registration

(a) Application Forms
(b) Bill of Sale-Lakeland Skyways Ltd. to Mr. Herbert Burry
(c) Bill of Sale- Mr. Herbert Burry to Mr. J.L. Taylor
(d) Fee of $5.00, see Receipt No. 16540 page 3068 Cash Book
(e) Old Certificate of Registration No. 5428
(f) Old Certificate of Airworthiness No. 1882.
(g) Copy of letter, temporary authority

D.G. Joy,
District Inspector, Air Regulations
Toronto

DGJ/MM

5946 (R)
1882 (A)

typbooks sent

/RM

22

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5946

NATIONALITY AND REGISTRATION MARKS CF-EGG

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2330
4. Name of owner	J.L. Taylor,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, Ontario.
8. Purpose	~~Commercial~~ Private (21.5.48)

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 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-EGG and is of Canadian nationality.

Given at Ottawa this 22nd day of July 1947.

Superintendent, Air Regulations.

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

Not valid after November 14th, 1947, unless endorsed.

/RM

23

5008-E7-7

REGISTERED

OTTAWA, July 22nd, , 1947.

Mr. J.L. Taylor,
New Liskeard,
Ontario.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5946 and Certificate of Airworthiness No. 1882 for your Piper L4B aircraft CF- KOG , Serial No. 2330.

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,

(G. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Toronto, Ont.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

24

2
8-45

TORONTO, August 22nd, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER L4B CF-EGG SERIAL No. 233C	5008-E7-7

A16705

TRANSPORT-RECORDS
AUG 23 A.M.
File 5008-E7-7

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Certificate of Airworthiness No. 1882 for Piper L4B CF-EGG, was endorsed today as follows:-

Item 9 :	"and marine
" 25 :	Seaplane.....884 lbs.
" 31 :	Seaplane .....172 lbs.
" 32 :	Seaplane.....1300 lbs.
" 33 :	Seaplane.....1300 lbs.
Section "D"	Life preserver foreach occupant when operating as a seaplane.

Dated Aug 22 - 47

(for) D.G.Joy,
District Inspector, Air Regulations,
Toronto.

CAB/HT.

D

COPY

25

TOR: 5008-E7-7

ORIGINAL ON FILE.....

COPY FOR FILE.....

1 Montgomery Avenue, Toronto.
January 20th, 1948.

Lakeland Skyways Ltd.,
Trout Mills P.O.,
NORTH BAY, P.O.

A33521

TRANSPORT-RECORDS
JAN 21 P.M.
File 5008 E7-7

Dear Sirs:

This letter will serve as authority for one ferry flight, Piper aircraft C F/E G G, from North Bay to Hamilton for renewal of Certificate of Airworthiness.

This permit is for V.F.R; day flying only; no passengers to be carried other than necessary crew.

Yours truly,

Department of Transport
Civil Aviation Division
CANADA

(for D.G. Joy)
District Inspector, Air Regulations,
Toronto.

L.KNIGHT/KC

c.c. H.Q.

W

8
2-47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

30 2 6-46

1 Montgomery Avenue, Toronto, February 2nd, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-7	Piper L4B aircraft CF-EGG J.L. Taylor	5008-E7-7

A65300

TRANSPORT-RECORDS
FEB 3 A.M.
File 5008-E7-7

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. The following changes to the Certificate of Airworthiness No. 1882 have been made at this office:

Item 25. (c) Skiplane - 751 lbs. ✓

Item 32. Skiplane - 1220 lbs. ✓

Item 33. Skiplane - Twelve hundred and twenty pounds. ✓

2. The above amendments were made in view of the copy of the attached letter from Cub Aircraft Corporation Limited.

Mrs Jones to note & return Hill
Item 31. Ski. P. 225-165

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:alb
Encl.

noted

COPY

29

ORIGINAL ON FILE.....

COPY FOR FILE.....

CUB AIRCRAFT CORPORATION LIMITED

Hamilton - Canada

January 31, 1948.

Department of Transport,
1 Montgomery Avenue,
Toronto 12, Ontario.

Re: L4-B CF-EGG, Ser. # 233 C

Dear Sir:

Pertaining to the above aircraft, you will find enclosed the following:

Certificate of Airworthiness
Certificate of Registration
Journey and Aircraft Log Book
(inspection report attached)

The above are being forwarded to you in order that the C. of A. might be renewed.

It is noted that the skiplane weights are not out lined on the C. of A. and as this aircraft is equipped with C.A.C. skis, type J3A-316A, the following information is noted:

Empty weight of aircraft on wheels -	731 lb.	
Weight of main and tail wheels	29 lb.	
Weight of aircraft less wheels		702 lb.
Weight of J3A-316A skis complete with tail ski, pt.#CC-33		49.5 lb.
Empty weight of aircraft on above skis		751.5 lb.
All up authorized weight		1220 lb.

Yours very truly,
CUB AIRCRAFT CORPORATION LTD.
(Sgd) J.F. Gibson

8
2-47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

28 2 6-46

1 Montgomery Avenue, Toronto, February 2nd, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-7	Renewal of Certificates of Registration and Airworthiness - aircraft CF-EGG	5008-E7-7

A 5298

TRANSPORT-RECORDS
FEB 3 A.M.
File 5008-E7-7

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Piper L4B aircraft, C F - E G G, Serial No. 233c, owned by Mr. J.L. Taylor has recently been reconditioned by Cub Aircraft Corporation at Hamilton, Ontario.

2. Proper entries have been made in the Log Books of this aircraft that it was airworthy on January 31st, 1948.

3. These entries have been signed by Messrs. J.F. Gibson and H.J. Dilks as Air Engineers and J.F. Gibson as Commercial Pilot.

4. Certificate of Registration No. 5946 and Certificate of Airworthiness No. 1882 have been renewed valid until January 31st, 1949 and returned to Mr. J.L. Taylor.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:alb
Encl.

C O P Y

(Our Work Order C 558) 27

CF-EGG was received at Cub Aircraft Corp. for inspection and repair as required in order that the C. of A. might be renewed.

Total time to date according to accompanying Log Books is 237 hrs. 35 min.

Entire aircraft washed down for inspection and the following work was carried out:

FUSELAGE: Stabilizer indicator made serviceable and trim cable tightened.
Primer pump and plunger tightened.
All bolts and pins in control system removed for inspection and excessive play taken out upon reassembly.
Door fairing straightened and patched as necessary.
Cotter pins put in lower door hinge pins.
Gas cable housing shut-off tightened.
Aircraft patched inside and out as required.
Throttle arms tightened.
Missing P.K. screws replaced in fuselage cowl and loose ones tightened
Cable guard on right front rudder replaced.
All controls on entire aircraft lubricated.
Fire extinguisher installed.
Six inspection rings and one inspection cover fitted.
Fuel tank filler neck gasket installed.

LEFT WING: Aileron repaired at outer tip and section recovered and refinished.
All fairings removed for check of internal bracing and condition of spars.
Pyralin fabric reinforcement at upper aileron pulley replaced.
Trailing edge straightened and reinforced in two places.
New beading fitted at junction of wing and windscreen.
Missing P.K. Screws replaced as required on fairings.

RIGHT WING: All fairings removed and internal bracing in spars inspected.
Wing root bolts checked for tightness.
Rubber beading at wing root and windshield replaced.
Pyralin under upper aileron pulley cover replaced.
Tip of right aileron repaired and section repatched and refinished.
Missing P.K.'s replaced as required in fairings.
Trailing edge straightened and reinforced.

EMPENNAGE: Stabilizers repaired so as to allow full travel.

UNDERCARRIAGE: Undercarriage bolts replaced as required.
Left shock leg attachment holes rebushed at both ends.
Missing leaf put in tail spring assembly.
Missing bracket fitted to tail spring assembly.
Undercarriage fitting checked for cracks.
Play removed from left front landing vee fitting by installing washers.
Skis removed.
Runners, facting, and battens taken off and toes of skis resteamed, dried, refinished and reassembled.

ENGINE AND INSTALLATION (ALSO entered in ENGINE LOG BOOK)

Engine given 25 hour check and oil change.
Propellor bolts checked for safety and propellor for track.
Entire fuel system cleaned out to remove foreign material.
Muffler and exhaust covers removed for internal inspection.

ENGINE AND INSTALLATION - continued

Engine mount bolts tightened.
Winterization kit installed.
Rocker box cover gasket replaced.
Engine baffles repaired as required.
Missing cowl rubbers installed.
Air maize filter cleaned.
Two clamps and bolts replaced on exhaust stacks.
Induction hoses and clamps tightened.
Push rod housing rubbers tightened.
All tapes, etc. reshellaced.
Magneto points checked and magneto cleaned internally.

I hereby certify that all work listed has been done with certified material according to accepted practices; 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) J.F. Gibson
Jan 31 1948

All controls checked for soundness, correct actions, and for the presence of all locking safety devices.

(Sgd) H.J. Dilks
Jan 31 1948

This is to certify that I have this day test flown aircraft CF-EGG and I consider that it flew in a satisfactory manner.

(Sgd) J.F. Gibson
Jan 31 1948.

HEP/HEC

31

OTTAWA ONTARIO FEBRUARY 10 1948

5008-D14-18;
5008-H17-20;
5008-F10-23;
5008-E7-7;
5008-H13-11;
5008-D6-12;

CF-HNR, CF-BGT, CF-DFL, CF-HMK, CF-HSG, CF-HJW 5008-D14-18;
5008-H17-20;
5008-F10-23;
5008-E7-7;
5008-H13-11;
5008-D6-12;

District Inspector, Air Regulations,
1 Montgomery Avenue,
Postal Station K,
TORONTO 12, Ontario

1. May the following amendments be included in the subject referenced Certificates of Airworthiness:-

1. Aeronca, 7AC, CF-HNR, C. of A. 1527,
Item 31. skiplane - 168 lbs.

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 skiplane.

2. D.H. 82C CF-BGT, C. of A. No. 767
Item 31. skiplane - 207 lbs.

3. Aeronca 7 AC, CF-DFL, C. of A. No.1103,
Item 31. skiplane - 177 lbs.

4. D.H. 82C, CF-HMK, C. of A. No. 730,
Item 31. skiplane - 197 lbs.

5. Piper L4B, CF-HSG, C. of A. No. 1882,
Item 31. skiplane - 225 lbs.

6. Stinson 108-2, CF-HJW, C. of A. No. 2171,
item 31. skiplane - 472 lbs.

2. It would be appreciated if your office would in the future pay particular attention to the completion of Item 31. on the Certificates of Airworthiness, that is as skiplane and seaplane when making amendments.

H.E.P.
(S. Graham),
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

32 2 6-47

1 Montgomery Avenue, Toronto, March 1st, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-7	Certificate of Airworthiness no. 1882 Piper L4B - C F - E G G	5008-E7-7

TRANSPORT-RECORDS
MAR 2 A.M.
File 5008 E7-7

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

A39067

1. Please be advised that the subject noted Certificate of Airworthiness has been amended as follows:

Item 31. Skiplane - 225 lbs. ✓

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

CAB:alb

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

33 2 6-47

Toronto, May 21st, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub CF-EGG	5008-E7-7

A 7838

TRANSPORT-RECORDS
MAY 22 A.M.
5008-E7-7
File

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

1. We have to-day endorsed Mr. J.L. Taylor's Certificates of Airworthiness and Registration for Piper Cub CF-EGG, for private use only and also sub-division "D" only, Paragraph 14. ✓

2. Submitted for your information, please.

C.A.Brethour

(for) D. G. Joy,
District Inspector, Air Regulations,
Toronto.

C.A.Brethour/ES

Memo Jones
To note
A.H.D.

Noted
G.J.

W

COPY

34

ORIGINAL ON FILE.....

COPY FOR FILE.....

TOR:5008-E7-7

REGISTERED

260 Richmond St. W., Toronto,
March 17th, 1949.

Mr. Gerald Joseph Quinlan,
NEW LISKEARD, Ontario.

Dear Sir:

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your authority to operate Piper L4B aircraft C F - E G G as a commercial aircraft on day visual flying only under the conditions of issue as stated in the old Certificate of Airworthiness No. 1882. This authority is valid until June 17th, 1949.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

(D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

Noted RM

/alb

8
11-47

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

40 REFER TO FILE NUMBER
5008-E7-7

1 Montgomery Avenue, Toronto,
May 21st, 1948.

Mr. J. L. Taylor,
Box 7,
New Liskeard, Ontario.

Dear Sir:

Please find enclosed your Certificate of Airworthiness No. 1882 and Certificate of Registration No. 5946 on Piper Cub CF-EGG, which has been endorsed for Private use only.

Yours truly,

C A Brethour

(for) D. G. Joy,
District Inspector, Air Regulations,
Toronto.

C.A.Brethour/ES
Encls.

Registered

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

34 REFER TO FILE NUMBER
TOR:5008-E7-7

1 Montgomery Avenue, Toronto,
March 1st, 1948.

Mr. J.L. Taylor,
Box 7,
NEW LISKEARD, Ont.

Dear Sir:

Enclosed please find Certificate of Airworthiness no. 1882 for your Piper L4B aircraft, C F - E G G, which has been amended as follows:

Item 31. Skiplane - 225 lbs.

Yours truly,

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

CAB:alb
Encl.
Registered.

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

3F

REFER TO FILE NUMBER
TOR:5008-E7-7

1 Montgomery Avenue, Toronto,
February 16th, 1948.

Mr. J.L. Taylor,
Trout Mills P.O.,
NORTH BAY, Ont.

Dear Sir:

May Certificate of Airworthiness No. 1882 issued in favour of your Piper L4B aircraft, C F - E G G, be forwarded to this office in order that it maybe amended as follows:

Item 31. Skiplane - 225 lbs.

Yours truly,

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

L.Knight/alb

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

37

REFER TO FILE NUMBER
TOR:5008-E7-7

1 Montgomery Avenue, Toronto,
February 2nd, 1948.

Mr. J.L. Taylor,
NEW LISKEARD,
Ontario.

Dear Sir:

Enclosed please find Certificate of Registration No. 5946 and Certificate of Airworthiness No. 1882 for your Piper L4B aircraft C F - E G G, Serial No. 233C.

These Certificates have been renewed valid until January 31st, 1949. The Certificate of Airworthiness has been amended to read "skiplane".

The Log Book for this aircraft is being returned you via Canadian National Express.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:alb
Encl.
Registered.

/RM

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E7-7

REGISTERED

OTTAWA, July 22nd, , 1947.

Mr. J.L. Taylor,
New Liskeard,
Ontario.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5946 and Certificate of Airworthiness No. 1882 for your Piper L4B aircraft CF- EGG , Serial No. 2330.

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. Stallworthy

(S. Graham),
Superintendent, Air Regulations.

Encls.

/RM

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5946

NATIONALITY AND REGISTRATION MARKS CF-EGG

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2330
4. Name of owner	J.L. Taylor,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, Ontario.
8. Purpose	~~Commercial~~ Private W.O.B. 21/5/48

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 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-EGG and is of Canadian nationality.

Given at Ottawa this 22nd day of July 1947.

H. L. Patterson

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 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

February 2, 1948 - Renewed valid until January 31st, 1949 [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 of Transport.

THIS AGREEMENT made in quadruplicate, this 18th day of February, in the year of Our Lord one thousand nine hundred and forty-nine.

B E T W E E N :

J. LOWRY TAYLOR of the Town of New Liskeard, in the District of Temiskaming and Province of Ontario, Hardwareman, hereinafter called the Seller of the First Part,

OF THE FIRST PART.

A N D

GERALD J. QUINLAN carrying on business under the firm name and style of NORTHERN SKY TRAILS, and the said NORTHERN SKY TRAILS, hereinafter called the Purchaser of the Second Part,

OF THE SECOND PART.

THE Seller hereby sells and the Purchaser hereby purchases and agrees to pay for, subject to the terms and conditions hereinafter set forth, the following property herein called the property, namely One (1) Cub Aircraft C.F.- E.G.G. complete with Wallam Floats, Wheels and Skiis for the price of $2500.00, payable as follows; $250.00 on the signing of this Agreement, and the balance at the rate of $3.00 for each flying hour of the aircraft, the Purchaser guaranteeing a minimum of twenty flying hours per month with payments to be made on the 1st day of each and every month, the first of such payments to be made on the 1st day of March, 1949, and monthly thereafter until the full amount hereby secured shall have been fully paid and satisfied.

IN THE EVENT of the Purchaser failing to make the payments, or any of them, due hereunder the Seller may place the account in the hands of his solicitor for collection and the Solicitor shall be entitled to be paid fifteen per cent for collection thereof in addition to all disbursements and expenses incurred thereby.

1. Title to the property shall not pass to the Purchaser until the entire purchase price has been paid.

2. No transfer, renewal, extension or assignment of this contract or any interest therein, or loss, injury, confiscation or destruction of the property, shall release the Purchaser from his obligation hereunder, and the assignee shall be entitled to all the rights of the seller.

3. If the Purchaser makes default in any payment, or fails to comply with any condition of this contract, or any proceedings in bankruptcy, receivership or insolvency be instituted against the Purchaser, the full amount shall, at the election of the Seller be immediately due and payable.

4. No condition, warranty, or representation has been made by the Seller, unless endorsed hereon in writing. the word "property" wherever used in this contract, shall include any equipment, attachments, accessories and repairs placed on the property by the Purchaser.

5. The Purchaser shall not at any time suffer or permit any charge or lien, whether possessory or otherwise to exist against the property, and shall keep the property free of all taxes, liens, and encumbrances, shall not use it illegally or improperly. It is understood, however, that the Purchaser shall have the right to trade in the property for another aircraft and /or aircrafts and that in that event this contract shall cover the aircraft and/or aircrafts on which the property has been traded in as if the said aircraft and/or aircrafts were the property

6. The Purchaser agrees to provide, pay for and keep up ground and hangar risk insurance as well as crash insurance in an amount sufficient to protect the Seller's interest in the property

7. Time is of the essence of this contract and if the Purchaser makes default in complying with any of the terms hereof, the Seller may without demand take immediate possession

of the property and any equipment, or accessories thereto belonging, and for such purpose the Seller may enter upon any premises where the property may be and remove it.

8. The Seller may re-sell the property so retaken at public or private sale with notice to the purchaser upon such terms and in such manner as the Seller may determine, and to that end may make such repairs as the Seller deems necessary. From the proceeds of any such sale, the Seller may deduct all expenses for retaking, repairing and selling the property, including the costs of the Seller's solicitor as between solicitor and client, and the balance thereof shall be applied to the amount due. Any surplus shall be paid over to the Purchaser.

It is agreed that the repossession and retention sale or right thereto shall not affect the Purchaser's liability until full payment has been made.

This Agreement shall enure to the benefit of and be enforceable by the parties hereto, and their executors, administrators, successors and assigns, respectively.

Dated, this 18th day of February, A.D. 1949.

WITNESS:

Rita Laurassa

H. J. Zimmerman

PROVINCE OF ONTARIO

DISTRICT OF TEMISKAMING

TO WIT:

I, RITA BOURASSA, of the Town of New Liskeard, in the District of Temiskaming, Stenographer, make oath and say:-

1. THAT I was personally present and did see the within Conditional Sale Contract, in quadruplicate, duly executed by J. Lowry Taylor and Gerald J. Quinlan, the parties thereto.

2. THAT the said Conditional Sale Contract, in quadruplicate was duly executed by the said Parties at the Town of New Liskeard, in the District of Temiskaming and Province of Ontario.

3. THAT I know the said Parties.

4. THAT I am a subscribing witness to the said Conditional Sale Contract, in quadruplicate.

SWORN BEFORE ME at the Town of New Liskeard, in the District of Temiskaming this 18th day of February, A.D. 1949.)

Rita Bourassa

A Commissioner, etc.

Dated: February 18th, A.D. 1949.

J. LOWRY TAYLOR

-and-

GERALD J. QUINLAN

CONDITIONAL SALE CONTRACT

GORDON WALLINGFORD
Barrister and Solicitor
New Liskeard
Ontario.

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.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... H J Quinlan

Date of Application..... 11 MAR 49

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
GERALD JOSEPH QUINLAN	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)..... COMMERCIAL

Usual Station..... NEW LISKEARD ONT.

Date and place of manufacture or reconstruction..... CUB AIRCRAFT LTD. L 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 Cub Aircraft

Type Cub Prospector Maker's No. 2330

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'2¼"	35'2¼"
Length o/a in feet	22'5"	22'5"
Height o/a in feet	6'8"	6'8"

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

Weight equipped, but without load, fuel, or oil 715 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air Speed 70 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments 5,Turn & Bank,altimeter,R.P.M. indicator, Mag.compass
2. Gauges Air speed indicator, oil temperature , oil pressure
3. Lights none
4. Signals none
5. Fire Extinguishers one pyrene,
6. Parachutes none
7. Tools for emergency repairs
8. Other Equipment safety bolts ,axe, bush kit,

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A-65			
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 .....

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

42

2
6-47

Toronto, Ontario, March 18th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-7	Re-Registration of aircraft CF-EGG	5008-E7-7

TRANSPORT-RECORDS
MAR 21 A.M.
5008-E7-7
File

Director of Air Services,
Department of Transport,
OTTAWA.

1. Herewith the following papers relating to re-registration of PIPER L4B aircraft C F - E G G, Serial No. 233C, recently purchased by Mr. Gerald Joseph Quinlan from Mr. J.J. Taylor: A48872

(a) Application form in duplicate.
(b) $5.00 fee (see page 8863 in cash book, receipt no. 86006 for the $5.00 fee paid in the name of Northern Sky Trails).
(c) Conditional Sale Contract.
(d) Old Certificate of Registration No. 5946.
(e) Old Certificate of Airworthiness No. 1882.
(f) Copy of letter of temporary authority.

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

Trans from
A. R. C. Ry.
to
Toronto
for inspection

7833 (R)
1882 (A)

(No weight + Bal Rept
on file

/RM

4)

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7833

NATIONALITY AND REGISTRATION MARKS CF-EGG

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2330
4. Name of owner	Gerald Joseph Quinlan,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, 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 17th 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-EGG and is of Canadian nationality.

Given at Ottawa this 24th day of March 1949.

Superintendent, Air Regulations.

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

/M

Valid for day flying only. 21

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1882

(Heavier than air)

FIRST PART

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

(17.3.49) QUINLAN,

(10.7.47) TAYLOR,

1. Surname of owner (or name of Company) ~~Lakeland Skyways Limited,~~
2. Christian name ~~J.L.,~~ Gerald Joseph,
3. Address New Liskeard, ~~North Bay Airport, North Bay,~~ Ontario.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGG

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4B Constructor's No. 233C
8. Place and year of construction of aircraft Hamilton, Ontario, 31st October, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land and Marine (22.8.47)
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 (21.5.48) ~~a, b, c, d & e~~
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: **A65-8F.**

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	**731**	lbs.
(b) Seaplane (22.8.47)	884	lbs.
(c) Skiplane	751	lbs. (2-2-48)

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. **9** lbs.

27. Oil (at 9·0 lbs. per gallon)
(a) Number of tanks **One**
(b) Capacity of tanks ..... 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. 172 lbs. (22.8.47) (Skiplane) 225 L.P. (1.3.48) **245** lbs.

32. Maximum total weight authorized **1220** lbs.

Landplane	**1220**	lbs.
Seaplane (22.8.47)	1300	lbs.
Skiplane	1220	lbs. (2-2-48)

Compulsory Conditions

33. Maximum total weight authorized (write in full)
Landplane **Twelve hundred and twenty pounds.**
Seaplane Thirteen Hundred Pounds (22.8.47)
Skiplane Twelve Hundred & Twenty pounds (2-2-48)

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 **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 **14 Nov. 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/LEM

44

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.

43

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 seaplane (22.8.47)

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
		Nov. 14, 1947. Jan. 31, 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

46

Ottawa, Ontario. March 24th, 1949.

5008-E7-7 Piper L4B CF-ECG 5008-E7-7

REGISTERED

District Controller of Air Services,
260 Richmond St. West,
Toronto 1, Ontario.

Attention: District Inspector, Air Regulations.

1. Enclosed please find Certificate of Registration No. 7833 and Certificate of Airworthiness No. 1882, for the above-mentioned aircraft owned by Mr. G.J. Quinlan.

2. 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.

3. 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.

4. Please draw the owner's attention to Information Circular T/8/39.

NOTED
MAR 30 1949
Revenue Audit
Dept. of Transport.

(G.J. Travers),
Assistant Superintendent, Air Regulations.

Encls.

47.

5008-E7-7

260 Richmond Street W., Toronto,
March 30th, 1949.

TRANSPORT-RECORDS
MAR 31 A.M.
5008-E7-7
File

Mr. G.J. Quinlan,
NEW LISKEARD, Ontario.

Dear Sir:

50518

Further to our letter of March 17th, 1949; pending submission of a Weight and Balance Report, as is required under Information Circular No. T/14/48, this letter will constitute your authority to operate Piper L4B, CF-EGG, as a commercial aircraft, day visual flying only, under the conditions of issue stated in Certificate of Airworthiness No. 1882, until April 29th, 1949.

This authority does not include permission for the operation of radio apparatus.

Upon receipt of the above report at this office, Certificate of Registration No. 7833 and Certificate of Airworthiness No. 1882 will be forwarded to you.

Your attention is also directed to Information Circular No. T/8/39.

Yours truly,

for (D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

STG/AC

CC. Headquarters ✓

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

52

2
6-47

TORONTO, November 17th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5002-225(CAR)	Accident: Piper L4B, CF-EGG August 17th, 1949.	5002-36 5008-E7-7 ~~5802-148-52~~

34048

TRANSPORT - RECORDS
NOV 19 A.M.
File 5008-E77

R E G I S T E R E D

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

1. Further to our memo of November 15, 1949, attached are Certificate of Registration No. 7833 and Certificate of Airworthiness No. 1882 relating to Piper L4B aircraft, CF-EGG.

S. Grant
for District Inspector, Air Regulations,
for District Controller of Air Services,
Toronto.

COPY ON
5002-225

Copy 18/11/49

Miss Jones
Aircraft CF-EGG written off. See file 5002-~~115~~ 227

M. J. Noted

COPY

2-T92-1A

53

The Secretary

June 17th, 1950.

Mr. William C. Inch. K.C.,
Barrister, Solicitor,
More-Gibson Block,
Cobalt. Ontario.

Dear Sir:

Re: Temiskaming Airways formerly operating under the firm name and style of Northern Sky Trails.

I wish to refer to your letter of June 14th asking whether the aircraft which was involved in an accident at Haileybury on August 17th 1949 was licensed to do commercial flying.

As the matter of commercial registration of aircraft is the concern of the Department of Transport, Air Services Branch, I have referred a copy of your letter to that department. While they may know the identification letters of the aircraft involved, I suggest that you write that department and inform them to that effect.

Yours very truly,

Gerald Morisset.
Secretary.

JMR/CS

Copy to:
Mr.W.E.Fenn,
Executive Assist.to Director
of Air Services,
Department of Transport.
Ottawa.

A.T.B.File 2-T92-1A
Letter No. 29916

WILLIAM C. INCH, K.C.

Barrister, Solicitor, Notary Public Etc.

Office: Moore-Gibson Block,

Phone: Office, Cobalt 20: Res.Haileybury 386

COBALT. ONTARIO.

54

June 14, 1950.

AIR TRANSPORT BOARD
OTTAWA. Ontario.

Dear Sirs:

On August 17 last, there was am airplane accident in Haileybury, in which a plane of Northern Sky Trails, which was owned and operated by G.J. Quinlon, was involved.

May I be informed, please, as to whether or not the plane that was involved in the accident was licensed to docommercial flying, and if so, what was the maximum weight this plane was licensed to carry.

Yours very truly,

(signed) William C. Inch.

CAR.

AIR TRANSPORT BOARD
No. 3 TEMPORARY BUILDING
OTTAWA, CANADA

A.T.B. File 2-T92-1A

Address Reply to
The Secretary

June 17th, 1950.

12109

TRANSPORT - RECORDS
JUN 19 P.M.
608-E7-7
File

Mr.W.E.Fenn,
Executive Assistant to Director
of Air Services,
Department of Transport,
Ottawa. Ont.

Attn: Mr.C.T.Travers, Superintendent
Air Regulations.

Dear Mr. Fenn:

Re: Temiskaming Airways, formerly operating under the firm name and style of Northern Sky Trails.

I am enclosing a copy of a letter received from Mr. William C. Inch, K.C., dated June 14th, together with a copy of our reply thereto, which we believe is self explanatory.

Yours very truly,

/s Gerald Morisset.
Secretary.

Enc.2.

Received
JUN 17 A.M.
by. EAA

ENTERED
ON CARDS
No. 3 Bldg.

JF/LO

5008-E7-7

56

Ottawa, Ontario,
June 26, 1950.

William C. Inch, K.C.
Barrister, Solicitor, Notary Public, Etc.
Moore-Gibson Block,
Cobalt 20, Ontario.

Dear Sir:

Your letter B-T92-1A, No. 89916, addressed to the Air Transport Board was forwarded to this office for reply.

The aircraft referred to as being owned and operated by. G.J. Quinlan, was involved in an accident at Haileybury, Ontario, on August 17th, 1949.

Our records show this aircraft to be a Piper L4B, Serial No. 2530, registration marking CF-ROO.

This aircraft was registered under "Commercial" category with a maximum gross weight of 1220 pounds as a Landplane, 1300 pounds as a Seaplane, and 1220 pounds as a Skiplane.

The weight of the aircraft empty is 731 pounds as a Landplane, 884 pounds as a Seaplane, and 751 pounds as a Skiplane.

If this information does not tally with the facts that you have on hand, please inform us, giving the correct registration marking and a further check will be undertaken.

Yours truly,

c.c. TORONTO

(C.T. Travers),
Superintendent, Air Regulations.

5.7

COPY

TRANSPORT - RECORDS
JAN 25 A.M. 1951
File 5008-E7-7

ORIGINAL ON FILE..... 5002-227

COPY FOR FILE..... 5008-E7-7

WILLIAM C. INCH K.C.
Cobalt, Ontario.

January 23, 1951.

40189

Air Services Civil Aviation Division,
Department of Transport,
OTTAWA, Ontario.

Attention: Mr. H. P. Patterson

Dear Sirs: RE: Your 5008-E7-7

The matter of the death of the acting Pilot of the Air Craft registered as CF-EGG on August 17, 1949, has never yet been fully completed. It is now necessary to obtain some further information from your Department.

My information is that air craft used for commercial purposes must be inspected periodically by Inspectors from your office and, if found in satisfactory condition, clearance is then iss ed to the owner or operator of the air craft. Further information which I have but which is not official is to the effect that the Air Craft CF-EGG had not been inspected within the proper time limit prior to August 17, 1949, and that the owner thereof, G.J. Quinlon, had no authority or right to be using the air craft on that date for commercial purposes.

Would you please inform me at your earliest convenience as to whether or not these facts are correct.

Yours very truly,

WCI/IC

William C. Inch.

ENTERED ON CARDS
No. 3 Bldg.

8
4-49

58

This application together with the log books is inspected and approved or not, as the case may be, by Department of Transport Aircraft Inspectors on whose recommendation the Certificate of Airworthiness is normally renewed by our District Superintendent of Air Regulations.

In this case, application for renewal of the Certificate of Airworthiness had been made but renewal was withheld pending compliance with certain requirements for such renewal.

Yours truly,

C.T.

(C. T. Travers),
Superintendent, Air Regulations.

Wing
H.I. Pitts

WWG/ZE

5002-257
5006-57-7

Ottawa, Ontario,
January 29th, 1951.

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

Dear Sir:-

This will acknowledge your letter of January 25rd, 1951, concerning the airworthiness of Piper L4 aircraft, CF-EOG, on August 17th, 1949.

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

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

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

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

. . .2

c.c. TORONTO D.C.A.S.

60

5008-E7-7

REGISTERED

SPECIAL DELIVERY

Ottawa,
April 4, 1951.

Mr. Gerald J. Quinlan,
New Liskeard, Ontario.

Dear Sir:

In reply to your telephone enquiry for certain information contained in the Certificate of Airworthiness of your aircraft CF-EGG, you are advised that, according to our records, this aircraft was registered in your name on the 17th of March, 1949, and, under cover of the letter from the District Inspector, Air Regulations, Toronto, dated March 30, 1949, you were given authority to operate this aircraft as a commercial aircraft until April 29, 1949. This authority was subsequently renewed until June 17, 1949.

CF-EGG was licensed as a landplane, skiplane or seaplane; the maximum commercial load when the fuel and oil tanks were full being 172 pounds when equipped as a seaplane.

You are further advised that, at the time of the accident resulting in the loss of this aircraft, application for renewal of the Certificate of Airworthiness had been made and the work of overhaul had been completed but renewal had been withheld pending submission of a weight and balance report. This weight and balance report had not been received at the time of the accident.

Yours truly,

Original Signed by
C. T. TRAVERS

(C. T. Travers),
Superintendent, Air Regulations.

CTT/VMA

h

TEMISKAMING AIRWAYS

G. J. QUINLAN

New Liskeard - Ontario

PHONE 830 - - BOX 908

TRANSPORT - RECORDS
APR 24 P.M. 1951
File 5002-227

Apr. 18, 1951

4733

Mr. Travers
Superintendent of Air Regulations
Dept. of Transport
Ottawa Ont.

Dear Sir :

Re lawsuit between myself and Evelyn Vahey in connection with the death by drowning after an aircraft landing of D. Vahey jr.

The lawyer opposing myself for the plaintiff has recieved information from the Dept. at Ottawa re the status of CF - EGG, with the view of using this information in a suit against me for the sum of 27000.00

In view of the fact this leaves me guessing as to what the lawyer knows, I am wondering if it would be possible to recieve copies of the exchange of correspondence between the Dept. and W.C.Inch K.C.

This may or may not seem proper to your department, but I am put to a disadvantage by not knowing the contents of informative letters while Inch has that advantage on me.

I am of the hope you would not find this request unreasonable. I have worked too long and too hard to have my plans defeated by a technicality.

Trusting I may hear from you shortly,

ENTERED ON CARDS
No. 8 Bldg.

Yours very Truly

Gerry Quinlan

DEPARTMENT OF TRANSPORT

OFFICE SERVICES BRANCH

REFERENCE SLIP

FILE NUMBER 5002-227 SERIAL NUMBER 04733

CHARGED TO C.A.R. DATE 23/4

DATE (1)	ROUTED TO (2)	INITIALS (3)	DATE (4)
25-4-57	C.A.R.	SAG	

INITIAL COLUMN 3 TO ENSURE EFFICIENT DISTRIBUTION OF 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 OPPOSITE ALL MINUTES OR REMARKS OF A PERMANENT NATURE.

Form No. 348—SUBPOENA, DUCES TECUM (GENERAL)

Underwood Limited, Legal Form Dept.
135 Victoria St., Toronto

ONTARIO

In the Supreme Court of Ontario

Between

STAMP

EVELYN VAHEY and ROY VAHEY, DOREEN VAHEY and SANDRA VAHEY, by their next friend, Evelyn Vahey,

PLAINTIFF

AND

GERALD JOSEPH QUINLON

DEFENDANT

L.S.

George the Sixth, by the Grace of God, of Great Britain, Ireland and the British Dominions beyond the Seas, KING, Defender of the Faith.

TO

Stewart Grant, Esq.,

OTTAWA, Ontario.

GREETING:

We Command You and every one of you, to attend before the Supreme Court Sittings

at Haileybury, Ontario

on Mon day the 14th day of May A.D. 19 51

at the hour of two o'clock in the after noon (D.S.T.) and so from day to day until the above case is tried

and also bring with you and produce at the time and place aforesaid all records referring to plane CF-EGG as of August 17, 1949, and air regulations governing operation of same, including allowable weight of cargo.

In Witness Whereof this Subpoena is signed for the Supreme Court of Ontario by the Deputy Local Registrar of the said Court at Haileybury, this 30th day of April A.D. 19 51.

R. O'Hara

Deputy Local Registrar S.C.O.

No. 26 A.D. 1950

In the Supreme Court of Ontario

VAHEY

—VS.—

QUINLON

Subpoena Duces Tecum

(GENERAL)

Underwood Limited, Toronto

This Writ was Issued by
William C. Inch, K.C.,

of the Town
of Cobalt
in the District
of Temiskaming
Solicitor for the said Plaintiff

who resides at Haileybury, Ontario.

William C. Inch, K.C.,
Barrister, Etc.,
HAILEYBURY, Ontario.

CAR

William C. Inch, K.C.
BARRISTER, SOLICITOR, NOTARY PUBLIC, ETC.
OFFICE: MOORE-GIBSON BLOCK
PHONE: OFFICE, COBALT 20; RES. HAILEYBURY 386
COBALT, ONTARIO

C5781

TRANSPORT - RECORDS
MAY 1 A.M. 1951
File 5008-E7-7

April 30, 1951.

C. T. Travers, Esq.,
Superintendent,
Air Regulations,
Department of Transport,
OTTAWA, Ontario.

Dear Mr. Travers: Re: Vahey vs Quinlon

Thank you for your telephone call, informing me that Mr. Stewart Grant would be coming in place of yourself. Enclosed herewith please find a subpoena to Mr. Grant, which you may hand him as my agent. I will have reservations made for Mr. Grant at the Hotel Haileybury, as he will likely be here over one night anyway.

I want Mr. Grant to bring with him all information he has concerning the particular plane, CF-EGG. I should tell you that Quinlon stated on his "examination for discovery" that he had a temporary license or certificate of airworthiness, and that it was issued in Toronto. This was new to me and I am wondering if Mr. Grant will be prepared to inform me on this point.

Yours very truly,

William C. Inch

WCI:IC
Encl. 1

ENTERED ON CARDS
No. 8 Bldg.

Noted STG.
2/5/51.

DEPARTMENT OF TRANSPORT

OFFICE SERVICES BRANCH

REFERENCE SLIP

29
4-48

FILE NUMBER 5008-E7-7 SERIAL NUMBER 05781

CHARGED TO CAR DATE 23-4

DATE (1)	ROUTED TO (2)	INITIALS (3)	DATE (4)
1-5-51	CAR	[illegible]	4-5-51

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.

66

STG/IF

~~5002-227~~
5008-E7-7

OTTAWA, Ontario,

May 1st, 1951.

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

Dear Sir:-

We are enclosing herewith a copy of a letter dated 18th April, 1951, from Mr. C.J. Quinlan of New Liskeard, Ontario. Mr. Quinlan has requested that copies of correspondence between yourself and this Department, in respect to an accident involving aircraft CF-EDG, be forwarded to him.

As your letters are considered by this Department to be private, we are not at liberty to pass this information on without your permission. It would be appreciated if this matter might be given your early attention, in order to expedite our reply to Mr. Quinlan.

Yours truly,

(C.F. Travers),
Superintendent, Air Regulations.

STG.

'STG/HMC

67

~~5002-027;~~
5008-E7-7;

Ottawa, Ontario,
May 4th, 1951

REGISTERED SPECIAL DELIVERY

Mr. G.J. Quinlan,
Temiskaming Airways,
Box-908,
NEW LISKEARD, Ontario

Dear Sir:

We have for acknowledgment your letter dated April 18th, 1951, in which you request copies of correspondence between Mr. W.C. Inch, K.C., and this Department.

We wish to advise that we are not at liberty to pass on information contained in correspondence between Mr. Inch and ourselves without his consent and in this regard we have written to Mr. Inch to enquire if it is his wish that this information be forwarded to you.

May we advise further, however, that this Department will be pleased to answer any questions which you may wish to ask in respect to this accident.

Yours very truly,

STG.

(C.T. Travers),
Superintendent, Air Regulations.

CC: TORONTO

CTT/CB

68

5008-E7-7

Ottawa, Ontario,
May 4th, 1951.

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

Dear Mr. Inch:

In reply to your letter dated April 30th, enclosing a subpoena to Mr. Stewart Grant, I have handed Mr. Grant this subpoena and he will attend at Haileybury as required.

I note that you have been kind enough to make reservation for Mr. Grant at the Hotel Haileybury.

Mr. Grant has read your letter and understands that you require all the information concerning CF-HGG.

With regard to the issue of the temporary Licence or Certificate of Airworthiness you are advised that according to our records Mr. Quinlan was given authority to operate CF-HGG as a commercial aircraft until April 29th, 1949 and that this authority was subsequently renewed until June 17th, 1949. Mr. Grant will be able to confirm this and other details on his arrival in Haileybury.

Yours truly,

(C.T. Travers),
Superintendent, Air Regulations.

/M

Valid for day flying only. 71

2462
7-45

50

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1882

(Heavier than air)

FIRST PART

(17.3.49). QUINLAN

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

(10.7.47) TAYLOR,

1. Surname of owner (or name of Company) ~~Lakeland Skyways Limited,~~
2. Christian name ~~J.L.~~ Gerald Joseph,
3. Address New Liskeard, Ontario. ~~North Bay Airport, North Bay, Ontario.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGG

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4B Constructor's No. 233C
8. Place and year of construction of aircraft Hamilton, Ontario, 31st October, 1946.

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) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e. ~~d~~ only a, b, c, d & e
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: A65-8F.

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	731	lbs.
(b) Seaplane	884	lbs.
(c) Skiplane	751	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: 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. 225 lbs L.P.	245	lbs. S.P. 172 lbs.
32. Maximum total weight authorized		lbs.
Landplane	1220	lbs.
Seaplane	1300	lbs.
Skiplane	1220	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Twelve hundred and twenty pounds.
Seaplane Thirteen hundred pounds
Skiplane Twelve hundred and 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 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 14 Nov. 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/LEM

70

49

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.

:69.

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 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.

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.31,1948 Hamilton, Ont.	"Airworthy"	Nov. 14, 1947. Jan.31, 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

72

54

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7833

NATIONALITY AND REGISTRATION MARKS CF-EGG

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2330
4. Name of owner	Gerald Joseph Quinlan,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, 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 17th 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-EGG and is of Canadian nationality.

Given at Ottawa this 24th day of March 1949.

H. L. Patterson
Superintendent, Air Regulations.

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

73

5008-E7-7

260 Richmond Street W., Toronto
March 30th, 1949

Mr. G.J. Quinlan,
NEW LISKEARD, Ontario.

Dear Sir:

Further to our letter of March 17th, 1949; pending submission of a Weight and Balance Report, as is required under Information Circular No. T/14/48, this letter will constitute your authority to operate Piper L4B, CF-EGG, as a commercial aircraft, day visual flying only, under the conditions of issue stated in Certificate of Airworthiness No. 1882, until April 29th, 1949.

This authority does not include permission for the operation of radio apparatus.

Upon receipt of the above report at this office, Certificate of Registration No. 7833 and Certificate of Airworthiness No. 1882 will be forwarded to you.

Your attention is also directed to Information Circular No. T/8/39.

Yours truly,

STG.
for (D. W. Saunders),
District Inspector, Air Regulations,
Toronto.

STG/AC

CC. Headquarters

CERTIFIED TRUE COPY
.....
DSAR, Toronto.

75

TOR: 5008-E7-7

REGISTERED

260 Richmond St. W., Toronto,
March 17th, 1949.

Mr. Gerald Joseph Quinlan,
NEW LISKEARD, Ontario.

Dear Sir:

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your authority to operate Piper L4B aircraft C F - E G G as a commercial aircraft on day visual flying only under the conditions of issue as stated in the old Certificate of Airworthiness No. 1882. This authority is valid until June 17th, 1949.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

(D. W. Saunders),
District Inspector, Air Regulations,
Toronto.

/alb

Note: Journey & Aircraft Log Book enclosed.

CERTIFIED TRUE COPY
.....
DSAR, Toronto

74

5008-E7-7

260 Richmond Street W., Toronto
March 30th, 1949

Mr. G.J. Quinlan,
NEW LISKEARD, Ontario.

Dear Sir:

Further to our letter of March 17th, 1949; pending submission of a Weight and Balance Report, as is required under Information Circular No. T/14/48, this letter will constitute your authority to operate Piper L4B, CF-EGG, as a commercial aircraft, day visual flying only, under the conditions of issue stated in Certificate of Airworthiness No. 1882, until April 29th, 1949.

This authority does not include permission for the operation of radio apparatus.

Upon receipt of the above report at this office, Certificate of Registration No. 7833 and Certificate of Airworthiness No. 1882 will be forwarded to you.

Your attention is also directed to Information Circular No. T/8/39.

Yours truly,

STG.
for (D. W. Saunders),
District Inspector, Air Regulations,
Toronto.

STG/AC

CC. Headquarters

CERTIFIED TRUE COPY
.....
DSAR, Toronto.

76

TOR: 5008-E7-7

REGISTERED

260 Richmond St. W., Toronto,
March 17th, 1949.

Mr. Gerald Joseph Quinlan,
NEW LISKEARD, Ontario.

Dear Sir:

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your authority to operate Piper L4B aircraft C F - E G G as a commercial aircraft on day visual flying only under the conditions of issue as stated in the old Certificate of Airworthiness No. 1882. This authority is valid until June 17th, 1949.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

(D. W. Saunders),
District Inspector, Air Regulations,
Toronto.

/alb

Note: Journey & Aircraft Log Book enclosed.

CERTIFIED TRUE COPY
.....
DSAR, Toronto.

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
			COLLECT WIRE

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

260 RICHMOND ST W TORONTO FEBRUARY 25, 1949

F W RUSSELL
AUSTIN AIRWAYS LTD
SUDBURY

REURTEL TEMPORARY AUTHORITY NOW VALID AFTER MARCH TWENTY FIVE FORTY NINE TO OPERATE

CF DASH EASY TARE CHARLIE GRANTED PENDING RETURN FORMAL CERTIFICATES

Should read: "EGG"

DISTRICT INSPECTOR AIR REGULATIONS

Charge to Dominion Government
260 Richmond St W Toronto 2B
CC:HQ (OUR FILE: 5008-E7-7)

INFORMATION

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

48

NB: CF-HTC inadvertently quoted in lieu of CF-EGG.

79

NB: CF-ETC inadvertently quoted in lieu of CF-EGG.

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
			COLLECT WIRE

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

260 RICHMOND ST W TORONTO FEBRUARY 25, 1949

F W RUSSELL
AUSTIN AIRWAYS LTD
SUDBURY

REURTEL TEMPORARY AUTHORITY NOT VALID AFTER MARCH TWENTY FIVE FORTY NINE TO OPERATE

CF DASH EASY TARE CHARLIE GRANTED PENDING RETURN FORMAL CERTIFICATES

DISTRICT INSPECTOR AIR REGULATIONS

CHARGE TO DOMINION GOVERNMENT
260 RICHMOND ST W TORONTO 2-B

cc:HQ (OUR FILE: 5008-E7-7)

CERTIFIED TRUE COPY .....
DSARO Toronto

Department of Transport Civil Aviation Division CANADA

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6107

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
			COLLECT WIRE

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

260 RICHMOND ST W TORONTO FEBRUARY 25, 1949

F W RUSSELL
AUSTIN AIRWAYS LTD
SUDBURY

REURTEL TEMPORARY AUTHORITY NOT VALID AFTER MARCH TWENTY FIVE FORTY NINE TO OPERATE

CF DASH EASY TARE CHARLIE GRANTED PENDING RETURN FORMAL CERTIFICATES

DISTRICT INSPECTOR AIR REGULATIONS

Charge to Dominion Government
260 Richmond St. W TORONTO 2-B
CC:HQ (OUR FILE: 5008-E7-7)

Department of Transport Civil Aviation Division CANADA

CERTIFIED TRUE COPY.....
DSAR Toronto.

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER, MONTREAL

CLASSES OF SERVICE	
Full Rate	
Day Letter	
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

ACCOUNTING REFERENCE	CHECK	TIME FILED

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

CM RNA31 31 DL SUDBURY ONT 25-934A (Stamped "1949 FEB 25 AM 100P)

DISTRICT INSPECTOR AIR REGULATIONS
260 RICHMOND ST W EST TORONTO

HAVE COMPLETED INSPECTION OF CUB CF-EGG FOR RENEWAL OF C OF A WILL FORWARD

ENGINEERS REPORT ETC TODAY WOULD APPRECIATE TEMPORARY PERMISSION TO OPERATE

PENDING RETURN OF LOG BOOKS AND CERTIFICATE

F W RUSSELL AUSTIN AIRWAYS LTD.

Department of Transport Civil Aviation Division

CERTIFIED TRUE COPY

.....

DSAR, TORONTO

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER, MONTREAL

C D 2X

CLASSES OF SERVICE	
Full Rate	
Day Letter	
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

ACCOUNTING REFERENCE	CHECK	TIME FILED

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

CM RNA31 31 DL SUDBURY ONT 25 934A (Stamped "1949 FEB 25 AM 100P)

DISTRICT INSPECTOR AIR REGULATIONS
260 RICHMOND ST W EST TORONTO

HAVE COMPLETED INSPECTION OF CUB CF-EGG FOR RENEWAL OF C OF A WILL FORWARD

ENGINEERS REPORT ETC TODAY WOULD APPRECIATE TEMPORARY PERMISSION TO OPERATE

PENDING RETURN OF LOG BOOKS AND CERTIFICATE

F W RUSSELL AUSTIN AIRWAYS LTD.

CERTIFIED TRUE COPY
....
DSAR, TORONTO

Department of Civil Aviation Canada

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

82

2
6-47

Toronto, Ontario (PLACE) May 8, 1951 (DATE)

YOUR FILE	SUBJECT	OUR FILE
	Piper L4B Aircraft CF-EGG	5008-E7-7

"SPECIAL DELIVERY" 07587

TRANSPORT - RECORDS
MAY 9 P.M. 1951
File 5008-E7-7

In Reply Refer to File

Director of Air Services,
Department of Transport,
Ottawa

Attention CAR - Inspector S.I. Grant

1. As requested in telephone conversation to-day, between Messrs. Grant and Saunders, please find attached certified true copies, in duplicate, of the following:

(a) Our telegram dated February 25, 1949, c/o Mr. F.W. Russell, Austin Airways, Sudbury, granting 30 days' temporary authority for the m/n aircraft. This was in response to a telegram dated February 25, 1949 (copy also attached) from Mr. Russell, certifying that he had completed inspection for renewal of C. of A. on CF-EGG.

(b) Our letter dated March 17, 1949 to Mr. Gerald Quinlan, New Liskeard, Ontario, granting 90 days' temporary authority valid until June 17, 1949 pending issuance of the formal Certificates of Registration and Airworthiness, subsequent to receipt of Mr. Quinlan's application for registration of the m/n aircraft dated March 11, 1949.

(c) Our letter of March 30, 1949 to Mr. Quinlan, in which we notified him that before formal certificates could be issued, it would be necessary for him to submit a weight and balance report as required under T/14/48.

2. Actually, Mr. Quinlan was in possession of temporary authority to operate CF-EGG until June 17, 1949, as, although our letter of March 30, 1949 decreased the period of temporary authority to April 29, 1949, it did not cancel the longer term of authority contained in our letter of March 17th.

D W Saunders
(D. W. Saunders),
District Superintendent, Air Regulations,
for District Controller of Air Services,
Toronto.

Attach.(4)

/M

Valid for day flying only.

87

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1882

(Heavier than air)

FIRST PART

(17.3.49) QUINLAN

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

(10.7.47) ~~BARON,~~

1. Surname of owner (or name of Company) ~~Lakeland Skyways Limited,~~
2. Christian name ~~J.L.~~ Gerald Joseph,
3. Address New Liskeard, Ontario. ~~North Bay Airport, North Bay, Ontario.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGG

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4B Constructor's No. 233C
8. Place and year of construction of aircraft Hamilton, Ontario, 31st October, 1946.

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) — Two

CLASSIFICATION OF AIRCRAFT

13. Category — Normal
14. Subdivision — a,b,c,d & e. ~~Alt 11/3/49~~ ~~d only~~ a, b, c, d & e
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"

21/3/48

Engines

18. Number installed: One

19. Makes: Continental

20. Types: A65-8F.

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	751	lbs.
	(b) Seaplane	884	lbs.
	(c) Skiplane	751	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: 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. 225 lbs L.P.	245	lbs. S.P. 172 lbs.
32. Maximum total weight authorized		lbs.
Landplane	1220	lbs.
Seaplane	1300	lbs.
Skiplane	1220	lbs.

Compulsory Conditions

33. Maximum total weight authorized (write in full)
Landplane Twelve hundred and twenty pounds.
Seaplane Thirteen hundred pounds
Skiplane Twelve hundred and 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 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 14 Nov. 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/LEM

85

49

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 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.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorised 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.	
Jan.31,1948 Hamilton, Ont.	"Airworthy"	Jan.31, 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.

/M

Valid for day flying only.

93

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1882

(Heavier than air)

FIRST PART

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

(17.3.49) QUINLAN,
~~(10.7.47) TAYLOR,~~

1. Surname of owner (or name of Company) ~~Lakeland Skyways Limited,~~
2. Christian name ~~J.L.~~ Gerald Joseph,
3. Address New Liskeard, Ontario. ~~North Bay Airport, North Bay, Ontario.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGG

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4B Constructor's No. 233C
8. Place and year of construction of aircraft Hamilton, Ontario, 31st October, 1946.

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) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal ~~"d" only~~ 21/3-48
14. Subdivision a,b,c,d & e. ~~"d" only~~ a, b, c, d & e
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: A65-8F.

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	751 lbs.
	(b) Seaplane	884 lbs.
	(c) Skiplane	751 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 ..... 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. 225 lbs L.P.	245 lbs. S.P. 172 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	1300 lbs.
Skiplane	1220 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Twelve hundred and twenty pounds.
Seaplane Thirteen hundred pounds
Skiplane Twelve hundred and 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 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 14 Nov. 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.

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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.

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 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.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorised 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.31,1948 Hamilton, Ont.	"Airworthy"	Nov. 14, 1947. Jan.31, 1949	T. [illegible] Inspector

(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

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CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7833

NATIONALITY AND REGISTRATION MARKS CF-ECG

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2330
4. Name of owner	Gerald Joseph Quinlan,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, 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 17th day of March 19 49, 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-ECG and is of Canadian nationality.

Given at Ottawa this 24th day of March 19 49.

H. L. Watson
Superintendent, Air Regulations.

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

/RM

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CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7833

NATIONALITY AND REGISTRATION MARKS CF-EGG

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2330
4. Name of owner	Gerald Joseph Quinlan,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, 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 17th 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-EGG and is of Canadian nationality.

Given at Ottawa this 24th day of March 1949.

H. L. Patterson
Superintendent, Air Regulations.

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

/M

Valid for day flying only.

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7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1882

(Heavier than air)

FIRST PART

(17.3.49) QUINLAN

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

1. Surname of owner (or name of Company) ~~(10.7.47) Matton, International Skyways Limited,~~
2. Christian name ~~J.L.,~~ Gerald Joseph,
3. Address New Liskeard, Ontario. ~~North Bay Airport, North Bay, Ontario.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGG

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4B Constructor's No. 233C
8. Place and year of construction of aircraft Hamilton, Ontario, 31st October, 1946.

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) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e. ~~d only~~ a, b, c, d & e
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: A65-8F.
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	731 lbs.
(b) Seaplane	884 lbs.
(c) Skiplane	751 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 ..... 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. 225 lbs L.P.	lbs.
32. Maximum total weight authorized	S.P. 172 lbs.
Landplane	lbs.
Seaplane	1220 lbs.
Skiplane	1300 lbs.
	1220 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Twelve hundred and twenty pounds.
Seaplane Thirteen hundred pounds
Skiplane Twelve hundred and 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 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 14 Nov. 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.

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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.

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 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.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorised 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.31,1948 Hamilton, Ont.	"Airworthy"	Nov. 14, 1947. Jan.31, 1949	T. Tittle Inspector

(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

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CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7833

NATIONALITY AND REGISTRATION MARKS CF-EGG

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	233C
4. Name of owner	Gerald Joseph Quinlan,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, 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 17th 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-EGG and is of Canadian nationality.

Given at Ottawa this 24th day of March 1949.

H. L. Patteson
Superintendent, Air Regulations.

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

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PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
Jan.31,1948 Hamilton, Ont.	"Airworthy"	Nov. 14, 1947. Jan.31, 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.

5

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.

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 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.

Note: This certificate is subject to Air Regulations, 1922, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions hereto appended.

MIM/ZC/LEM

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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.

Engines

18. Number installed: One
19. Makes: Continental
20. Types: A65-8F.
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	731	lbs.
	(b) Seaplane	884	lbs.
	(c) Skiplane	751	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: ..... 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: Skl. P. 225 lbs L.P.	245	lbs. S.P. 172 lbs.
32. Maximum total weight authorized		lbs.
Landplane	1220	lbs.
Seaplane	1300	lbs.
Skiplane	1220	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred and twenty pounds.
Seaplane: Thirteen hundred pounds
Skiplane: Twelve hundred and 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 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 14 Nov. 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.

Valid for day flying only.

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CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1882

(Heavier than air)

FIRST PART

(17.3.49). QUINLAN

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

1. Surname of owner (or name of Company) ~~[illegible]~~
2. Christian name ~~[illegible]~~ Gerald Joseph,
3. Address New Liskeard, Ontario. ~~North Bay Airport, North Bay, Ontario.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGG

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4B Constructor's No. 2330
8. Place and year of construction of aircraft Hamilton, Ontario, 31st October, 1946.

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) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal 21/3/49
14. Subdivision a, b, c, d & e. ~~Not Passed~~
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"

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CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7833

NATIONALITY AND REGISTRATION MARKS CF-ECC

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aireraft Corporation, Hamilton, Ontario.
3. Constructor's serial number	2330
4. Name of owner	Gerald Joseph Quinlan,
5. Address of owner	New Liskeard, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	New Liskeard, 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 17th 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-ECC and is of Canadian nationality.

Given at Ottawa this 24th day of March 1949.

H. L. Watson
Superintendent, Air Regulations.

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

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

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STG/IF

OTTAWA, Ontario, May 15th, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Court Action Re Accident Involving Aircraft CF-ECG	5008-E7-7 ~~5002-23902~~ (OP.C.) ~~5002-227~~

13817

MEMORANDUM FOR FILE

1. On May 14th, 1951, a court action between Mrs. Evelyn Vahey, plaintiff, and Mr. G.J. Quinlon, defendant, was heard in the Supreme Court of Ontario at Haileybury, Ontario.

2. Before the court sat Mr. Inch, Council for the Plaintiff and the writer discussed the evidence in detail and Mr. Inch decided that the first step would be to obtain a ruling from the court in respect to the employment of D.P. Vahey as outlined by the defendant. "The defendant claimed that Mr. Vahey, the holder of a Private Pilot's Licence, flew equipment in an aircraft owned by Temiskaming Airways to a camp owned by Mr. Quinlon in return for free flying time."

3. The ruling of the court was that Mr. Vahey was receiving reward, i.e. flying for which he would normally have to pay a sum of money in return for flying supplies to a camp operated by Mr. Quinlon.

4. Upon receiving this ruling the council for the plaintiff asked that the case be closed and this request was granted.

5. Mr. Inch advised the writer that since Mr. Vahey was employed by Mr. Quinlon, the matter would be taken up with the Workmen's Compensation Board, who he considered, would then be liable for compensation.

S.T. Grant

(S.T. Grant),
Inspector, Air Regulations.

See 5003-9 for judgment.

FILE No. 5008 - E 7 - 9 VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM FEB. 1947.
TO

VOL. 1
5008 - E 7 - 9

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION.
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION.
FILE TITLE CF - EGI - PIPER L4B

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
	12268---	C.A.R.		BCd	JUL 12 19[illegible]
	BY HAND	LAW BR.		W.J.M.	JUL 12 1949
JUL 12 1949		C.C.A. (1).			JUL 13 1949
	B.F 30/6/49	Car		PSC	
	Letter 11.7.49	C.C.A.			JUL 12 1949
AUG 31 1949	21969	CAR		GJ	SEP 1 - 1949
		CAE			SEP 1 - 1949
JAN 20 1950	Reg Miss Jones	CAR		GJ	
JUN 1 - 1951	8932.	CAR		GJ	JUN 2 - 1951
		CAE			JUN 2 - 1951
MAY 26 1951	11644	CAR			MAY 29 1951
JUN 1 1951	12803	CAR			JUN 2 1951
JUN 2 1951		CAE			JUN 5 1951
JAN 14 1952	1770	CAR		GJ	JAN 15 1952
JAN 15 1952		CAE			JAN 16 1952
	19232	Car	29/7/52	WVG	JUL 11 1952
JUL 11 1952	BI= 14/7/52	Car		WVG	JUL 16 1952
JUL 17 1952 WV London	2010	CAR			JUL 18 1952
JUL 18 1952		CAI	29/7/52		JUL 21 1952
	22510	CAR		GJ	JUL 25 1952
JUL 22 1952		RJL			JUL 25 1952
JUL 25 1952		CaJ			AUG 7 - 1952
JUL 26 1952	BF 29/7/52	CaJ			AUG 7 - 1952

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

FILE NO. 5008 - E7 - 9 VOLUME NO. 1

VOL. 1 5008 - E7 - 9

DEPARTMENT OF TRANSPORT

FROM FEB. 1947
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF - EGI - 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
MAR 1 1947	72757	C.A.R.		HP	
MAR 28 1947	77477	CAR			MAY 26 1947
		CAI ©			
Y 26 1947		Treas.			MAY 27 1947
JUN 16 1947	8614	CAR			JUN 26 1947
		CAI ©			JUN 26 1947
JUN 26 1947		Treas.	10-7-47		
JUL 2-1947	10404	CAR			JUL 3-1947
JUL 3-1947		Treas.			JUL 3-1947
JUL 12 1947	B F 10/7/47	From			JUL 14 1947
AUG 2 1947	Regulated	CAR			AUG 5-1947
OCT 14 47	21624	CAR			OCT 14 47
		CAI			14 47
NOV 8 47	18436	CAR			NOV 14 47
		CAI			NOV 14 47
FEB 28 48	38685	CAR			MAR 4-48
		CAE			MAR 4-48
JUN 2-48	4309	CAR			JUN 3
		CAE			JUN 3 48
JUN 4-48	9598	CAR			JUN 15 48
JUN 8 1948	9505	CAR			JUN 15 48
		CAE			JUN 15 48
APR 28 1949	3415	CAR			MAY 2-1949
MAY 2-1949		CAI			MAY 5-1949
MAY 23 1949	7477	CAR			MAY 25 1949
MAY 28 1949	B.F. 30/5/49	CAR.			MAY 31 1949
JUN 1 1949	10472	CAR			JUN 13 1949
JUN 14 1949	12268	CAR			
	Trans. Mexico June 30/49	C.C.A.	41		
JUL 5-1949	By Road	Law Branch C.C.A. (1)			

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

1-46

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

9 2

8-45

TORONTO, February 27th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER CUB CF/EGI SERIAL No. 235C	5008-E7-9

72757

TRANSPORT - RECORDS
FEB 28 A.M.
5008-E7-9

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the Registration of Piper Cub CF-EGI, Serial No. 235C recently purchased by Mr. J.J. Nelson from the Cub Aircraft Corporation:

(a) Application forms.
(b) Fee of $10.00 (See page 199 Cash Book Receipt No. 9540)
(c) Bill of Sale
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

(for) D.G.Joy,
District Inspector, Air Regulations,
Toronto.

CAB/HT.

2413 8

CANADA

CF-EDI

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. J. Nelson .....

Date of Application..... February 20, 1947. .....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Joseph J. Nelson	1854 Toronto Street, Regina, 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..... Regina, Saskatchewan. .....

Date of manufacture or reconstruction..... November 30, 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. Hamilton, Ontario**

Type **Piper L4B** Maker's No. **2350**

	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 **720 lbs.**

Total weight authorized (fully loaded) in lbs **1220** Air speed **85** 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 #5102168			
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 Feb. 27/47 Signature D Bell.

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

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

DATE February 20, 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

Joseph J. Nelson, 1854 Toronto Street, Regina, Saskatchewan.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane **CF-EGI**

Serial # **235C**

Engine **Continental A65-8F**

Engine Serial # **5102168**

CUB AIRCRAFT CORPORATION LIMITED

Signed J. R. Gleason

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration **CF-EGI**

Aeroplane Type **Piper Cub** Landplane / Seaplane / Skiplane Model **L4-B**

Manufacturer **Cub Aircraft Corporation Ltd.** Serial No. **2550**

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

CATEGORY

Normal

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

[redacted]

[redacted].

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	**Continental**	
Model	**A65-8F**	
Serial No.	**5102168**	
Take-off Power	**65 h.p.**	
Take-off R. P. M.	**2550**	
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.	**2550**	
Maximum Power Manifold Pressure	———	
Maximum Power Octane Rating of Fuel	———	

5

PARTICULARS OF AIRSCREWS

Maker	Sunbeam Brothers				
Type	Fixed Wood				
Blade Drawing No	72DK44				
Blade Serial Nos	K9519				
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)	

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			

3

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	720 lbs.	lbs.	lbs.
Disposable load	251 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight .18.75. inches behind [redacted]

.....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 Date NOV 30 1946
Chief Inspector

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

NOV 30 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 Date NOV 30 1946
Test Pilot

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 S Bell.
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) Feb. 27/47

Signed A.A. Buthour
District Inspector, Civil Aviation.

ORIGINAL ON FILE

COPY

FOR FILE

/ 8 6-44

TOR:5008-E7-9

1 Montgomery Avenue, Toronto.
February 27th, 1947.

Mr. J.J. Nelson,
1854 Toronto St.,
REGINA, Sask.

Dear Sir: Re CF-EGI

Receipt is acknowledged of your application for Registration of Piper L4B CF-EGI, Serial No. 2350 recently purchased by you from the Cub Aircraft Corporation Limited with the following papers:

(a) Application forms.
(b) Fee of $10.00 (Receipt No. 9540 sent Cub Aircraft Corporation.
(c) Aeroplane Inspection Release Certificates.
(d) Bill of Sale.

Pending the issue of the formal certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EGI as a commercial aircraft (landplane) 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.
c.c. C.A.C.L.

Ottawa, March 21st, 1947.

5010-3-21 Piper aircraft J3C-65

~~5010-10-27~~
~~5008-E7-5~~
~~5008-E7-7~~
5008-E7-9
~~5008-E7-8~~
~~5008-E5-4~~
~~5008-E5-19~~
5008-E7-2
~~5008-E5-6~~
~~5008-D19-18~~

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

11

1-846

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
March 24, 1947.

77477

TRANSPORT - RECORDS
MAR 27 P.M.
5008-E7-9
File

Mr. J. J. Nelson,
1854 Toronto Street,
REGINA, 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 L4B aircraft CF-EGI to be not valid after April 26, 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.

You are not permitted to operate this aircraft commercially until you are in possession of an Operating Certificate as issued by this Department and a Charter as issued by the Air Transport Board.

As you are not in possession of an Air Pilot's Certificate we wish to remind you that this temporary authority does not constitute your Pilot's authority.

Yours truly,

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

KFS/M
Ch

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 J3C-65 5010-3-21

0808

TRANSPORT - RECORDS
APR 3 PM
File 5008-E7-9

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Referring to your memo, dated March 21st, regarding Piper J.3.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-B 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/EC

CAR

13

1-846

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
April 15, 1947.

TRANSPORT - RECORDS
APR 18 P.M.
5008-E7-9
File

Mr. J. J. Nelson,
c/o Canadian Aircraft Co.,
P.O. Box 13,
Regina, Sask.

5666

Dear Sir:

This letter constitutes an extension of the temporary Certificate of Registration and Certificate of Airworthiness for Piper L4B aircraft CF-EGI to be not valid after June 14, 1947.

This authority must be attached to the former temporary issued this aircraft on March 24, 1947 and carried aboard the aircraft on all flights.

Yours truly,

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

KFS/M
Ch ✓

5620 (R)
2026 (A)

2462A
6-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5620

NATIONALITY AND REGISTRATION MARKS CF-EGI

1. Type and description	Piper L4-B
2. Name and address of constructor	Piper Aircraft Corporation Lock Haven, Pa., U.S.A.
3. Constructor's serial number	2350
4. Name of owner	Nelson, Joseph J.
5. Address of owner	1854 Toronto St., Regina, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Regina, Sask.
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 February 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-EGI and is of Canadian nationality.

Given at Ottawa this 12th day of May 19 47

Superintendent, Air Regulations.

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

/mm

5008-E7-9

16

Ottawa, Ontario.
May 17th, 1947.

REGISTERED

Mr. Joseph J. Nelson,
1654 Toronto St.,
Regina, Sask.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5620 and Certificate of Airworthiness No. 2026, together with Engine and Journey and Aircraft Log Books, for your Piper L4-B aircraft, CF-EGI.

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.

17

1-846
402 Blowey-Henry Bldg.,
Edmonton, Alberta,

AIR MAIL

June 12, 1947.

Prairie Flying Service,
2262 Wallace Street,
Regina, 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 L4-B
Serial No.: 2350
Registration Marks: CF-ECI

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....65 lbs.
Oil.....9 lbs.
Crew.....170 lbs.

	Empty	Commercial	Gross
Landplane	720 lbs.	256 lbs.	1220 lbs.
Seaplane	.....		
Skiplane	.....		

Minimum number of crew.....One
Number of passengers permitted..One.
Commercial Yes.
Private N.A.
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after...August 11, 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,

GVP

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

Ch KES/
5008-E7-9

R.S.

2462A
6-41

CANADA

18

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5620

NATIONALITY AND REGISTRATION MARKS CF-EGI

1. Type and description	Piper L4-B
2. Name and address of constructor	Piper Aircraft Corporation Lock Haven, Pa., U.S.A.
3. Constructor's serial number	2350
4. Name of owner	Nelson, Joseph J.
5. Address of owner	1854 Toronto St., Regina, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Regina, Sask.
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 February 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-EGI and is of Canadian nationality.

Given at Ottawa this 12th day of May 19.47.

Superintendent, Air Regulations.

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

FORM No. 368—BILL OF SALE (Sask.)—4-1-46 THE WILLSON STATIONERY CO., LTD.—32356

This Indenture

triplicate
made in ~~duplicate~~ the Third day of June in the year of
our Lord one thousand nine hundred and forty seven

Between

JOSEPH J. NELSON, of the Town of
Elva in the Province of Manitoba,
Farmer

hereinafter called the "bargainor" of the first part

And WILLIAM ROBERT McKNIGHT, ARTHUR HENRY DAVIS,
JOHN LONG HOWE, and PATRICK WILLIAM WATSON,
all of the City of Regina, the Province of
Saskatchewan, carrying on business under the
name and style of "PRAIRIE FLYING SERVICE"

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 Nine Hundred---($2,900.00)----------dollars

Now This Indenture Witnesseth that, in pursuance of the said agreement, and in consideration of the sum of Twenty Nine Hundred-----($2,900.00)----------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: One Piper Cub Prospector L4B Aircraft more particularly described as follows: Registration #CF-EGI, Airframe Serial # 2350, Engine Make & Type-Continental A65-8F, Engine Serial # 5102168, Airframe & Engine Manuals Included, Winterized, Complete with skis.

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.~~

At the Regina Airport in the City of Regina, Province of Saskatchewan.

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

Joseph J. Nichol
P. W. Watson
for himself and as
attorney for W. L. McKight.
A. H. Davis and J. L. Hosie

Canada
Province of Saskatchewan
To Wit:

I, PATRICK WILLIAM WATSON
of the City of Regina
in the Province of Saskatchewan Manager,
make oath and say:

1. **That** I am one of 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 City
of Regina
in the Province of Saskatchewan
this Third day of June
A.D. 194[illegible]

P. W. Watson

A Commissioner for oaths
in and for the Province of Saskatchewan
being a solicitor

Canada
Province of Saskatchewan
To Wit:

I, JOSEPH J. NELSON
of the Town of Elva
in the Province of ~~Saskatchewan~~ Manitoba, Farmer,
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 over 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 City
of Regina
in the Province of Saskatchewan
this 3rd day of June
A.D. 194

J. J. Nelson

A Commissioner of oaths
in and for the Province of Saskatchewan
being a solicitor.

Dated June 3rd A.D. 1947

JOSEPH J. NELSON

TO

WILLIAM ROBERT McKNIGHT
ARTHUR HENRY DAVIS
JOHN LONG HOWE
PATRICK WILLIAM WATSON

Bill of Sale

THE WILLSON STATIONERY CO., LTD.

MacPherson, Milliken, Leslie
& Tyerman,
Barristers, etc., Regina, Sask.

Canada
Province of Saskatchewan
To Wit:

I, MURDOCH ALEXANDER MacPHERSON, Jr.
of the City of Regina
in the Province of Saskatchewan Barrister-at-law,
make oath and say:

That I was personally present and did see the within Bill of Sale duly signed, sealed and executed by the parties thereto.

That I am a subscribing witness to the said execution of the said Bill of Sale.

That the same was executed at the City of Regina in the Province of Saskatchewan, on the 3rd day of June A.D. 194

And That I know the said parties and each is in my belief of the full age of twenty-one years.

Sworn before me at the City
of Regina
in the Province of Saskatchewan
this 3rd day of June
A.D. 194

M. A. MacPherson

A Commissioner for oaths
in and for the Province of Saskatchewan

My Appointment expires December 31st, 1950

2413

21

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 E. W. Watson

Date of Application June 3, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
		Canadian
Operating under name of PRAIRIE FLYING SERVICE	2262 Wallace Street, Regina, Sask.	
William Robert MacKnight	227 York Apts. Regina, Sask.	Canadian
Patrick William Watson	2262 Wallace Street, Regina.	Canadian
John Long Howe	2134 MacDonald Street, Regina.	Canadian
~~Arthur Henry Davis~~	~~2041 Ottawa Street Regina~~	~~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 (Crop Dusting, Sight-Seeing and Barnstorming)

Usual Station Regina Flying Club Hangar, Regina Airport, Regina, Sask.

Date of manufacture or reconstruction Lock Haven Pa., USA November 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.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier than made by Piper Aircraft Corp.

Type Piper Series L4-B Maker's No. 2350

	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) N.A.

Weight equipped, but without load, fuel, or oil 720 Pounds

Total weight authorized (fully loaded) in lbs 1220 Air speed 73 Cruising miles per hour

EQUIPMENT—(Give number and type).

1. Instruments One Altimeter, one Airspeed, one Tachometer, one compass
2. Gauges One Turn and Bank(Being installed) one Reliable timepiece one oil Pressure, one oil temperature.
3. Lights Nil.
4. Signals Nil.
5. Fire Extinguishers one
6. Parachutes Nil.
7. Tools Nil.
8. Other Equipment Skis (main and tail)

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	Left			
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

It is recommended that Certificates be issued as applied for please and forwarded direct to owner.

Date 7/6/47

Signature [redacted] D.T.A.R.

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

copy

2262 Wallace Street,
Regina, Sask.
June 3/47.

20

Mr. K. F. Saunders,
402 Blowey-Henry Bldg.
Edmonton, Alta.

Dear Sir:

This is to certify that we the undersigned grant to Patrick William Watson of 2262 Wallace Street, of the City of Regina, in the province of Saskatchewan, full and sufficient authority to carry out all matters pertaining to the registration administration of aircraft CF-DDN and CF-EGI until this authority is revoked or otherwise dealt with.

Dated at Regina, Sask. this 3rd day of June A.D. 1947.

Signed: J. L. Howe
~~Arthur~~ William Robert MacKnight

Witnessed: J. E. Young.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2-2 8-45

Edmonton, Alta. June 12, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-9	Piper L4-B CF-EGI Serial No. 2350	1-846

TRANSPORT-RECORDS
JUN 16 A.M.
File 5008 CF-EGI -9

AIR MAIL - REGISTERED

Controller of Civil Aviation,
Ottawa.

1. Herewith, for your approval please, application in duplicate for:

A 8614

Registration..... N.A.
Re-registration..... Yes
Commercially..... Yes
Privately..... N.A.

of the subject aircraft in the name of..... operating under the name of PRAIRIE FLYING SERVICE.

2. Attached also, the following documents in connection with the application:

(a) Bill of Sale from Joseph J. Nelson to (A. H. Davis; J. L. Howe and Patrick Watson) Prairie Flying Service.

(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 June 12/47 Yes
Inspection report dated.. N.A.
Weighing report dated N.A.
C of R No....5620...for Cancellation .
C of A No....2026...for change of name .
Work Report covering Engine No. N.A.
Work report covering aircraft... N.A.
Release Certificate Al-1 N.A.
Release Certificate AI-6 Issue 3 N.A.
Affidavit signed by Messrs. Howe and MacKnight giving Mr. Watson signing priveleges.

3. Fee of $...5.00.....has been received and will be forwarded to H.Q. under Folio #....3...Receipt No.(no official receipts received from H.Q. as yet. we will advise of this later.

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. N.A.

Mrs Jones for re-reg

5818(R)
2026(A)

KFS/M Encls. nva 27/2/48

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

Logbooks sent

2462A
8-41

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CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5818

NATIONALITY AND REGISTRATION MARKS CF-EGI

1. Type and description	Piper L4-B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven Pa., U.S.A.
3. Constructor's serial number	2350
4. Name of owner	W.R. MacKnight, P.W. Watson, J.L. Howe and A.H. Davis (Operating under the firm name of Prairie Flying Service)
5. Address of owner	227 York Apts., Regina Sask., 2262 Wallace St., Regina, Sask., 2134 MacDonald St., Regina, Sask., 2041 Ottawa St., Regina, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Regina, Sask.
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 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 marks CF-EGI and is of Canadian nationality.

Given at Ottawa this 23rd day of June 1947.

Superintendent, Air Regulations.

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

Not valid after February 27th, 1948, unless endorsed.

Valid for day flying only.

R.S.

2462
7-45

14
23

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2026

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) (12.6.47) MacKnight, Watson, Howe and Davis (Operating under the firm name of ~~Nelson~~ Prairie Flying Service)
2. Christian name W.R., P.W., J.L., A.H. ~~Joseph J.~~
3. Address 227 York Apts., Regina, Sask., 2134 MacDonald St., Regina ~~2262 Wallace St., Regina, Sask.~~ ~~1180 Toronto St., Regina, Sask.~~ 2041 Ottawa St., Regina,
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. ~~CF-DAI~~

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4-B Constructor's No. 2350
8. Place and year of construction of aircraft Lock Haven Pa., U.S.A. November 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,dand e
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: A65-8F

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 (Aerosprayer) 790 (17.5.48)

25. Weight of aircraft empty (including water in the radiators): (a) Landplane ..... ~~790~~ 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.	9 lbs.
27. Oil (at 9·0 lbs. per gallon)	
(a) Number of tanks One	
(b) Capacity of tanks 1 Imp. gals.	170 lbs.
28. Weight allowed for crew	lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	186 (Aerosprayer) lbs. (17.5.48)
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full L.P.	lbs.
	lbs.
32. Maximum total weight authorized	1220 lbs.
Landplane	lbs.
Seaplane	lbs.
Skiplane	lbs.

Revised 21.5.48

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 February 27, 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 12th day of May 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:

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. (21.5.49)

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
		Feb. 27, 1948 Feb. 14/49 20.5.50 14.5.51	

(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.

/RH

5008-E7-9

REGISTERED

OTTAWA, June 23rd, 1947.

Messrs. W.R. MacKnight, P.W. Watson, J.L. Howe and A.H. Davis,
c/o Prairie Flying Service,
2262 Wallace St.,
Regina, Sask.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5818 and Certificate of Airworthiness No. 2026 for your Piper L4-B aircraft CF- EGI, Serial No. 2350.

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 February 27th, 1948.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

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

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

26 2
5-45

Edmonton, Alberta, June 25, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-9	Piper L4-B CF-EGI Serial No. 2350	1-846

TRANSPORT-RECORDS
JUN 30 P.M.
File. 500 E.C. 7-9

Controller of Civil Aviation,
Ottawa.

1. Reference to our correspondence dated June 12th, 1947 covering the above noted subject matter. A10404

2. The receipt number covering five dollars ($5.00) is 26515.

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

KFS/p

Posted in Treasury
3/7/47.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

29 2 6-46

Edmonton, Alberta, October 3, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-9	Piper L4-B CF-EGI Serial No. 235C	1-846

TRANSPORT-RECORDS
OCT 6 P.M.
File 5008-E7-9

Controller of Civil Aviation,
Ottawa.

1. Attached hereto, for your information and records please, copy of accident report to the marginally noted aircraft, dated September 30th, 1947, as submitted by Prairie Flying Service, and which is self-explanatory.

A21624

2. Submitted please.

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

KFS/p
Enc. 1

14-10-47

ENTERED IN ACCIDENT RECORDS

c
o
p
y

28

PRAIRIE
~~PRIAIRI~~ FLYING SERVICE

P. O. Box 518
Regina, Sask.

September 30, 1947

D.I. A. R.
402 Blowey-Henry Building,
Edmonton, Alberta.

Dear Sir:

Re: aircraft CF-EGI which was involved in an accident on September 7, 1947.

Detailed report of this accident is as follows:

1. Pilot's name, number, and type of license held.

W. R. MacKnight, C-3713, Limited Commercial.

2. Names of passengers.

J. L. Howe, a partner in the firm.

3. Date, place, and time of accident.

September 7, 1947, Regina Airport, At approximately three-thirty P.M.

4. Circumstances surrounding the accident.

Aircraft was returning from Kipling, Saskatchewan. After landing at the Regina Airport in a strong wind (Gusty 25-55 M.P.H.) while taxing the wind raised port wing and starboard wing rubbed on runway and aircraft nosed -over.

5. Damage sustained by occupants.

Nil.

Continued (2)

27

6. Damage sustained by aircraft.

Propeller tips damaged, Starboard wing scrapped Lower half of engine cowl dinted, air screen and air filter damaged, Intake manifold neck broken, Oil Sump dinted.

7. Type of flying carried out at time of accident.

Non-Commercial flight.

8. Place where aircraft is to be repaired.

Regina Flying Club.

This accident was not reported to the Department of Transport because the extent of the damage sustained did not warrant repairs or replacements other than ordinary running repairs or replacements.

We might add, that Part VIII, Paragraph 20 (2) has, in all probablility been misinterpreted by us.

In view of the ambiguity and broadness of meaning of the siad regulation we shall henceforth report all accidents sustained by our aircraft, without indifference.

Trusting we have not been in error, we are

Yours faithfully,

(sgd.) P. W. Watson

PRAIRIE FLYING SERVICE

P. W. Watson.

CIVIL AVIATION
INFORMATION CIRCULAR

5008-E7-9

P.A. PLEASE

RETURN TO SENDER
REASON FOR NON DELIVERY CHECKED
Unclaimed ..... Unknown .....
Declined ..... Insufficient Address .....
Moved, Left no address ..... Refused .....
Unable to locate ..... Out of business .....
No Rural Mail Delivery .....
Not Known Under This Cover .....

C. P. Edwards.

A.J. NELSON,
105 ~~CHORCHILL~~ ST.
REGINA, SASK.

A25999

RETURNED TO WRITER

C. GENERAL DELIVERY
AUG 21 1947 11
REGINA, SASK.

Left City
Delete
2-6-47

D 7-20
~~DEC~~

DEPARTMENT OF TRANSPORT
OTTAWA

8505
11-45

Orig. 5184-528

30

AC-7-12

TRANSPORT-RECORDS
NOV 7 P.M.
(1) File 5808-C 7-9

DEPARTMENT OF TRANSPORT
CIVIL AVIATION DIVISION

AIRPORT TRAFFIC CONTROL ACCIDENT REPORT

Tower: REGINA Date of accident: September 7th. 1947

Did you witness the accident? Yes Time of accident: 1410 M

Number of fatalities and injured: None Number of aircraft involved 1

Place of accident: Runway 7, Regina Airport.

Name(s) of pilot(s) involved and type(s) of certificates (if available): 18936

R. McKnight. C 3713

Registration number, make and model of aircraft involved:

CF-EGI. Piper J3

Location and path of aircraft at time of accident: Landing on

Runway 7 midway down the runway

Damage to aircraft and property other than aircraft: Broken prop, Wing tips

scraped. Some damage to carburetor and oil sump.

Weather report current at the time of accident: Cloud - high scattered, lower scattered @ 3000', Wind - East 35-40 M.P.H. Gusts to 55 M.P.H.

Additional weather information as observed by the airport traffic con-

troller: Wind extremely gusty but holding steady from the East.

Indicate radio instructions or visual signals given to aircraft prior to

accident: No visual signals given as there was no flight plan received and Aircraft was first observed while on final approach apparently intent on landing. Aircraft not radio equipped. Busy radio controlling TCA #2 and Grumann CF-BKE at the same time.

Give a brief account of the accident including the emergency action taken by the airport traffic controller at the time of the accident. Called Air Ambulance when aircraft first observed. Stated they would stand-by to assist the aircraft. As the aircraft levelled out to land it dropped starboard wing then spiralled onto its nose. Dragged along in this manner for a short distance while still on runway and remained in nose down position. Air Ambulance at scene of action within a few seconds.

The reverse side of this form may be used for additional information and sketch.

(M. Zora)
Airport Traffic Control Officer.

DISTRIBUTION
1 copy to Controller of Civil Aviation, Ottawa.
1 copy to Tower.
1 copy on station file.

see plan below
M.P.

34

CAI-601

DEPARTMENT OF TRANSPORT
Civil Aviation Division

Our file: 1-846
H.Q. file: 5008-E7-9

File No.

Place Edmonton, Alta.

Date February 24 1948

TO: Superintendent, Air Regulations.

FROM: District Inspector. Air Regulation

SUBJECT: Aircraft Inspection Report.

TRANSPORT-RECORDS
FEB 28 A.M.
File 5008-E7-9

Aircraft Type ... Piper L4-B

Registration Markings ... CF-EGI

Private or Commercial ... Commercial

Date of Inspection ... February 15, 1948. ... A38685

Previous C. of A. Expires ... February 27, 1948.

Present C. of A. Expires ... February 14, 1949.

Remarks ... The C. of R. No. 5818 and C. of A. No. 2026 were renewed on February 15th, 1948 to be not valid after February 14, 1949.

Attached herewith copy of AID Inspection report dated February 23rd, 1948 and copy of work report carried out on the aircraft and engine, dated February 11th, 1948.

G.V.P.

for District Inspector.
Air Regulations.

KFS/p
Encs.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

33

2
6-46

EDMONTON ALBERTA - February 23, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper L4-B ..... CF-EGI Serial No. 2350.	1-846

District Inspector, Air Regulations,
EDMONTON, Alberta.

1. The subject aircraft was inspected in detail at Regina on the 15th instant.

AIRCRAFT: Total time ..... 221:25 hrs.

ENGINE: A65-8F Continental
Serial No. 5102168.
Total time ..... 221:25 hrs.

AIRSCREW: Lewis L11CK-45
Serial No. 15763.

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

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

HED/H
cc:CAE

Regina Flying Club

1944]

Airport

MAIL ADDRESS
P.O. BOX 70

Regina - Sask.

February 11,1948.

32

Inspection, Weight and Repair Report for Renewal of C.of A. Aircraft - Piper (Prospector) L4B, CF-EGI the Rroperty of W.R.McKnight,J.L.Howe,P.W.Watson and A.H.Davis all of Regina, Sask.

Aircraft - Piper (Prospector) L4B, Series No 235C
Time since new - 221:25 hrs
Time since overhaul - Nil

Engine - Continental A65 - 8F, Serial No 5102168
Time since new - 221:25 hrs
Time since overhaul - Nil

Propellor - Lewis L11CK-45, Serial No 15763

Aircraft

Fuselage - Controls checked for saf ety and locking, rudder cables inspected for frays and correct action; rudder pedals inspected for cracks around welds and wear on pins; control column checked for wear on fittings,correct and ease of operation and locking devices; throttle, trim tab,carburetor heat control and gas on-off cock inspected for correct action and safety; gas cock repaired,spring incorporated in fuel cock; tank inspected for leaks and supp inspected for cracks; seats inspected, safety harness checked; brake master cylinder refilled with fluid.

Tail Assembly - Tail planes inspected; stabilizer adjusted; yoke, rudder, cables and locking checked; fabric checked and in good condition; modification incorporated; tail spring bracket and tail wheel assembly checked.

Mainplanes - Spars checked at root and lift strut fittings;compression struts checked; ailerons checked,PK screws installed on aileron stops on both planes; aileron hinges and fittings inspected. Cables checked for frays, safety and locking; fabric good on main planes; lift struts clevis bolts and fittings checked; lift struts checked for straightness.

Undercarriage - Bolts checked; tires removed and inspected hubs and brake systems; shock cords checked; tube stops not incorporated; normal wear apparent on tube assembly.

31

Aircraft CF-EGI

Engine - Repairs carried out on engine as per entry in log book 27/9/47; crankshaft run out and found satisfactory; engine crankcase checked as per Continental Service Bulletin M4V-6; fuel filter bowl (aluminium) and composition gasket fitted as per Service bulletin No 95; Valve action checked; spark plugs checked; manifolds checked; carburettor screen cleaned; engine mounts checked; all engine controls checked for correct action; all safety and locking devices checked.

Propellor - New propellor fitted as per entry in log 27/9/47; propellor checked.
Instruments calibrated and repaired by Aviation Instrument Service.

Weighing Report

	1st Weighing	2nd Weighing	3rd Weighing
Left front	312	311	312
Right front	321	322	320
Tail Wheel	86	86	86
	718	719	718

Mean weight 718 lbs.
Aircraft weighed on wheels

Since previous weighing the following have been installed; Turn and Bank instrument and fire extinguisher.

I hereby certify that all 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. W. H. Morrison
Air Engineer
Lisc. A 2508

Dated. Feb. 13/48.

5008-D18-26 Edmonton, Alta., May 31, 1948.

5008-D18-26 9R Piper J3, CF-DRZ, CF-EGI 1-596, 1.846
5008-E7-9
CAC

TRANSPORT-RECORDS
JUN 2 A.M.
File 5008-E7-9

A 9309

AIRMAIL

Controller of Civil Aviation,
Ottawa.

1. Herewith Piper Cub Sprayer Installation drawing, which has been approved by the C.A.A. in the United States, although this particular drawing carries no official stamp to that effect. Also enclosed are two Altigraph Charts showing the climb of Piper J3, CF-DRZ as operated by Cal-Air Limited of Calgary, Alberta, with this installation installed thereon.

2. Although we have previously okayed such an installation in Regina for the Prairie Flying Services Limited, we had no opportunity at that time to carry out a climbing test, and as a result of our tests carried out at Edmonton under date of May 29, 1948, we now question the airworthiness or safety of this type of aircraft when so equipped, in view of the poor climb recorded.

3. In the case of the aircraft CF-DRZ at Calgary, we have grounded same pending your further advice, which we request you forward to us by wire not later than Wednesday, the 2nd of June, as Cal-Air have a contract to do weed spraying south of Calgary, and if it is not shortly started, there will be no value in the spraying at all.

4. In your wire will you kindly advise what notations, if any, should be made on the C of A, bearing in mind that according to our information, similar types in the United States carry a 'NR' registration only.

5. When advising us by wire, kindly state what action we are also to take with the Piper Cub as used by the Prairie Flying Service in Regina.

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

KFS*LC

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM A10Q R

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
HSR/AO'D			TRANSPORT - AIR (5563)

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

~~5008-E7-9~~
~~5008-m8-26~~
~~5010-10-27~~

OTTAWA ONTARIO JUNE 3, 1948.

DISTRICT INSPECTOR AIR REGULATIONS
402 BLOWEY-HENRY BUILDING
EDMONTON, ALBERTA

CAE73 REURLET MAY 31 PIPER J3 SPRAYER INSTALLATION DESIGN APPROVED SUBJECT TO SATISFACTORY A.I.D. INSPECTION AND TEST WHEN INSTALLED STOP RESTRICT FLYING TO FERRY FLIGHTS TO AND FROM SCENE OF OPERATIONS AND TO ACTUAL SPRAYING FLIGHTS STOP DISREGARD PARAGRAPH 8 OF INSTRUCTIONS ON DRAWING NO INCREASE IN GROSS WEIGHT PERMITTED STOP NO OTHER FLYING TO BE DONE UNLESS APPARATUS IS REMOVED

H.S. Ker

CIVIL AVIATION

C.H.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

37 2 6-47

Edmonton, Alta. May 20/48
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-9	Piper L4-B CF-EGI Serial No. 235C	1-846

TRANSPORT-RECORDS
JUN 3 P.M.
5008-E7-9
File

Controller of Civil Aviation,
Ottawa.

1. The subject commercially registered aircraft was inspected on May 17/48 as an Aero-Sprayer by H.E. Davenport, Inspector AID.

2. The C of A No. 2026 was endorsed as follows on the 17th instant:

Item ~~26~~ 25: Aerosprayer 790 lbs. ✓
Item 31: Aerosprayer 186 lbs. ✓

A 9598

R. S. Keetley,
Inspector Air Regulations
for D.I.A.R.

RSK/M

Mrs Jones
Do not file
Marked

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

39 2 6-46

EDMONTON ALBERTA JUNE 1st, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-9	Piper J3 ..... CF-EGI	1-846

File Please
AIRMAIL

TRANSPORT-RECORDS
JUN 9 AM
File 5008 E7-9

Controller of Civil Aviation,
O T T A W A, Ontario.

A 9505

(1)

1. Herewith pilot's report on Piper J3 aircraft, CF-EGI, equipped with Whitaker Spray Gear, dated May 28, 1948.

2. We had no opportunity to take a barograph test on the aircraft while so equipped.

(2) No action necessary
As on hand
CAR 43 below.
R. 15 June 48

KFS/H
Encl.

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

CAR 2-6

PRAIRIE FLYING SERVICE

Box 518 - Regina.

38

May 28, 1948.

Dear Sir:

We submit the following Pilot's Report in compliance with your request of May 25, 1948:

Take off run - 230 yards (½ fuel load, 190 lb. pilot, 18.6 gals of aero spray, 4 m.p.h., 45 degree cross wind).
Climbing speed - 48 m.p.h., 2250 r.p.m.
Cruising speed - 60 m.p.h., 2150 r.p.m.
Stalling speed (throttle closed) - 38 m.p.h.

The inherent flying characteristics of the aircraft have not been altered, in fact all three of our pilots report "no change". There is a tendency for the air speed to drop off rapidly when the throttle is closed but other than this the aircraft functions normally.

Trim is effective in the longitudonal plane and the aircraft can be effectively trimmed, "hands off". As you know, there is no trim in the lateral plane of Piper Cub aircraft.

The approach and landing are unchanged. There is no tendency to "drop a wing", no tendency to "mush" and the "float" period appears to be unchanged.

The Aero Sprayer functions very well and we are satisfied it will do an excellent job. We have concluded 90% of our tests and believe we can spray as low as 2 quarts per acre. We are also convinced we are getting at least a 60 ft. swath.

If there is any further information you require in connection with this unit we will be glad to furnish it on request.

Yours very truly,

PRAIRIE FLYING SERVICE,

Per "W. R. MacKnight"

Office of D.I.A.R.,
402 Blowey-Henry Bldg.,
Edmonton, Alberta.
wrm/mm

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

717 Dominion Public Bldg.,
Winnipeg, Man., June 4, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aero Service Sprayer Unit - Installation on Piper IA-B Aircraft - CF-EGI	5008-E7-9

AE

A10387

TRANSPORT-RECORDS
JUN 8
5008-E7-9
FILE

Controller, Civil Aviation, Ottawa.

Attention Chief Aeronautical Engineer

1. The undersigned investigated this installation while on his recent Western trip to the Edmonton District. I am attaching hereto the drawings as supplied by Mr. A.W. Whitaker, and a copy of the work which was carried out by Saskatchewan Government Airways, together with Prairie Flying Service's letter of May 28th, Mr. Whitaker's letter of May 14th and a copy of the C.A.A. approval on such an installation.

2. A similar installation, using a Whitaker sprayer unit, was made recently in Calgary, and checked at Edmonton while the undersigned was there, which is basically the same excepting it had twin pumps and fans. Structurally, the unit appears to be sound enough, but the opportunity at Edmonton was taken to carry out a barograph check, and it was noted the performance of an aircraft is seriously affected with the sprayer unit installed and at the aircraft maximum allowable gross weight. Your office was informed through the D.I.A.R. Edmonton indicating that the performance found, as well as details of this second installation, referred to above.

3. Approval on the part of the undersigned was refused, due to the performance of the aircraft being below the standard required on climb. Secondly, since it is the intention to use this aircraft on spraying and dusting below allowable flying limits, it is felt that the nature of the work requires that it be classified in the restricted category, and that the C. of A. be withdrawn from the aircraft while it is so engaged.

4. May your comments on this matter be given the undersigned, please.

2 copies 9/6/48

S. H. Matheson,
Aeronautical Engineer.

5010-10-2
5200-17

SHM/ET
Encs.

COPY

44

SASKATCHEWAN GOVERNMENT AIRWAYS
AIRPORT
PRINCE ALBERT, Sask.
Date: May 15/48

OVERHAUL AND REPAIR REPORT

AIRCRAFT — Registration No. CF-EGI Cub J.3 Maker's Serial No. 235C
Time since Mfg. 221 hrs. 25 mins. Since overhaul - hrs. - min.

ENGINE — Make Continental Mfg's Serial No. 5102168 Model A65-8F
Time since Mnfg. 221 hrs. 25 mins. Since overhaul - hrs. - mins.

PROPELLOR

NATURE OF WORK CARRIED OUT

Installation of Aero Service Crop Sprayer Model J3-A No. 50S in accordance with Manufacturer's Dwgs. Authority of approval for installation covered in Manufacturer's letter of May 10/48.

Supply tank found to leak where patched. Weld repair removed and rivet type patch attached in a conventional manner.
Aircraft weighed out as follows after installation made.

Aircraft weighed out empty as a landplane.

	1st weighing	2nd weighing
Right	342	342
Left	352	352
Rear	96	96
TOTAL	790 lbs.	790 lbs.

Weight of Equipment - 78 lbs.
" of seat assy. removed - 8 lbs.
Net weight 70 lbs.

Present average weight	790 lbs.
Previous " "	720 lbs.
Change in weight - plus	70 lbs.

Weight empty in flying position:
Left 364 lbs. Right 368 lbs. Rear 58 lbs. Total 790 lbs.

Weight gross in flying position:
Left 580 lbs. Right 559 lbs. Rear 81 lbs. Total 1220 lbs.

Distance from C/L main U/C axle to C/L tail U/C axle -- 204.5"

Datem line leading edge of wing 2 3/8" forward of C/L of main U/C axle.

.....

43

Empty C of G - $\frac{58 \times 204.5}{790}$ = 15.13 plus 2 3/8 = 17.49"

Gross C of G - $\frac{81 \times 204.5}{1220}$ = 13.57 plus 2 3/8 = 15.93"

Maximum load
C of G - $\frac{62 \times 204.5}{996}$ = 12.7 plus 2 3/8 = 15

Weight flying position minimum fuel, oil, pilot, hopper empty
Left 462 Right 472 Rear 62 Total 996

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 unapproved modifications have been incorporated and that the aircraft is airworthy.

(Sgd.) J. Pool
Air Engineer "B".

COPY

PRAIRIE FLYING SERVICE

42

Box 518 Regina
May 28/48

Dear Sir:

We submit the following Pilot's Report in compliance with your request of May 25, 1948:

Take off run - 230 yards (½ fuel load, 190 lbs. pilot, 18.6 gals. of aero spray, 4 m.p.h. 45 degree cross wind)
Climbing speed - 48 m.p.h., 2250 r.p.m.
Cruising speed - 60 m.p.h., 2150 r.p.m.
Stalling speed (throttle closed) - 38 m.p.h.

The inherent flying characteristics of the aircraft have not been altered, in fact all three of our pilots report "no change". There is a tendency for the air speed to drop off rapidly when the throttle is closed but other than this the aircraft functions normally.

Trim is effective in the longitudinal plane and the aircraft can be effectively trimmed, "hands off". As you know, there is no trim in the lateral plane of Piper Cub aircraft.

The approach and landing are unchanged. There is no tendency to "drop a wing", no tendency to "mush" and the "float" period appears to be unchanged.

The aero sprayer functions very well and we are satisfied it will do an excellent job. We have concluded 90% of our tests and believe we can spray as low as 2 quarts per acre. We are also convinced we are getting at least a 60 ft. swath.

If there is any further information you require in connection with this unit we will be glad to furnish it on request.

Yours very truly,

PRAIRIE FLYING SERVICE

PER: W. R. MacKnight.

Office of D.I.A.R.,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

COPY

41

A. W. Art
WHITAKER

5001 - 5015 N.E. Union Avenue
P.O. Box 1811 Phone TRinity 1143
PORTLAND, Oregon.

May 14/48

D.I. for Air Regulations
Dept. of Transport,
402 Blowey-Henry Building,
Edmonton, Alberta.
Canada.

Dear Sir:

In compliance with telegraphic request from Prairie Flying Service, Regina, Sask. we are forwarding herewith certificate accomplished by C.A.A. Aircraft Inspector Charles R. Steeves, Jr. in behalf of agricultural spray unit, model J-3 Serial 50-S.

Very truly yours,

A. W. (ART) WHITAKER

Sgd.
by: Glen W. Neel.

GWN:jl

cc: Prairie Flying Service.

COPY

40

DEPT. OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
1829 N.E. Alberta Street,
Portland II Oregon

May 14/48

To Whom It May Concern:

This is to certify that Model J-3 Spray Unit, Serial No. 50 is identical to a previously approved unit, Serial No. J3-AI-10 which was installed in Piper aircraft NC 7126H and which was approved as airworthy by this office.

Sgd.
Charles R. Steeves Jr.
Aircraft Inspector.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6105-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
HSR/AO'D			TRANSPORT – AIR (5563)

3 9 A

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

5008-E7-9
~~5008-M8-26~~
5010-10-27

OTTAWA ONTARIO JUNE 3, 1948.

DISTRICT INSPECTOR AIR REGULATIONS
402 BLOWEY-HENRY BUILDING
EDMONTON, ALBERTA

CAE73 REURLET MAY 31 PIPER J3 SPRAYER INSTALLATION DESIGN APPROVED SUBJECT TO SATISFACTORY A.I.D. INSPECTION AND TEST WHEN INSTALLED STOP RESTRICT FLYING TO FERRY FLIGHTS TO AND FROM SCENE OF OPERATIONS AND TO ACTUAL SPRAYING FLIGHTS STOP DISREGARD PARAGRAPH 8 OF INSTRUCTIONS ON DRAWING NO INCREASE IN GROSS WEIGHT PERMITTED STOP NO OTHER FLYING TO BE DONE UNLESS APPARATUS IS REMOVED

CONFIRMATION

CIVIL AVIATION

L.L #5

MDJ/AO'D

46

Ottawa, Ontario, June 17, 1948.

5008-E7-9

Aero Service Sprayer Unit - Installation
on Piper L4-B Aircraft - CF-HOI

5008-E7-9
5010-10-27
5200-17

District Inspector, Air Regulations,
717 Dominion Public Building,
Winnipeg, Manitoba.

1. With reference to the district Aeronautical Engineer's letter dated June 4th, 1948, enclosing various correspondence relative to the subject, Headquarters' telegram dated June 3rd to the D.I.A.R. in Edmonton, is quoted hereunder for your information and guidance.

2. As single copies of the drawings covering the Aero Service Sprayer unit installation were submitted, these will be retained for our files.

Telegram

"CAE73 Saurlet May 31 Piper J3 sprayer installation design approved subject to satisfactory A.I.D. inspection and test when installed stop Restrict flying to ferry flights to and from scene of operations and to actual spraying flights stop Disregard paragraph 8 of instructions on drawing no increase in gross weight permitted stop No other flying to be done unless apparatus is removed."

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

ROYAL CANADIAN MOUNTED POLICE

C-497

49R 1135-1

DIVISION FILE No.----------

DIVISION "F" SUB-DIVISION Regina DETACHMENT Regina Town Station

PROVINCE Saskatchewan DATE April 9th, 1949.

25781 APR 22 49

FILE REFS.

RE: Bonnie Blink Rural Telephone Co., Pense, Sask. - Damage to Lines. (ASSISTANCE TO THE DEPT OF TRANSPORT)

APR 22 P.M

HEADQUARTERS

SUB-DIVISION RS49-43-4

DETACHMENT RT349-2-7137

P.C.R. R.T.S. 15-3-49.

A. R. V. No.

DIARY DATE

SET FOR..1-5-49.

1. With reference to the above and to previous correspondence in this connection, and to memorandum of Sgt. C. MEARS, Regina Sub-Division N.C.O. for O.C., A.O.L. dated 18-3-49, please be advised as follows.

1-4-49.

2. In the A.M. of this date, the writer patrolled via P.C. Code 3588 approx. 12 miles west of the City of Regina on Dewdney Ave. to the approx. place where the captionally noted offense occured. From enquiries conducted in that area it was learned that these telephone wires were struck on the afternoon of February 14th, 1949 by an unknown aircraft. This offence occured on the telephone line running east and west on the road allowance on the north side of the East ½ of Sec. 23-17-22, west of 2nd.

3. Enquiries carried out in the district revealed that Robert G. Ogilvie, president of the Bonnie Blink Rural Telephone lived on a farm about ½ mile further west from where this offence occured. A patrol was made to Ogilvie's home where he was interviewed by the writer conserning the above incident. It was learned that Ogilvie was the man who had reported this offence and that he had seen the Aircraft strike the wires on the day in question. A signed statement was taken from him, a copy of which is embodied hereunder.

STATEMENT OF ROBERT G. OGILVIE, PENSE DISTRICT, SASK.

BEGINS: "I own and operate a farm 12 miles west of the City of Regina Limits on Dewdney Avenue. During the war I was a co-pilot in the R.C.A.F. I am now the president of the Bonnie Blink Rural telephone Co. with offices in Pense, Sask. On the afternoon of February 14th, 1949, St. Valentines Day, I was hunting foxes on my farm. At approx. 3.00 or 3.15 P.M. that day, I saw an aircraft flying very low over the road that runs along my farm. I had been in the house for a few minutes and it was when I came out that I saw the plane. I don't exactly know what direction it had come from. There is two telephone lines running by our house. One is the Trans-Canada Line and the other is the Bonnie Blink. The plane was so low that I was sure he was going to hit the Trans-Canada line, but he flew right under it and struck the Bonnie Blink line. I saw this happen. He was not more than twenty-five feet off the ground. The plane then flew into the field and landed. Two men got out and examined it. I thought they must have had engine trouble. I could not give a description of the men as I was not that close. The plane was yellow or cream fuselage and had red wings. Just at this time there was another plane flew overhead. It was yellow. Since I have been in the R.C.A.F. I have a fairly good knowledge of planes and the one that struck the wires was a high winged monoplane and it could have been a Piper Cub. The plane remained on the ground for a few minutes and then it headed south-east. I think it was the wing that struck and broke both the wires although I am not sure. I did not get the number of the plane. I figure that it was the starboard wing that struck the wires. The wire was wrapped around the wing about six or seven feet from the

(CONTINUED ON PAGE 2)

RECEIVED APR 23 1949 HEADQUARTERS C.I.B.

57

CONTINUED FROM PAGE 1:

FEET FROM THE body of the plane."ENDS:
Witnessed: L.P. Lynch. Sgd: R.C. Ogilvie.

4. It is noted from the statement of OGILVIE that he did not get the numbers from the plane although it lit in the field approx. ¼ mile from his house and stopped long enough to give him ample time to reached the spot. He was not sure whether the plane was red and yellow or cream and red, but his wife stated that it was red and cream. She did not see it until it had alighted in the field and her attention was drawn to it by her husband at this time. OGILVIE could not give a description of the man as he stated that he was not that close.

5. Enquiries were made of all the neighbours in the vicinity concerning the incident, but it was learned that the three farmers other than OGILVIE who lived anywhere near the place where the offence occured, had gone into Regina to-gether that day and therefore could give no information.

6. A patrol was made to the scene of the offence by the writer accompanied by R.C. OGILVIE, president of the Bonnie Blink Rural Telephone Co. It was noted that two of the telephone wires had been cut and one telephone pole had been broken off at the ground. A search was made of the ground underneath the wires that had been struck by the aircraft but nothing could be found that appeared to be connected with the incident. A search was also made of the approx. area where the plane had landed but again met with negative results. On examination of the telephone wires, a piece of wire exactly where the wires had been cut, was found to bear red paint. According to Ogilvie, this was the piece of wire that had been wrapped around the starboard wing of the plane when they were struck, as he watched it pulled into the field ~~from~~ by the plane. It had since been put back onto the line by OGILVIE. This piece of wire, measuring approx. 5' in length was taken by the writer and turned over to the Crime Detection Laboratory, Regina, Sask.

7. All other enquiries made at the scene and in the district met with negative enquiries. The writer then returned to Regina from that district at approx. 12.00 noon same date.

4-4-49:

8. This date the writer accompanied by Cst. H.T. LAING of this detachment patrolled via P.C. Code 3582 to Regina Airport, where Mr. Robert JOBERTY, Manager of Regina Airport was interviewed. Through arrangements made by Mr. JOBERTY, permission was obtained for samples of paint to be taken from the strut and starboard wing of Aircraft's CF-EGI and CF-DLJ. This was done and the samples taken were handed over to the R.C.M.P. Crime Detection Laboratory, Regina, Sask. for comparison with the paint found on the wire. The two planes mentioned earlier in this para. were the only two aircraft out from Regina Airport that date.

9. Exhibits mentioned in para.'s 6 and 8 are covered on F. 246 # 2073/49 attached hereto.

10. MacKNIGHT, the pilot of Aircraft CF-EGI, who was in that vicinity on the day in question is at present absent from Regina but will be interviewed upon return. Findings of examination upon exhibits at Crime Detection Lab. are being awaited at this detachment.

(CONTINUED ON PAGE 3)

Continued from Page 2:

11 In view of the foregoing, it is respectfully requested that the Diary Date be extended to comply with that as marginally shown. Forms 246 attached hereto.

Still Under Investigation
N.E.I.

Cst.
(L. P. Lynch) 14823,
Regina Town Station.

The O.C., R.C.M.P.,
REGINA SUB-DIVISION.

Sir: Forwarded. A report covering the examination of the paint found on the wire and also taken from the wings of the aircraft mentioned is awaited from the Crime Detection Laboratory, at which time the subject, MacKNIGHT, will be further questioned regarding this matter.

2. Our further report may be anticipated to meet the diary date, as shown.

Cpl.,
(A.S. Cameron) 10934,
i-c Regina Town Station.

11-4-49.
ASC:NC

O. C. "F" Division, Regina.
Forwarded for your information

Supt.
Commanding Regina Sub - Division.

APR 12 1949

FORM 246 ATTACHED

Form C-246

ROYAL CANADIAN MOUNTED POLICE

49

No. 2073/49

EXHIBIT REPORT

HEADQUARTERS File No. "F" 49R 1135-1
DIVISION and File No.

Regina RS49-43-4
SUB-DIV'N and File No.

Regina Town Station RTS49-2-7137
DETACHMENT and File No.

DATE April 9th, 1949.

Re: Bonnie Blink Rural Telephone Co. - Pense, Sask., Damage to Lines
(Name of File)

On April 4th, 1949 (Date) I Reg. # 14823 Cst. L.P. Lynch (Member's Name)

Came into possession of the following described goods by taking possession of same during course of investigation.
(State Authority from whom seized and place of seizure)

No. OF EXHIBIT	No. OF PACKAGES	CAPACITY OR SIZE	DESCRIPTION OF EXHIBITS
1.	1.		5' length of Telephone wire covered with red paint.
2.	1.		Sample of red paint from strut of Aircraft CF-EGI.
3.	1.		Sample of red dope from starboard wing of Aircraft CF-EGI.
4.	1.		Sample of red paint from strut of Aircraft CF-DLJ.
5.	1.		Sample of red dope from starboard wing of Aircraft CF-DLJ.

1. For full particulars in this connection, please refer to report submitted on F.237 of even date and caption.

2. The above noted exhibits have been turned over to the R.C.M.P. Crime Detection Laboratory, Regina, Sask. for comparison purposes.

S.U.I.: N.E.I.

A.S.C. (Cpl.)
11-4-49.

CERTIFIED CORRECT

L. P. Lynch Cst.
(L.P. Lynch) 14823
(Signature of member submitting report)
Regina Town Station

48

49R 1135-1 (9-4-49)
49W 1182-82.

Re: Bonnie Blink Rural Telephone Co., Damage to Lines - Pense, Sask.

O.C., RCM P ., "D" Division, WINNIPEG.

1. Forwarded, in triplicate, and with further reference to Regina Town Station Detachment report forwarded to you on March 24, 1949. Mr. Robert G. Ogilvie of the Pense District and now president of the Bonnie Blink Rural Telephone Company states that he observed a yellow or cream and red high winged monoplane strike the Bonnie Blink Telephone lines at about 3:00 or 3:15 p.m., February 14, 1949, and he states that this craft may have been a Piper Cub. The description of this craft is very similar to Piper Cub CF-EGI owned by William MacKnight, therefore samples of paint have been taken from the strut and starboard wing of the aircraft CF-EGI, and also from aircraft CF-DLJ, which was being operated by Maurice Ballman, Regina on February 14, 1949.

2. These samples of paint and a five foot length of telephone wire covered with red paint which was picked up at the scene of the accident have been conveyed to the Crime Detection Laboratory for examination. William MacKnight is at present out of town but he will be questioned further upon his return. Single copy of Form C246 covering the exhibits is attached hereto for your information.

3. Copies to the Commissioner.

REGINA, Sask.
19-4-49.

T.W.Chard,Supt.,
In Charge,C.I.B.

47

49R 1135-1
49 W 1182-82 (9-4-49)

Re: Bonnie Blink Rural Telephone
Co. Damage to Lines - Pense, Sask.

The Commissioner, RCMP.,OTTAWA, Ontario.

1. Forwarded, in duplicate, for your information with two copies of Forms 246 attached. This has reference to Regina Town Station report dated March 15, 1949.

2. Further reports in this connection will follow.

REGINA, Sask.
19-4-49.

T.W.Chard,Supt.,
In Charge,C.I.B.

573

49R 1135-1

Re: Bonnie Blink Rural Telephone Company
Pense District, Saskatchewan.

The Commissioner, R.C.M.P., OTTAWA

1. Forwarded in duplicate for your information with two copies of Forms 246 and diagram of Piper Cub Aircraft. This has reference to copy of memorandum dated Winnipeg, March 22, 1949, forwarded to you by the Officer in Charge, C.I.B.

REGINA
24-3-49

T. W. Chard, Supt.
In Charge, C.I.B.

54

REGINA SUB/DIVISION

49R 1135-1

REGINA, Sask.,
March 18, 1949.

RS49-43-4

The N.C.O. in Charge,
R.C.M.Police,
REGINA TOWN STATION.

Re: Bonnie Blink Rural Telephone Co.
Penze, Sask. - Damage to Lines.
(ASSISTANCE TO DEPT. OF TRANSPORT)

1. Referring to the above and Cst. Savage's report of 15-3-49, kindly continue this investigation.

2. It is suggested that immediate enquiries in the visinity of the damaged line be made as possibly some person may have observed the aircraft in question. It is considered advisable to obtain additional evidence before again questioning McKnight.

18-3-49
D.D.3-4-49

C. Mears, Sgt. for
O.C. Regina Sub-Division A.C.L.

The O.C., R.C.M.P.,
"F" Division,
REGINA, Sask.

1. Forwarded for your information with Forms 248 and drawing attached. A further report will be submitted in due course.

18-3-49
GDB/MC

C. Mears, Sgt. for
O.C. Regina Sub-Division A.C.L.

Form C-246

ROYAL CANADIAN MOUNTED POLICE

No. 2065/49.

55

EXHIBIT REPORT

HEADQUARTERS File No.

DIVISION and File No.
"F" - 49R 1135-1.

SUB-DIV'N and File No.
Regina - RS49 43-4.
DETACHMENT and File No.
Regina Town St'n - RTS49-2-
DATE March 15, 1949. 7137.

Re: Bonnie Blink Rural Telephone Company, Pense, Sask. - Damage to lines.
(Name of File)

On 15-3-49 (Date) I Reg. No. 15245, S/Cst Savage, C.C. (Member's Name)

Came into possession of the following described goods by same being handed over to writer by Garth MORRISON Regina Flying Club Engineer.
(State Authority from whom seized and place of seizure)

No. OF EXHIBIT	No. OF PACKAGES	CAPACITY OR SIZE	DESCRIPTION OF EXHIBITS
1.	one	--	Small fiber pulley, damaged.
2.	one	--	Steel aileron cable complete with turnbuckle and clevis, damaged.
		1.	In this regard, kindly refer to report on form C 237 forwarded even date under same caption.
		2.	Exhibits listed above are at present stored at Regina Town Station Detachment, Regina, Saskatchewan.
			STILL UNDER INVESTIGATION.
			A.S.C. Cpl. (16-3-49).

CERTIFIED CORRECT C. C. Savage

(C. C. Savage) S/Cst. 15245.
(Signature of member submitting report)

Regina Town Station

THE PERSON/ that accompanied him, Nelson IRWIN, who is employed at the Weather Office at Regina Airport. None of the mechanics, etc. working at the Airport could give any helpful information in this regard, and no one interviewed had ever heard any admissions made by either IRWIN or MacKNIGHT.

11. In view of the foregoing information, this file will be held open at this detachment, pending the receipt of further instructions as to whether MacKNIGHT is to be further interrogated in this connection. Forms 246 A No. 2065, and diagram mentioned in Para. (8) above attached hereto, extra copies of this report also attached.

STILL UNDER INVEST.
EXPENSES NIL:

S/Cst.
(C. C. Savage) #15245.
Regina Town Station.

The O.C.Regina S/D.
RCMP, Regina, Sask.

Sir: FORWARDED, from the result of the complete investigation made herein, the identity of the aircraft and pilot in this connection have been established. Although the pilot William R. MacKNIGHT, denies all knowledge, his statement indicates that he was flying in the vicinity where certain damage was done to telephone lines. Please note statement obtained from Garth MORRISON, Chief Engineer, Regina Flying Club, also para, (9) of this C.R. Exhibit Report and diagram referred to attached hereto. Extra copies herewith for the information of Department's concerned.

Cpl.
(A.S.Cameron).10934.
i/c.Regina Town Station.

(16-3-49).

9W 1182-82

The O. C., R.C.M.P., "D" DIVISION, WINNIPEG

1. Forwarded in triplicate for your information with single copy of Forms 246 and of diagram showing front view of Piper Cub Aircraft, and in reference to memorandum dated Winnipeg, March 2, 1949 from the Officer in Charge, C.I.B., forwarding copy of letter from the District Inspector of Air Regulations, Winnipeg. It is apparent from the investigation made thus far that William R. MacKnight, 2262 Wallace St., Regina, is responsible for the damage caused to the telephone lines in the Pense District, property of the Bonnie Blink Rural Telephone Company. Although the diagram indicates that damage to this Aircraft could have possibly been caused by telephone wires, MacKnight and his passenger Nelson Irwin, Regina, will make no admissions.

2. Further investigation is being made with view of locating some person who may have observed this Aircraft flying low in the Pense District and further report will follow upon completion of these further enquiries. Copies to the Commissioner.

REGINA
24-3-49

T. W. Chard, Supt.
In Charge, C.I.B.

FILE NUMBERS, HEADING AND MARGINAL REFERENCE ARE TO BE PROPERLY FILLED IN.

57

AIRCRAFT HAS NOW/ been repaired, the windscreen still bears the marks described in MORRISON's statement. There is a mark across the windscreen, about one-half way up from the bottom, with barely discernable scrape marks upwards to just below the leading edge of the wing, where there is another deeper horizontal mark across the windscreen, approx. 10" in length. The tears in the fabric have now been patched, but the patches are quite noticeable, and the portion of the leading edge of the port, front lift strut where the paint was scraped off can still be noticed under the new paint. This aircraft is red and cream in colour, is a high wing monoplane, ski-equiped. The writer was shown the aileron cable from the starboard side of the aircraft, and there is a strain or kink in this cable, this in position on the aircraft would place the kink near the point where the front lift strut attaches to the starboard wing. The aileron cable follows up this strut from the fuselage, and goes around a pulley right at the point where the strut attaches to the wing. The kink was in that portion of the cable that goes around the pulley. The pulley was also examined, and found to be made of some light fiber material, and was frayed along part of the circumference to an extent so as to be rendered unserviceable for further use on an aircraft. In this regard, the pulley and the cable were obtained from MORRISON, and might be presented as evidence should this matter come to a prosecution. These articles are shown on Form 246 A No. 2065/49, and are at present being held at this detachment.

AIRCRAFT FINDINGS

8. In this connection, the writer has prepaired a diagram showing a front view of an aircraft of the same type as a Piper Cub, showing the approximate positions of the struts and wings, windscreen, etc. mentioned in the statement of Garth MORRISON, and same is being attached hereto.

9. Mr. Robert JOBERTY, Regina Airport Manager was interviewed, and he stated that he had talked to MacKNIGHT regarding the damaged Telephone property, but that MacKNIGHT had denied all knowledge of the offence. JOBERTY, although seemingly satisfied in his own mind that MacKNIGHT was the person responsible, stated that he knew of nothing that would prove this should MacKNIGHT continue to deny any knowledge of the offence.

10. There appears to be little doubt but what MacKNIGHT was responsible for the damage done to the Bonnie Blink Rural Telephone Company, although no conclusive evidence is noted. He would not admit any knowledge of the offence, and when the writer was questioning him he seemed to be attempting to convey the impression that it would be absurd for anyone to even suspect that he would be guilty of such an offence. It is thought that if he is further interviewed and confronted again with the damages done to his aircraft on the date in question, and shown the damaged pulley, etc., and asked to explain exactly how it was damaged that he might admit this offence, however he has denied the offence to Airport Offic and to the writer quite emphatically, and so did the person

SEEM TO INDICATE/ that BALLMAN could not have been in the vicinity of the damaged wires on the date in question. KENNAY stated that he was positive of this as BALLMAN had telephoned him from Milestone, and had received instructions to return to Regina in order to land before the airport was closed for day-flying aircraft, and this was complied with. BALLMAN landed at Regina at approx. 5.52 P.M., which would place him either at Weyburn, or between Weyburn and Milestone during the time the damage was committed, which was between 3.00 and 3.30 P.M.

6. The writer then proceeded to the Regina Flying Club Hangers where Garth MORRISON, the Engineer was interviewed. MORRISON had examined the Aircraft CF.EGI on the 8-2-49 and found it airworthy, and had then supervised a Certificate of Airworthiness Check on the aircraft on the 15-2-49, and had found certain damage to the aircraft. A statement was obtained from MORRISON in this regard, and a copy of same is being embodied hereunder:

STATEMENT OF GARTH MORRISON, CHIEF ENGINEER, REGINA FLYING CLUB:

"On Feb. 8, 1949, Prairie Flying Service took their aircraft, CF.EGI out of dead storage, and I supervised a 30 hour inspection on the aircraft. The oil was changed, engine ground-run and found to be O.K. Skies were installed, machine was test-flown and found to be in good condition. The Certificate of Airworthiness for this aircraft expired on Feb. 14, 1949. The renewal check and inspection began on the 15th. Feb. 1949 and this took about one and one-half weeks to complete. It was found that the port shock assembly was bowed, there being a bow of approx. 5 degrees in this member. The shock leg was bowed upwards, appeared that this was caused by a heavy landing on rough snow. The windscreen bore a horizontal mark approx. one-hslf the distance up from the bottom, and scrape marks upwards to a point just below the leading edge of the wing, and an additional horizontal mark, deeper and more pronounced, about 10" long. At the starboard lift strut at the wing attachment the pulley was rendered unserviceable, by being chewed up. The cable was kinked in the region that follows around the pulley. On the starboard wing, in the region where the pulley is situated there was a small tear approx. 1½ inches in length in the fabric. On the same wing between #3 and #4 ribs from wing-tip, 1/3 way back from the leading edge, outboard from the lift strut attachment there was a small tear in the fabric. On the leading edge of the port, front lift strut between the jury strut and the wing attachment point the paint had been scraped from the leading edge of the strut. So far as we could find on the rest of the aircraft there was no indication of further damage. There is a possibility that the damage done to CF.EGI could have been caused by wires. On the 30 hour check given this aircraft on 8-2-49 there was no indication of any damages that I have outlined above, and the aircraft was in normal condition at this time."

(Wit.) C. C. Savage. (Signed) Wm. G. MORRISON.

AIR ENGINEER REPORT OF DAMAGE

7. The writer then examined the aircraft in question, accompanied by MORRISON, and although the aircraft has now PTO

FEET OVER THE/ surface of the ground or lake when trying to get a shot at a coyote. We flew low around the lake for about 45 minutes or 1 hour hunting coyotes, then we landed to refuel and then took-off for Home. We flew back to Regina via Moose Jaw, arriving at Regina Airport at approx. 20 minutes to four, or 3.30 P.M.

The aircraft went through a check for airworthiness shortly after this and this was the first time that I found out that the undercarriage of the aircraft had been damaged. The brace between the two legs of the undercarriage was bent at what might have been an 8 degree angle, and the paint was chipped on this strut. We had made a rough landing at the lake and it might be possible that this damage was caused through a rough landing. This trip on Feb. 14th. was the last trip the aircraft was permitted to make until there was a check made by Garth MORRISON of the Regina Flying Club for Airworthiness, this is done once per year and the year was just up for this aircraft.

"We at no time ran into any telephone lines with the aircraft, and did no low flying at any place, other than in the proximity of Buffalo Pond Lake."
(Wit.) C. C. Savage. (Signed) W. IRWIN.

4. Patrol then proceeded to 948 Angus Street, where Maurice BALLMAN was interviewed, as he was the pilot of Piper Cub Aircraft CF.DLJ on the 14th. of February, 1949. A statement was obtained from him, a copy of which is embodied hereunder:

STATEMENT OF MAURICE BALLMAN, 948 ANGUS ST., REGINA:

"On February 14, 1949 I was the pilot of Piper Cub Aircraft , Reg. No. CF.DLJ. I took off from Regina at approx. 1.30 P.M. on a cross country training flight from Regina to Weyburn and Milestone and return, with a stop at Weyburn and Milestone. We landed at Weyburn at approx. 1500 hours, departed at 15.50; landed at Milestone approx. 16.30, and departed approx. 17.10 hrs. My aircraft had no passengers and I did no low flying on Feb. 14, 1949 with the exception of the required landing and take-off runs. I proceeded directly to Weyburn Sask. from Regina Sask. and when returned, had proceeded directly from Weyburn to Milestone and then to Regina Airport, where I landed at 17.52 hours.

"I did not go west of Regina at all on the above date, and I know nothing about the damage to rural telephone lines west of Regina on Feb. 14, except what I heard from Airport Officials after it had happened. My altitude when flying on the 14. Feb. was between 1200 feet and 2000 feet except on landing and taking-off."
(Wit.) C. C. Savage. (Signed) M. O. BALLMAN.

15-3-49.

5. This date the writer patrolled to the Regina Airport via P.A. Code No. 3558. Ken KENWAY of the Canadian Aircraft Company was interviewed, and it was learned that BALLMAN had been against a heavey headwind on Feb. 14th., and had been in Milestone a very short time before he arrived at Regina Airport, and this would seem to indicate

BUT KEPT/ to an altitude of about 1000 feet.

"After I returned to Regina I received a call from Garth MORRISON, Regina Flying Club Engineer who informed me that the aircraft had a damaged landing gear. The damage was to the shock strut on the left side of the air craft. This consists of a piston and cylinder arrangement with the piston working in the cylinder to take up shocks on landings. The piston is charged with elastic at the top, and at the bottom of the cylinder there is a stop which prevents the piston from going down too far. This stop had been broken one year ago and had been welded back in place by Rex TERPENING of C.P.A., Regina. The most recent damage to the landing gear happened to a tube called the shock strut which was bent slightly, and the paint cracked. This in my opinion must have happened when the aircraft landed hard, and the strain was too much for the strut, causing it to buckle. This landing gear had been repaired once by C.P.A. Engineer TERPENING as noted above, and it was in a weakened condition. The shock strut is about 22" in length and goes from the shock absorber to the landing wheel or ski. The landing gear on this aircraft receives considerable abuse during crop spraying seasons when it is loaded and is making a lot of take-offs and landings from rough fields. I have no idea where or when this damage was sustained by the aircraft. To my knowledge we did not strike any telephone lines or other obstructions on Feb. 14, 1949. When I landed at Buffalo Pond Lake I made a fairly hard landing as there was one snow bank which we struck, and this caused the aircraft to take to the air again and come down quite hard again. When we landed at Regina Airport we also made a hard landing. I do not think that the strut was bent when we left Regina that day, but the landings that we made could have caused the strut to buckle as it was in a weakened condition previously."
(Wit.) C. C. Savage. (Signed) W. R. MacKNIGHT.

3. The passenger that had accompanied MacKNIGHT, Nelson IRWIN of 2358 Montreal St., Regina, Sask. was then interviewed by the writer, and he corroborated MacKNIGHT in most of the details given by him. A signed statement was obtained from IRWIN, a copy of same being embodied hereunder:

STATEMENT OF NELSON IRWIN, 2358 MONTREAL ST., REGINA, SASK:

"On February 14th., 1949 I was passenger in Piper Cub J3 Aircraft CF.MGI, piloted by one William R. MacKNIGHT of 2262 Wallace St., Regina. We took-off about 1.00 P.M. and proceeded west in the general direction of Buffalo Pond Lake, we went north for a while too, I do not know just how far west or noth we went. We thought we saw a coyote on our way out when we were about 25 miles from the lake and dropped down to about 400 or 500 feet but we saw it was not a coyote but a dog so we climbed back up to about 1500 feet. I could not see the altimeter as I was sitting in the rear seat of the aircraft. We stayed at this altitude until we were nearly to the lake and then we let down over the lake and hunted for coyotes. The usual custom is to fly at about 15 to 20 feet over the

R.T.C.

ROYAL CANADIAN MOUNTED POLICE

C-237

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DIVISION FILE No. 422-1135-1.

DIVISION "F" | SUB-DIVISION Regina. | DETACHMENT Regina Town Station.

PROVINCE Saskatchewan. | DATE March 15th, 1949.

FILE REFS.

RE: Bonnie Blink Rural Telephone Company, Pense, Saskatchewan - Damage to lines. (Assistance to the Dept. of Transport)

HEADQUARTERS

SUB-DIVISION

RS 49-43-4.

DETACHMENT

RT349-2-7137.

P.C.R.

Regina T. S. First.

A. R. V. No.

DIARY DATE

SET FOR----------

1. With reference to the above, and to Memo of the Officer i/c C.I.B. with forwarding minute of the N.C.O. i/c for the Officer Commanding Regina Sub-Division, A.G.D. under date of 10-3-49 appended thereon, please be advised of the following.

14-3-49.

2. This date, the writer patrolled to 2262 Wallace street, Regina, Saskatchewan per P.A. Code No. 3582 where William R. MacKNIGHT was interviewed, he being the pilot of Piper Cub Aircraft CF.EGI on February 14th., 1949. MacKNIGHT was interrogated at considerable length in this connection, but he emphatically denied any knowledge of the damage to the Bonnie Blink Telephone Company property. He admitted being in the vicinity with the aircraft, and also that he and his passenger had been out for the purpose of hunting coyotes, and also that he had been flying low in the proximity of Buffalo Pound Lake, straight north of Moose Jaw, Saskatchewan. He had been doing this for about 45 minutes to one hour, but stated that he had been over or near the lake at all times when he was flying close to the ground. Buffalo Pound Lake, also spelled Buffalo Pond Lake is situated about 14 miles north of Moose Jaw. The following is a copy of a signed statement obtained from MacKNIGHT:

STATEMENT OF WILLIAM R. MacKNIGHT, 2262 WALLACE ST., REGINA:

"On February 14, 1949 I was pilot of Piper Cub Aircraft Reg. No. CF.EGI on flight from Regina, Sask. to Buffalo Pond Lake and return. My passenger was Mr. Nelson IRWIN of 2358 Montreal St. We took-off from Regina at 1306 hrs and proceeded west for approx. 5 or 6 miles, turned toward Craven, followed the valley west and then turned toward Buffalo Pond Lake, a distance of roughly 35 air miles from Regina. We landed at Buffalo Pond Lake at approx. 3.00 P.M. and stayed there until approx. 3.06 or 3.07 P.M., proceeded directly south to Moose Jaw and returned to Regina. As soon as we could see Moose Jaw on the starboard side we turned to port and came directly to Regina. We could see the railway tracks between Regina and Moose Jaw, and we followed this into Regina, landing at approx. 3.40 P.M.

"I know nothing about any damage done to rural telephone lines on the 14th. of Feb. 1949. We flew low for approx. 45 minutes to 1 hour around the valley chasing coyotes, and around Buffalo Pond Lake, and around the hills near the valley. When we were proceeding north we let down to about 400 feet to look at what appeared to be a coyote, but it was not so we climbed up again to approx. 1200 feet. As we were returning from Moose Jaw to Regina we did no low flying, but kept

P.T.O.

62

4SW 1182-82

Winnipeg, Manitoba,
March 2nd, 1949

Memorandum to:

The O. C. "P" Division,
R.C.M.Police, Regina, Sask.

Re: Bounie Blink Rural Telephone Company,
Pense, Saskatchewan - Damage to lines,
(Assistance to the Dept. of Transport)

Please find attached hereto copies of letter received from the District Inspector Air Regulations, Winnipeg dated the 28th ultimo. We have been advised that certai telephone lines in the Pense District Saskatchewan were damaged on the 14th ultimo by a low flying aircraft. The correspondence indicates the persons who might be responsible for this damage. Would you kindly have the necessary inquiries made with a view of establishing the identity of the aircraft and pilot responsible advising this Headquarters in due course. Copies to the Commissioner.

C. W. HARVISON, Supt.,
i/c C.I.B.

The Commissioner,
R.C.M.Police, Ottawa, Ont.

FORWARDED 2-3-49, for your information.

C. W. HARVISON, Supt.,
i/c C.I.B.

63

C R E S T

File No.
5003-2 (Vol. 9)

DEPARTMENT OF TRANSPORT

717 Dominion Public Bldg.,
Winnipeg, Manitoba.

February 26, 1949

C. W. Harvison,
Superintendent, C.I.B.,
Royal Canadian Mounted Police,
Portage Avenue,
Winnipeg, Manitoba.

Dear Sir:

Advice has been received from our Senior Airport Traffic Controller at Regina Airport, Regina that Mr. R.G. Ogilvie, (President, Bonnie Blink Rural Telephone Co., at Pense, Sask.,) informed him that a low flying aircraft truck a section of this Company's telephone line. This incident occurred eleven miles West of Regina City Limits on Dewdney Avenue on February 14, 1949, between 1500 and 1530 hours.

The daily traffic record sheet at Regina Airport for Feb. 14th, revealed the following:

Piper Cub aircraft registration markings CF-MLJ owned by Canadian Aricraft Company Ltd., and piloted by Mr. M.G. Ballman departed Regina Airport at 1329 MST on a cross country flight to Weyburn, Milestone and return to Regina.

Piper Cub aircraft registration markings CF-TGI owned by Prairie Flying Service piloted by W.R. McKnight departed Regina at 1306 MST on a local flight. The pilot stated he flew from Regina to Buffalo Pond Lake for the purpose of hunting Coyotte. This aircraft landed at Buffalo Pond Lake and returned to Regina via Moose Jaw.

The engineer of Regina Flying Club advised the Senior Airport Traffic Controller that Piper Cub aircraft registration CF-TGI returned to Regina with a damaged undercarriage. In his opinion the damage could only have been sustained in a heavy landing. The pilot advised he was unable to say definitely when the damage occurred.

It would be very much appreciated if an investigation be carried out by your Division in order that action (if warranted) may be taken under Part VI, Para 2(c) of the Air Regulations. The Airport Manager, Regina, will give your Detachment there any assistance they may require.

Yours truly,

(sg'd) Fred W. Bone
F.W. Bone,
District Inspector Air Regulations

FWB/CH

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ROYAL CANADIAN MOUNTED POLICE
HEADQUARTERS

OUR FILE No. 49 D 1135-1-G 1 OTTAWA. 25 April, 1949.

YOUR FILE No. .....

Notes 4/49.

To: The Deputy Minister, Department of Transport,
CIVIL AVIATION DIVISION, OTTAWA, Ont.

3415

TRANSPORT-RECORDS
APR 27
5008-E7-9
FILE

27 (Copy 27/4/49 m

~~Reference~~ Correspondence from our Regina office, forwarded for your information, re Bonnie Blink Rural Telephone Co., Pense, Sask., Damage to Lines.

COPY 5602-1835

ENTERED ON CARDS

Enc.

for Commissioner.
per

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	X
NIGHT MESSAGE	
NIGHT LETTER	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

65

(COLLECT)

WINNIPEG MANITOBA MAY 21 1949

TRANSPORT-RECORDS
MAY 23 P.M.
5008-E 7-9

R McKNIGHT
c/o REGINA FLYING CLUB
REGINA SASKATCHEWAN

7477

RETEL PENDING RENEWAL FORMAL CERTIFICATES OF REGISTRATION AND AIRWORTHINESS THIS TELEGRAM CONSTITUTES YOUR AUTHORITY OPERATE PIPER CP DASH EGI FOR PERIOD FOURTEEN DAYS VALID UNTIL JUNE THIRD NINETEEN FORTY NINE

R. L. Boles
DISTRICT INSPECTOR AIR REGULATIONS

RLB/AB
c.c. H.Q. ✓

Note ✓

"IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS."

SENDER'S NAME AND ADDRESS (FOR REFERENCE ONLY)

SENDER'S TELEPHONE NUMBER

RSW/SFT

66

OTTAWA, Ontario. May 30th, 1949.

William Robert MAC KNIGHT —
Limited Commercial Pilot #C-3713

~~5802-18395~~
5008-E7- 9 ✓

District Controller of Air Services,
717 Dominion Public Building,
WINNIPEG, Manitoba.

Attention: District Inspector, Air Regulations

1. On April 25th, 1949, the R.C.M. Police forwarded a report regarding William Robert MAC KNIGHT, holder of Limited Commercial Air Pilot's Certificate No. C-3713 and damage to the lines of Bonnie Blink Rural Telephone Company at Pense, Saskatchewan.

2. May we be advised, please, if action is required by this Department.

(C.E. Travers),
Assistant Superintendent, Air Regulations.

C

49R 1135-1

Re: Bonny Blink Rural Telephone Co.
Damage to Lines - Pense, Sask.

The Commissioner, R.C.M.P., OTTAWA

1. Forwarded in duplicate for your information. A further report may be expected.

REGINA
2-6-49

T. W. Chard, Supt.
In Charge, C.I.B.

49D 1132-1-G-1

JUN 7 - P.M.

"F" DIVISION
C.I.B.

49R 1135-1

Regina, Sask., June 2, 1949

RS49-43-4

360239 JUN-649



The O. C., R.C.M.P., REGINA S/DIVISION

Re: Bonny Blink Rural Telephone Co.
Damage to Lines - Penae, Sask.

1. Reference Regina Town Station Detachment report dated May 5, 1949, this investigation should be conducted by the Detachment concerned with the view of obtaining any possible evidence to warrant prosecution prior to the expiring of six months which will then bar prosecution. Please therefore have a report submitted as soon as possible.

T. W. Chard, Supt.
In Charge, C.I.B.

The O. C., R.C.M.P., "D" DIVISION WINNIPEG

1. Forwarded in triplicate for your information with Laboratory report dated April 11, 1949. Kindly note that the paint removed from the telephone wire picked up at the scene of the accident is similar in chemical composition to that of paint exhibit taken from Aircraft CF-EGI operated by W. R. MacKnight, the suspect in this case. Copies to the Commissioner.

REGINA
2-6-49

T. W. Chard, Supt.
In Charge, C.I.B.

Re: Bonny Blink Rural Telephone Co. - Pense, Sask.
Damage to Lines.

(d) An envelope marked "Fabric from star board wing of CF-EGI Re: Bonnie Blink Telephone Co. Pense, Sask. - Damage to Lines. L.P.Lynch." and contained a fabric (cotton) painted red on one side and measuring approximately 1" x ½". Some of the material was used up in the analysis.

(e) An envelope marked "Red paint from Strut. Plane CF-EGI. Bonnie Blink Telephone Co. Pense, Sask. - Damage to Lines" and containing several varied size fragments of red colour plastic base paint. Some of the paint was used up in the analysis.

4. CONCLUSIONS - (a) The reddish smears on the exhibit telephone wire is of a plastic base paint. Plastic base paint is also noted in exhibits B, C, D, and E.

(b) Comparative spectrographic analysis of the paint removed from the exhibit telephone wire, exhibit A, is similar in chemical composition to plastic base paint exhibits D and E (from plane CF-EGI). The following elements were present - magnesium, silicon, iron, lead, aluminium, copper, cadmium, cobalt, calcium and barium.

5. REMARKS - The exhibits in this case will be retained at the Laboratory pending further instructions as to their disposition.

ROYAL CANADIAN MOUNTED POLICE

H.Q. File No.

Lab. File No. 13649

Your Ref. No.

Enclosures.

Pages. 2

Crime Detection Laboratory
" " Division
Regina, Sask.
April 11, 1949.

LABORATORY REPORT

Section Spectrograph

For The N.C.O. i/c., R.C.M.Police, REGINA TOWN STATION.

Reference Bonny Blink Rural Telephone Co.
Pense, Sask. - Damage to Lines.

Copies to O.C., R.C.M.P. REGINA SUB/DIVISION
Officer i/c. C.I.B. "F" Div. R.C.M.P. REGINA.

Submitted by (J. I. Mallow) S/Sgt.

Approved by (J.A.Churchman) Insp.
Officer i/c
Crime Detection Laboratory

1. GENERAL - The following exhibits were received from Cst. L. P. Lynch, Regina Town Station, on 4-4-49:

A - A length of telephone wire
B - Envelope dontaining paint from strut of CF-DLJ
C - Envelope containing fabric from wing of CF-DLJ
D - Envelope containing fabric from CF-EGI
E - Envelope containing fed paint from strut CF-EGI.

2. PURPOSE - To conduct a comparative spectrographic analysis of the red paint on the telephone wire and the samples of paint submitted which were removed from two aircraft numbered CF-DLJ and CF-EGI.

3. DATA - (a) One length of telephone wire of approximately 5½' and coated with zinc. The wire had a smear of reddish coloured paint along one side varying in quantity and distribution at different sections. The paint was insoluble in ethylene dichloride, a paint solvent. Microscopical examination reveals that this paint is of a plastic base and was removed by peeling with aid of a scalpel. Some of the paint removed was used up in the comparative spectrographic analysis with other paint material submitted in this case.

(b) One envelope marked "Paint from Strut re : Bonnie Blink Rural Telephone Co. - Damage to Lines, Pense, Sask. CF-DLJ" and containing a strip of reddish orange plastic paint.

(c) An envelope marked "Fabric from wing of plane CF-DLJ - Bonnie Blink Telephone Co. - Damage to Lines, Pense, Sask. L.P. Lynsh" and contained approximately an inch square piece of fabric (cotton fibre) and painted with reddish orange plastic substance on one side. Some of the material was used up in the analysis.

18397

67

ROYAL CANADIAN MOUNTED POLICE
HEADQUARTERS

OUR FILE NO. 49D 1135-1 G 1

OTTAWA. 9 June, 1949.

10472

YOUR FILE NO. .....

TRANSPORT-RECORDS
JUN 10 A.M.
File 5008-E7-9

To: The Deputy Minister, Department of Transport,
CIVIL AVIATION DIVISION, OTTAWA, Ont.

Report dated 11.4.49 from Regina,
forwarded for your information, being further to ours of 25.4.49.

COPY ON
5008-D12-10
5802-1839

Enc.

for Commissioner.

ENTERED
ON CARDS

C

COPY 68

TRANSPORT-RECORDS
JUN 13 P.M.
File 5008-E7-9

ORIGINAL ON FILE 5802-18395

COPY FOR FILE 5008-E7-9

717 Dominion Public Bldg.,
Winnipeg, Manitoba. June 9th, 1949.

MacKNIGHT, William Robert -
Limited Commercial Pilot #C-3713

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

12268

Attention: Superintendent, Air Regulations

1. Reference is made to your letter dated May 30th, 1949, in which you state you are in possession of the R.C.M.P. report dated April 25th, 1949, regarding the flying activities of William Robert MacKnight, Please find enclosed a further report. on this subject from the R.C.M.P. dated June 7th, 1949, which is self-explanatory.

2. It is strongly recommended that we prosecute Mr. W.R. MacKnight in the Civil Courts under Part VI para. 2(c), Part VIII para. 20 (2) of the Air Regulations.

3. Submitted Please.

(D.G. Joy),
District controller of Air Services.

BFB/AB
Encl.

8
6-48

(e) the piece of wire bearing paint, and samples of paint taken from the aircraft CF-EGI, were given comparative spectographic analyses in the R.C.M.P. Crime Detection Laboratory at Regina. Conclusions were,-

(i) the paint was of a plastic base; and,
(ii) the paint removed from the wire is ~~the same as~~ SIMILIAR TO that from CF-EGI. (FOLIO 67)

3. The D.I.A.R. recommends prosecution in the civil courts.

4. It is recommended that LAW's opinion be requested, and if evidence is sufficient to support action, the pilot's licence should be suspended for a period of six months from date of forwarding, under Part VI, para 2(c) of The Air Regulations.

5. Submitted, please.

(P.S. Walker),
Inspector, Air Regulations.

2. C.C.A.
Concur; submitted for approval and for LAW's opinion.
C.F.H. 4/7/49

3) Law.
Opinion please. If we prosecute early action is necessary to avoid Statute of Limitations
7/4/49

PSW/SFT

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

70

11-48

OTTAWA, Ontario, June 30th, 1949
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	William Robert MAC KNIGHT - L.C.P.C. No. C-3713	~~5802-16595~~ 5008-E7- 9 (CAR)

MEMORANDUM TO CAR

15165

1. On February 14th, 1949, between 1500 and 1515 hours, a low flying aircraft struck a section of line belonging to The Bonnie Blink Rural Telephone Company, Pense, Saskatchewan, severing two wires and breaking a pole off at the ground.

2. R.C.M.P. investigation revealed,-

(a) Robert G. Ogilvie observed the aircraft that came into contact with the telephone lines. Although he did not obtain the registration letters, he noted it to be a red and cream high-winged monoplane like a Piper Cub. It flew under one set of telephone wires prior to colliding with the other line. Two men were in the aircraft. (Folio 52).

(b) Piper Cub aircraft CF-EGI was located at the Regina airport damaged as follows:-

(i) oleo leg bent as a result of heavy landing (folio 56);
(ii) two horizontal marks across the windscreen with scrape marks upward to the leading edge of the wing, (folio 57);
(iii) paint scraped from the leading edge of the starboard lift strut;
(iv) at the starboard lift strut, at the wing attachment, the pulley was rendered unserviceable (chewed up); control cable kinked in this area (folio 58);
(v) on wing, near pulley mentioned in (iv), small tear in fabric;
(vi) another small tear outboard on wing near area mentioned in (v).

(c) Piper Cub aircraft CF-EGI left Regina Airport at 1306 hours, returning in a damaged condition at 1540 hours, Pilot W.R. MacKnight. A passenger was carried (folio 60-61).

(d) MacKnight admits being in the vicinity of the broken line at the time the incident occurred but denies low flying in the area. His passenger, Mr. N. Irwin, confirms MacKnight's statement that they did no low flying in the area where the line and pole were damaged. (folio 61).

..... 2

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

71

2
2-48

Ottawa, July 6, 1949
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Re: William Robert MacKnight - Aircraft CF-EGI	5008-E7-9

15166

MEMORANDUM TO CONTROLLER OF CIVIL AVIATION.

With reference to attached memorandum of June 30 from the Inspector, Air Regulations to C.A.R. and referred by you to the Law Branch relative to the case of William Robert MacKnight who is alleged to have struck a section of telephone line at Pense, Saskatchewan, while acting as pilot of Aircraft CF-EGI, the undersigned has considered the reports on file and is inclined to advise against prosecuting Mr. MacKnight under paragraph 2 (c) of Part VI of The Air Regulations for the reason that it is doubtful if a conviction would be obtained.

The evidence in the case is largely circumstantial except for the direct evidence of Robert G. Ogilvie who saw a red and cream high-winged monoplane like a Piper Cub collide with the telephone wires. Mr. Ogilvie did not obtain the registration letters and cannot identify the two men in the aircraft.

I do not think that a magistrate would be likely to convict Mr. MacKnight on the evidence submitted and it might be expected that both Mr. MacKnight and his passenger would repeat the statements made to the R.C.M.P. that they have no knowledge of the aircraft coming into contact with any telephone wires and that they did no low flying in the vicinity of the telephone line.

On the whole, as stated above, I am inclined to advise against prosecuting MacKnight.

ENTERED ON CARDS

W.J.M.

General Counsel.

WJM:ieh

72

PSM/SFT

5802-18395
5008-E7-9 ✓

BY HAND

July 11th, 1949.

Dear Sir:

Reference is made to your report of 9 June 1949, your file No. 49D 1135 - 1 G 1, regarding damage to lines of the Bonnie Blink Rural Telephone Company of Pense, Saskatchewan. I have been advised by Departmental counsel that the evidence in this case is largely circumstantial, except for the direct evidence of Robert G. Ogilvie who saw a red and cream high-winged monoplane like a Piper Cub collide with the telephone wires. Mr. Ogilvie did not obtain the registration letters and cannot identify the two men in the aircraft.

It is believed that a magistrate would be unlikely to convictMr. MacKnight on the evidence submitted, and it might be expected that both Mr. MacKnight and his passenger would repeat the statements made to the R.C.M.P. that they had no knowledge of the aircraft coming into contact with any telephone wires, and that they did no low flying in the vicinity of the telephone line.

This Department does not wish, therefore, to lay charges against this pilot for dangerous low flying.

The efforts of your Force in conducting this investigation are very much appreciated.

Yours faithfully,

C. P. Edwards

(C. P. Edwards),
Deputy Minister for Air Services.

The Commissioner,
Royal Canadian Mounted Police,
OTTAWA, Ontario.

DIAR WINNIPEG

C

P.F. 1880.

21969

TRANSPORT - RECORDS
AUG 31 P.M.
File 5008-E7-9

73

AIRCRAFT INSPECTION REPORT

Date of Inspection May 21/49 Owner Prairie Flying Ser. Reg. Marks CF-EGI

Type Piper L4B Serial No 235C Purpose Commercial

C. of R. No 5818 C. of A. No 2026 Present C. of R. & A. Expires May 20, 1950

AIRFRAME

Crew One Passengers One No. of Fuel Tanks One

Fuel Capacity 9 Imp.Gals. No. of Oil Tanks one Oil Capacity 1 Imp.Gals.

Total Hours Since New 360:50 Date Last Overhaul N/A Hours Since Overhaul N/A

ENGINES

LEFT		RIGHT	
Make Continental	Model A-65-8F	Make	Model
Serial No 5102168	H.P 65	Serial No	H.P
Total Hours Since New 360:50	Since c/Overhaul N/A	Total Hours Since New	Since c/Overhaul

PROPELLORS

LEFT		RIGHT	
Make Lewis	Model Wood F.P.	Make	Model

UNDERGEAR

Main Ski Base Cub Main Ski Pedestals Cub

Floats Float Chassis

Wheels Standard Wheel Chassis Standard

WEIGHTS

	EMPTY	GROSS	COMMERCIAL LOAD
Aero Sprayer Landplane	790	1220	186
Seaplane			
Skiplane	741	1220	235

AMENDMENTS TO CERTIFICATES & REMARKS

The Certificate of Airworthiness has been endorsed as follows:

Items 25 - 37 deleted en bloc.

Page 3 inserted: "Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft at all times during flight".

noted

Aircraft inspected, considered airworthy and recommended for renewal of the Certificate of Airworthiness for 12 months.

Signed N/A
District Aircraft Inspector.

C. of A. renewed by F. W. Bone
Date August 16, 1949.

Work Sheets & Copy of Wt. & Balance Report Attached.
FWB/AB

F. W. Bone,
District Inspector, Air Regulations.

Regina Flying Club

1944]

Airport

MAIL ADDRESS
P.O. BOX 70

Regina - Sask.

INSPECTION and REPAIR REPORT - May 21, 1949

AIRCRAFT:
Piper Cub L4B Prospector, Serial No.235C. CF-EGI.
Property of Prairie Flying Service, Regina, Sask.,

C of A - No. 2026 Expires February 14, 1949,
C of R - No. 5818 Expires February 14, 1949,

AIRCRAFT: Time since new : 360:50
Time since overhaul: No previous overhaul.

ENGINE: Type : Continental A-65-8F Serial No. 5102168
Time since new : 360:50
Time since overhaul : No previous overhaul.
Time since top overhaul : No previous top overhaul.

PROPELLER:
Type : Lewis Serial No. 15763
Pitch : 45 Des. L 11CK.
P.C. No. -20

REASON FOR WORK: Renewal of C of A.

This aircraft has been weighed and center of gravity determined as per D.O.T. circular. 30 hour inspection and renewal of C of A inspection as follows:

Not Applicable	Carried Out	Completed Previously
46 - 36 - 1 49-14-1	44 - 6 - 2	44 - 6 - 1
47 - 40 - 2 49-14-3	44 - 6 - 3	46 - 37 - 1
47 - 50 - 3	47 - 50 - 6	46 - 37 - 2
47 - 50 - 5	48 - 46 - 1	

A- PROPELLER
(1) Prop removed, hub and bolts inspected for cracks and corrosion, cleaned, primed and oiled.
(2) Prop boss, blades and sheathing inspected.
(3) Prop re-installed, bolts tensioned,locked and tracked.

B- ENGINE
30 hour inspection carried out.
(1) Ignition System - plugs removed, cleaned, re-set, tested and re-installed; wiring inspected for serviceability and condition, chaffing. Magnetos checked.

B- Engine continued:
(2) FUEL SYSTEM: Fuel pump drained, screen cleaned. Carbureter screen cleaned, carburetor checked for security, controls checked for correct action and safety and locking. Fuel line checked. Fuel tank checked for leaks. Fuel "on"-"off" cocks checked for action and safety. Fuel tank mounting checked.
(3) OIL SYSTEM: Oil tank drained, oil checked for metal particles and sludge. Oil screen cleaned and checked. Filled with new oil.
(4) Intake manifolds checked.
(5) Exhaust manifolds checked.
(6) Hot air system checked and heat intensifier section inspected in detail.
(7) Carburetor hot air system checked for operation.
(8) Cabin heat section checked and inspected

ENGINE GENERAL: Couplings and baffles inspected in deatil and re-worked where necessary.
Crank case inspected.
Cylinders and pushrod housings inspected for hold down and signs of oil leaks,etc.
Engine mounts inspected for signs of strains and corrosion- found serviceable.

LANDING GEAR: Gear removed complete.
(1) Cubane strut removed, cleaned, inspected all welds, primed, painted and reinstalled with new bolts.
(2) U/C Vees left and right, inspected in detail, all welds checked and axle assemblys checked, re-installed with new bolts where necessary.
(3) Shock strut dis-mantled and re-worked according to CAA Directive 47-50-6. Primed and repainted and re-installed with new bolts.
(4) Skis removed. Wheels inspected, greased and installed.
(5) Brakes and hydraulic lines inspected, flushed out with commercial alcohol. Brakes filled, bled and adjusted.

MAIN PLANES AND LIFT STRUSTS: Right plane.
(1) All inspection covers opened and wings inspected internally.
(2) All drag and anti-drag wires inspected for tension, security and fracture.
(3) Spar root and fittings inspected for signs of deteriation of wood attachment of hinges straps.
(4) All ribs inspected for condition and rib stitching for tightness.
(5) Lift strut attachment point of front strut inspected and patch installed.
(6) Left strut attachment point of rear strut inspected and found O.K.
(7) Jury strut attachments inspected and found serviceable.
(8) All struts inspected for bowing and corrosion, cleaned, primed, and re-painted where necessary.
(9) Fabric inspected on main plane and aileron and found in good condition.
(10) Aileron inspected and hinge attachment inspected.
(11) Aileron lever arm inspected and clevis bolt inspected for tension.
(12) New upper control aileron cable installed.
(13) Lower aileron control cable inspected.
(14) New pulley(left strut attachment point) installed.

(15) Aileron travel stops installed and travel on aileron correct.

LEFT PLANE AND LIFT STRUT:

Inspection carried out same as for right plane and additional work as listed except for installation of cable.

(1) No.7 rib outboard of root rib found to have slight bow in upper camber. Cap strip installed as per C.A.M.18-rib stitching installed over required section of rib repaired.
(2) Airspeed lines and hose inspected for condition and serviceability.
(3) Fabric in good condition on left plane.

FUSELAGE AND COCKPITS:

(I) All controls (flight) inspected in detail for losseness and play. Re-worked where necessary
(2) Seat attachments points inspected for condition and corrosion.
(3) Seat belts inspected and found serviceable.
(4) Floor boards and attachment lugs inspected and found in good condition.
(5) All fuselage members checked where possible for corrosion and distortion with special attention at U/C fittings and left strut attachment fittings.Sections primed and repainted where necessary.
(6) Fuel tanks installation checked and inspected.
(7) Engine controls inspected for condition,serviceability,correct action and safety locking.
(8) Trim mechanism.Stabilizer re-worked for correct operation.
(9) All windows and wind screen inspected for condition,security and clearness.New window installed port side forward of sliding window.
(I0) Instrument panel inspected for condition and serviceability.
(II) Instruments checked for security and apparent serviceability.
(I2) Rear seat installation checked for interferance with controls as per directive(permanent structure).
(I3) Stairless steel plate installed and no smoking placard installed.
(I4) Placarded for spray operations.
(I5) Cockpit cleaned.
(I6) Wingroot attachment fittings inspected for wear,corrosion and condition.
(I7) Aileron cable attachments checked for correct locking and found O.K.

TAIL PLANES AND WHEEL ASSEMBLY:

(I) All fabric checked on planes and found good.
(2) Stabalizer and elevator rudder and fin inspected for signs of distortion, bowing or strain.
(3) All aft fuselage members checked for corrosion, cleaned, primed and repainted where necessary.
(4) Trim yoke and screw pulley mechanism re-worked for correct operation.
(5) All cables inspected for frays and condition found serviceable.
(6) Tail wheel steering mechanism inspected, cleaned and lubricated.
(7) Spring assembly checked for security.

GENERAL INSPECTION AFTER ABOVE LISTED WORKS:

(1) Aircraft cleaned and polished.
(2) Compass swing.
(3) Weight and balance calculated.

The above listed work has been completed according to Aircraft standards, with material drawn from certified stock.

All flying and engine controls examined in detail for condition, proper action and presence of all locking and safety devices.

Air Engineer W.D. Espening

Air Engineer Wm K Morrison.

I hereby certify that all manufacturer's service bulletins and/or their equivelants, CAA Directives affecting safety have been complied with to date and that no unauthorized modifications have been incorporated and thatthe Aircraft is airworthy.

Air Engineer W.D. Espening

License No. "B" 1106

Date 30-5-49.

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

Test Pilot Howells

Date 30-5-49

Regina Flying Club

1944]

Airport

MAIL ADDRESS
P.O. BOX 70

Regina - Sask.

March 1,1949.

Weight and Balance Report

Aircraft CF-EGI Piper Prospector L4B Ser.No.235C
Property of Prairie Flying Service, Regina, Sask.

	1st Weighing	2nd Weighing	3rd Weighing	Tail Up
Port	324	323	323	340
Starboard	326	327	327	349
Tail	91	91	91	52
	741	741	741	741

Mean Weight 741 lbs.

Distance centre tail axle to centre main axle 16' 2"
Distance centre line main axle forward to leading edge $2\frac{3}{8}$"
C.of G. location $\frac{52 \times 194}{741} = 13.61$"
C.of G. aft of leading edge Datum is 13.61 plus 2.375 = 15.98"

Aircraft was weighed on Skiis - Cub Hamilton Model 316-A and with the following equipment:- Airspeed Indicator, Turn and Bank, Altimeter, Compass, Tachometer, Oil Pressure and Temperature guages, Spray pressure guage and Fire extinguisher(pyrene).

Signed.....
Air Engineer
Lisc.No A2508

Dated.....March 1/49....

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

8937

TRANSPORT - RECORDS
5008-C7-9
JUN 1 A.M.

76

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

File

Registration - CF- EGI Serial No. 2350

1. C. of A. No. 2026 Expires 20 May 50 C. of R. No. 5818 Expires 20 May 50
Aircraft Data - Manufacturer Piper a/c Corp. Model Piper L 4B
Hours flown - Since New 472 : 45 Since Overhaul NA
Engine Data - Manufacturer Continental Motors Model A65-8F

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	5162168	473 : 30	NA
(2)			
(3)			
(4)			

Signature of Applicant Per Air Services
Date 15 May 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 R Humble
"B" Engineer A674
Date 15 May 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 D K Summerl C 50-52
Test Pilot
Date 15 May 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. 5818 and C. of A. No. 2026, 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 H Walker
District Aircraft Inspector
Date 29 - 5 - 50

7. C. of A. and C. of R. renewed, not valid after. ✓
(Date)- May 14th, 1951. ✓
Permissible Gross Weights - Wheels 1220 lbs.
- Skis 1220 lbs.
- Floats N*A

NOTED
JSJ

Signed B H Imbodyn
District Superintendent, Air Regulations
Date May 29th, 1950.

Other Action:- No change in weight.

8. H.Q. Action C.A.R.
C.A.E.

75

KRAMER AIR SERVICES

REGINA

May 15, 1950.

Inspection Report of Piper L4B, Serial No. 2356, Reg. CF-EGI, prior to application for renewal of C. of A.

All cowlings, fairings, inspection plates etc. removed to facilitate inspection.

C.A.A. Directives applicable.

46-37-1	Fuel Strainer Gasket	- Found embodied.
46-37-2	Fuel Strainer Position	- Found embodied
47-50-6	Shock Strut Cracks	- Found embodied
48-46-1	Clevis Bolt Inspection	- Inspected and found O.K.
49-14-1	Elevator Connector Tube	- Found embodied
50-5-1	Micropress Fittings	- Inspected and found O.K.

The following repairs were carried out:

Right Wing

1. Aileron removed and outboard trailing edge repaired by straightening and re-rivetting. Repaired area recovered and re-finished.
2. Celuoid plate securing upper aileron pulley fairing re-applied.
3. Inspection holes cut out in fabric and inspection cover plates supplied.

Left Wing

1. Fabric repaired at rear lift strut attachment.
2. Missing drain grommets replaced.
3. Incorrect bolt in rear jury strut - top - replaced.
4. Inspection holes cut out in fabric and inspection cover plates supplied.

Undercarriage

1. Shock absorber boots renewed.
2. Tail wheel spring attachments tightened.

Fuselage

1. Leaking fuel shut off valve remedied.
2. Left hand rudder pedal return spring repaired.
3. Missing celluloid inspection hole cover plate replaced.
4. New pitot hose installed in line at instrument end.

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Engine

1. Intake manifold attachments re-secured.
2. Throttle control housing, oil temperature line and tachometer cable re-secured to prevent chafing and fouling.

Aircraft and engine controls checked in detail for soundness, correct action and the present of all safety and locking devices.

Air Engineer..J.R.Humble

Air Engineer..H.L.Townsend

I hereby certify that all work listed has been done with certified materials 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 modifiestions have been incorporated and that the aircraft is airworthy.

Signed..J.R.Humble
Air Engineer "B". A674

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..H.L.Townsend C-5052

Date..15 May 15

A.N.Walker
29-5-50

CANADIAN PACIFIC TELEGRAPHS

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W. D. NEIL, GENERAL MANAGER, MONTREAL

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Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

ACCOUNTING REFERENCE	CHECK	TIME FILED
		7 7

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

TRANSPORT - RECORDS
MAY 25 A.M. 1951
5008-E7-9

WINNIPEG MANITOBA MAY 23 1951

(COLLECT)

PRAIRIE FLYING SERVICE
REGINA SASKATCHEWAN

11644

PENDING RETURN OF FORMAL CERTIFICATES OF REGISTRATION AND AIRWORTHINESS THIS TELEGRAM CONSTITUTES YOUR AUTHORITY OPERATE PIPER CF DASH EGI IN ACCORDANCE WITH SAID CERTIFICATES FOR PERIOD THIRTY DAYS VALID UNTIL JUNE TWENTYSECOND NINETEEN FIFTYONE

JGP/AB
c.c. H.Q.

for DISTRICT SUPERINTENDENT AIR REGULATIONS

CALL FOR MESSENGER 922930

TO: Director of Air Services,
Department of Transport,
Ottawa, Ontario. Attention: Superintendent, Air Regulations

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TRANSPORT - RECORDS
FORM No. 2444
JUN 1 A.M. 1951

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- 12803 Serial File 5008-E7-9

1. C. of A. No. 2026 Expires May 14/51 C. of R. No. 5818 Expires May 14/51
Aircraft Data - Manufacturer Piper Aircraft Model L4B
Hours flown - Since New 565:45 Since Overhaul No previous O/H.
Engine Data - Manufacturer Continental Model C85-12F

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	25795-6-12	137:10	N.A.
(2)			
(3)			
(4)			

Signature of Applicant [signature]
Date May 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 [signature]
"M." Engineer WG"M" 5
Date May 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 [signature] SC 42
Test Pilot
Date May 8/51

4. The following documents are attached:
Certificate of Airworthiness ☑
Certificate of Registration ☑
Weight and Balance Report (when applicable) ☑ (landplane, standard, Crop spraying supplement)

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. 5818 and C. of A. No. 2026, or pending the return to the owner of the formal documents. and for a period of 30 days, whichever is the earlier.

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. and I am satisfied that

Signed [signature]
District Aircraft Inspector
Date May 23 1951

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

7. C. of A. and C. of R. renewed, not valid after.
(Date)- May 13th, 1952.
Permissible Gross Weights - Wheels 1220 lbs.
- Skis
- Floats

Signed [signature]
District Superintendent, Air Regulations
Date

Other Action:- Item 20 "A65-8F" deleted "C85-12F" inserted
Item 24 "Sensenich" deleted "McCauley No. 1A90-CF7142" ins
Item 25 reinstated "Landplane Standard 756 lbs. Crop Sprayer 808 lbs."

8. H.Q. Action C.A.R.

C.A.E.

D.O.T.
82

YORKTON FLYING SERVICES:

INSPECTION AND WORK REPORT FOR C. OF A. RENEWAL:

AIRCRAFT MAKE...Piper J4.B..... ENGINE..Replacement..
Aircraft Reg..C.F.-E.G.I..... MAKE...Continental..
Serial No...2335.C..... Model..C85-12F.....
OWNER..Prairie Flying Services Serial No..25265-6-12
Time since new..565:45..... Time since new..133:10..
Time since overhaul...N.A..... Time since overhaul..N.A.

PROPELLER...Metal.....
MAKE....McCauley.....
MODEL...C.F.-72-42.....
Serial No..18199.....

The following Airworthiness Directives have Been:

CARRIED OUT:		COMPLETED PREVIOUSLY:	NOT APPLICABLE:
46-37-1	checked	46-37-1	46-36-1
46-37-2	" O.K.		47-40-2
47-50-6			47-50-3 to J4B
48-46-1			47-50-5
49-14-1			
50-5-1			

No Directives on Piper in 1951 to date.

Austin Bingham

Wings/ All inspection covers removed. Drag and anti drag wires checked and found correct tension. Wing root atachment fittings and bolts checked. Satisfactory. Rib stitching checked. No broken stitches. Fabric checked, OK. Wings generally in very good shape. Leading edges with very few dents. Spars checked as far as possible with fabric on. No damage or cracks found. Varnish on spars good..

Fuselage- fabric and tubing checked- no rust or dents found in tubing- fabric generally good but a bit soggy on belly probably due to fuel oil affects when spraying. Belly fabric considered satisfactory for one year.

Undercarriage- All undercarriage bolts renewed. New bushing in forward fuselage attachment right side. Shock legs removed and new leather discs put in each side of bumper block. Very slight crack found right hand shock strut at end of stop bolt- welded. Circular 47-50-6.

Control surfaces- fabric checked-good on ailerons-dope a bit dead on empenage but considered satisfactory for one year. New bushings in lower rudder hinge and outside right elevator. Turnbuckles on ailerons relocked.

Controls-push pull elevator control tube found bent and replaced. New pins installed in bottom of control columns. All cable checked and found Ok. Aileron and rudder cables worn bright at some of the fairleads but no evidence of fraying could be found. Suggest periodic inspection of these cables. A number of the nicropress sleeves were found to be oversize and were repressed. All sleeves were checked Circular 50-5-1.

Fairings- new fairing made up for leading edge of right wing. All other fairings checked and found good.

Wing struts- struts checked and fork end bolts checked with ten power lens as per Circular 48-46-1.

Wheels- wheels removed and bearings and tires checked.

Instruments- tachometer relocated about 1½" to left of former position to allow staight entry of cable. All instruments flight checked. Compass swung and card installed. All necessary placards installed.

Engine- Installation checked and found to comply with installation instructions P4-400. right baffle repaird at two slight cracks. General appearance and cleanliness of engine good. New bolt installed at throttle attachment to motor mount. All locking checked. All wiring checked. Good.

Propellor- propellor checked for locking.

80

The above listed work has been completed in accordance with aircraft standards and all material has been drawn from certified stock.

All engine and flying controls were examined in detail for condition, action and presence of all locking and safety devices.

Air Engineer Austin Ingham

Apprentice W.M. Ingham

I, hereby certify that all manufactures service bulletins and/or their equivalant affecting safety have been complied with to date and no unapproved modifications have been incorporated and the aircraft is airworthy.

Air Engineer Austin Ingham.

Date May 8/51 W.G.M.S

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.

Test pilot SC 42

Weight and Balance for
Aircraft Piper J4B CF-EGI

79

Original weighing May 8/51.
Recalculation May 21/51.

	1st Weighing	2nd Weighing	3rd Weighing	Mean
Port	352	352	351	352
Starboard	355	356	355	355
Tail	49	48	49	49
	756	756	755	756

Horizontal distance centre line main axle to centre tail axle
194"

Distance centre line main axle to leading edge of wing 2.5"

C. of G. location $\frac{49 \times 194}{756}$: 12.6"

C. of G. aft of leading edge Datum is 12.6 plus 2.5 : 15.10"

Aircraft was weighed on wheels with Cont. C85-6-12 engine and McCauly metal prop. standard instruments and Pyrene fire extinguisher in front cockpit.

Signed. Dustin Ingham.
Air Engineer WGM 5
May 8/51.

Piper L4B - GF-EGI

Supplement to Weight and Balance Report - Crop Sprayer

78

Equipment Installed to Prairie Flying Service Drawing One

Item	Weight	Arm	Moment
Weight Empty - Standard	756	15.1	11415.5
Pump and Mounting	16	9.0	144
Tank and Stand	34	36.0	1224
Booms and Attachments	11	32.5	357.5
Less rear seat	- 9	36.0	- 234
Weight empty - Crop Sprayer	808	15.97	12907

As Crop Sprayer, Empty C. of G. is 15.97" behind Datum

Typical Flight Loading as Crop Sprayer

Item	Weight	Arm	Moment
Crop Sprayer, Empty	808	15.97	12907
Pilot	170	9.0	1530
Fuel, min. (5.9 Imp. Gals.)	42.5	- 18.0	- 765
Oil (5/6 Imp. Gal.)	7.5	- 29.0	- 217
Spray Fluid (24.5 Imp. Glas. @ 7.76 lbs./gal.	190	36.0	6840
Typical Loading as crop sprayer	1218	16.6	20295

As crop sprayer, with 24.5 Imp. Gals. of spray fluid in supply tank, 5.9 Imp. gals. of fuel in fuel tank and pilot, C. of G. position is 16.6" aft of datum.

Max. Permissible Gross Weight 1220 lbs.

C. of G. Limits (CAA Specification A691 (IV)) +10.6" to +22.7" aft of datum.

Notes

When operated as a crop sprayer, in order not to exceed the maximum permissible gross weight, the following conditions must apply on this aircraft:

(a) The maximum load of spray fluid carried must not exceed 24.5 Imperial Gallons.
(b) If a larger quantity of fuel is to be carried the spray fluid content must be reduced accordingly.

Note: Spray equipment weights and moment arms supplied by Prairie Flying Service.

DEPARTMENT OF TRANSPORT D.A.I. CANADA

28-V-51

J. G. Portlock.

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

JAN 12 A.M.
5008-E7-9
File

Attention: Superintendent, Air Regulations

Form No. 2444

51770

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- **EGI** Serial No. **235C**

1. C. of A. No. **2026** Expires **May 13, 1952** C. of R. No. **5818** Expires **May 13, 1952**
Aircraft Data - Manufacturer **Piper** Model **L4B**
Hours flown - Since New **296:30** Since Overhaul **N.A.**
Engine Data - Manufacturer **Continental** Model **C-85-12F**

Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1) **25795-6-12**	**151:45**	**N.A.**
(2)		
(3)		
(4)		

Signature of Applicant L.B. White for P.E.S.
Date Dec 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 L.B. White
"B" Engineer
Date Dec 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 C. McGrath
Test Pilot
Date Dec 15/51

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. **5818** and C. of A. No. **2026**, 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 A.A. Walker
A District Aircraft Inspector
Date 7-1-52

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

(Date)- 12. Dec 1952

Permissible Gross Weights - Wheels 1220
- Skis —
- Floats —

Signed Fredk W Bone
District Superintendent, Air Regulations
Date 9 Jan 1952

Other Actions:-

8. H.Q. Action C.A.R.

C.A.B.

FORM 80

Phone
After 5 p.m.
Sundays & Holidays
6432

KRAMER AIR SERVICES LTD.

AIRPORT - REGINA, SASK.

P.O. Box No. 489

84

DATE..... January 4, 1952.....

OVERHAUL AND REPAIR REPORT

Aircraft Registration No. ...CF-ECI..... Maker's Serial No..235C.....
Time Since Mfg...296....hrs.....30...mins. Since Overhaul..N.A.....hrs.....mins.

Engine Make .Continental.....Mfg's Serial No. .25795-6-12..... Model.....C85-12F.....
Time Since Mfg....287...hrs...20.....mins. Since Overhaul..N.A.....hrs.....mins.

Propeller Hub Make ..McCauley.....Mfg's Serial No. ..18199.....Dwg. No. ...1A90.....
Time Since Mfg...151....hrs...45.....mins. Since Overhaul....N.A...hrs.....mins.
No. 1 Blade Serial No.....Dwg. No.....
No. 2 Blade Serial No.....Dwg. No.....
No. 3 Blade Serial No.....Dwg. No.....
Time Since Mfg.....hrs.....mins. Since Overhaul.....hrs.....mins.

Nature of Work Carried Out

This aircraft was inspected according to accepted practice prior to Application for C. of A. and the following repairs found necessary.

C.A.A. Directives

51-15-1 No. 2 carried out
All previous directives carried out

1. Aircraft cleaned
2. Fuselage and wing fabric rejuvenated at small areas - ring and inspection cover installed over spray tank filler neck opening in roof.
3. Fire extinquisher filled.
4. Stabilizer and rudder given coat of softener and rejuvenated.
5. New elevator hinge pins installed
6. New rudder hinge pins installed
7. Washers welded to rudder control horns according to Manual 18-3-29 original holes elongated - new hinge bolts installed.
8. Engine serviced per Engine Long - carb heat repaired.
9. Stabilizer trim unit repaired.
10. Brakes bled.
11. It is estimated that no weight change sufficient to materially effect the present ~~carriage~~ C.G. location has taken place and any change is within the 2% allowed.

All aircraft and engine controls examined in detail for soundness, correct action, and presence of all locking and safety devices.

Time .....10:30..... Date .....Dec. 13/51.....

Signed .....J. Tunaley..... Signed .....Jm Sargent.....

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

Signed .....H. White.....
Air Engineer "B"

5008-E7-9

84

25892

19232

1952 JUN 1 AM 8 57

OW HB 5

DAS OW ATTN SUPT AIR REGS

ARW76 CAR795 COCOA FOXMROT DASH ECHO GOLF INDIA REPORTED BY TELEGRAM THIS OFFICE BY PRAIRIE FLYING SERVICE JUNE TWENTY SIXTH STOP FORMAL BOARD OF ENQUIRY NOT RECOMMENDED ACCIDENT BEING INVESTIGATED BY INSPECTOR BURBRIDGE VISITING REGINA JULY FIRST STOP DETAILED REPORT WILL FOLLOW

DSAR FOR DCAS WINNIPEG 302115Z

ARW76 CAR795

(1) BY for W/ Gordon. 14/7/52 Ballard 2/7/52.

FM 2195 TELETYPE

NVG/AD

DEPARTMENT OF TRANSPORT

FILE NO. 5008-E7-9

DATE June 27 19 52.

DEPARTMENTAL COMMUNICATIONS

88

DISTRICT CONTROLLER AIR SERVICES
[illegible] POWER BUILDING
WINNIPEG MANITOBA

OTTAWA, ONTARIO

ATTENTION: DISTRICT SUPERINTENDENT AIR REGULATIONS

CAR 795 FOLLOWING TELEGRAM RECEIVED FROM PRAIRIE FLYING SERVICES QUOTE AIRCRAFT CF-EGI OWNED BY PRAIRIE FLYING SERVICE REGINA WAS DAMAGED BEYOND REPAIR DURING CROP SPRAYING EXERCISE AT MILESTONE SASK AT NINE THIRTY AM JUNE TWENTY SIXTH PILOT J L HOWE RECEIVED MINOR INJURIES UNQUOTE STOP REQUEST RECOMMENDATIONS.

CIVIL AVIATION

W.D.S.

1

DRUMMOND B. F. LTD.

FILE COPY

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

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."

WNH10 34/33

FD REGINA SASK 26 319PM

791 18667 5008-E7-9

CONTROLLER OF CIVIL AVIATION

DEPT OF TRANSPORT NO 3 TEMPORARY BLDG OTTAWA

AIRCRAFT CF-EGI OWNED BY PRAIRIE FLYING SERVICE REGINA WAS DAMAGED BEYOND REPAID DURING CROP SPRAYING EXERCISE AT MILESTONE SASK AT NINE THIRTY AM JUNE TWENTY SIXTH PILOT J L HOWE RECEIVED MINOR INJURIES.

PRAIRIE FLYING SERVICE

610P

Piper L4B

5802-18625

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

90 2 9-49

501 Power Building, Winnipeg, Manitoba, July 14, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER L4B, Registration CF-EGI Pilot - J. L. Howe	5008-E7-9

TRANSPORT - RECORDS
JUL 16 P.M. 1952
File 5008-E7-9

22010

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

Attention: Superintendent, Air Regulations

1. Please find enclosed a copy of a Report submitted to this office by Mr. P. W. Watson, Secretary-Treasurer of Prairie Flying Service Limited, dated June 30, 1952.

2. On a recent inspection trip to Regina by the undersigned, this accident was investigated. The cause of the accident in the enclosed Report is concurred with.

3. For Headquarter's information the chemical spray used was 2,4D.

4. The aircraft is a write-off and the Certificates of Registration and Airworthiness will be forwarded to Headquarters for cancellation as soon as they are received at this office.

B F Burbridge
District Controller of Air Services.

BFB/MH
Enc.

COPY ON
5502-18625

C
O
P
Y

89

PRAIRIE FLYING SERVICE LIMITED

June 30th, 1952.

District Inspector Air Regulations,
Winnipeg, Manitoba.

Dear Sir:

In reply to your telegram dated June 27th, 1952, we wish to inform you that Pilot J. L. Howe suffered minor face lacerations only and was not hospitalized.

The following information is supplied as per Circular No. 0/10/52:

1. Type: Piper Cub. Registration - CF-EGI
2. Owner & Operator: Prairie Flying Service Ltd.
3. Pilot: John L. Howe.
4. Date of accident; June 26th, 1952, Time: 9:30 A.M.
5. Departure: Milestone, Sask. Intended Landing: Milestone, Sask.
6. Location: 8½ miles North and 2½ miles East of Milestone.
7. Fatalities: None, minor injuries to pilot.
8. Nature of accident: Flying accident (one wing damaged, Prop bent, Fuselage twisted).
9. Type of Flying: Aerial crop spraying.
10. Cause of accident: Aircraft hit violent down draft while in turn and stalled. Pilot unable to fully recover before hitting ground.

Yours truly,

PRAIRIE FLYING SERVICE LIMITED,

PWW/vmc. SIGNED: P. W. Watson,
Secretary-Treasurer.

Entered on Accident Cards

Recd/cls.

Mgr. B/F dated

4/8/52 May

not be cancelled

pls.

18/7 Lovely

JUL 18 19

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

97 2 9-49

501 Power Building,
Winnipeg, Manitoba, July 17, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER L4B CF-EGI	5008-E7-9

TRANSPORT - RECORDS
JUL 21 P.M. 1952
File 5008-E7-9

22510

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

Attention: Superintendent, Air Regulations

1. Further to our letter please find enclosed Certificate of Registration No. 5818 and Certificate of Airworthiness No. 2026 covering the above noted aircraft. These Certificates are forwarded to Headquarters for cancellations.

2. Submitted.

B/ Burbridge
District Controller of Air Services.

BFB/MH
Encs.

REGISTERED

Mtl 10 1
27

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5818

NATIONALITY AND REGISTRATION MARKS CF-EGI

1. Type and description	Piper L4-B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven Pa., U.S.A.
3. Constructor's serial number	2350
4. Name of owner	W.R. MacKnight, P.W. Watson, J.L. Howe and A.H. Davis (Operating under the firm name of Prairie Flying Service)
5. Address of owner	227 York Apts., Regina Sask., 2262 Wallace St., Regina, Sask., 2134 MacDonald St., Regina, Sask., 2041 Ottawa St., Regina, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Regina, Sask.
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 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 marks CF-EGI and is of Canadian nationality.

Given at Ottawa this 23rd day of June 1947.

Superintendent, Air Regulations.

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

Not valid after February 27th, 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."

Department of Transport Civil Aviation Canada

ENDORSEMENTS

TO BE NOT VALID AFTER FEBRUARY 14.1949---[illegible]--- 15.2.48

CERTIFICATE RENEWED TO BE NOT VALID AFTER THE 20th MAY, 1950.

Department of Transport Civil Aviation Division No. 1 Canada

Certificate renewed & be not valid after 14th May 1951

B. Bunbridge 28/3/51

Renewed not valid after 13th May 1952 B. Bunbridge 28/3/52

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 of Transport.

Valid for day flying only.

R.S.

95

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2026

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) (12.6.47) MacKnight, Watson, Howe and ~~Nelson~~ Davis (Operating under the firm name of Prairie Flying Service)
2. Christian name W.R., P.W., J.L., ~~Joseph J.~~ A.H.,
3. Address 227 York Apts., Regina, Sask., ~~1854 Toronto St., Regina, Sask.~~ 2134 MacDonald St., Regina, 2262 Wallace St., Regina, Sask. 2041 Ottawa St., Regina,
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGI

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4-B Constructor's No. 2350
8. Place and year of construction of aircraft Lock Haven Pa., U.S.A. November 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 and e
15. Maximum span (in flying position) 35' 2 1/8"
16. Maximum length (in flying position) 22' 2 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: ~~A65-8F~~ C85-12F B13288/51

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~~ McCauley 1A90-CF7L2 B1578 5/51

Pitch Fixed Diameter .....

25. Weight of aircraft empty (including water in the radiators): (a) Landplane ... Standard ... 756 lbs. Crop Sprayer 808 lbs. (b) Seaplane ..... lbs. (c) Skiplane ..... lbs. 5/17/48

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 Aero-Sprayer 186 Lbs 5/17/48 L.P.	256	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 February 27, 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 12th day of May 1947

Superintendent, Air Regulations.

/MIM
/ZC
/MM

94.

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.

93

Weight and Balance for
Aircraft Piper J4B CF-EGI

Original weighing May 8/51.
Recalculation May 21/51.

	1st Weighing	2nd Weighing	3rd Weighing	Mean
Port	352	352	351	352
Starboard	355	356	355	355
Tail	49	48	49	49
	756	756	755	756

Horizontal distance centre line main axle to centre tail axle 194"

Distance centre line main axle to leading edge of wing 2.5"

C. of G. location $\frac{49 \times 194}{756}$: 12.6"

C. of G. aft of leading edge Datum is 12.6 plus 2.5 : 15.10"

Aircraft was weighed on wheels with Cont. C85-6-12 engine and McCauly metal prop. standard instruments and Pyrene fire extinguisher in front cockpit.

Signed. Austin Langham.

Air Engineer WGM 5

May 8/51.

Piper L4B - GF-EGI

92

Supplement to Weight and Balance Report - Crop Sprayer

Equipment Installed to Prairie Flying Service Drawing One

Item	Weight	Arm	Moment
Weight Empty - Standard	756	15.1	11415.5
Pump and Mounting	16	9.0	144
Tank and Stand	34	36.0	1224
Booms and Attachments	11	32.5	357.5
Less rear seat	- 9	36.0	- 234
Weight empty - Crop Sprayer	808	15.97	12907

As Crop Sprayer, Empty C. of G. is 15.97" behind Datum

Typical Flight Loading as Crop Sprayer

Item	Weight	Arm	Moment
Crop Sprayer, Empty	808	15.97	12907
Pilot	170	9.0	1530
Fuel, min. (5.9 Imp. Gals.)	42.5	- 18.0	- 765
Oil (5/6 Imp. Gal.)	7.5	- 29.0	- 217
Spray Fluid (24.5 Imp. Glas. @ 7.76 lbs./gal.	190	36.0	6840
Typical Loading as crop sprayer	1218	16.6	20295

As crop sprayer, with 24.5 Imp. Gals. of spray fluid in supply tank, 5.9 Imp. gals. of fuel in fuel tank and pilot, C. of G. position is 16.6" aft of datum.

Max. Permissible Gross Weight 1220 lbs.

C. of G. Limits (CAA Specification A691 (IV)) ⁄10.6" to ⁄22.7" aft of datum.

Notes

When operated as a crop sprayer, in order not to exceed the maximum permissible gross weight, the following conditions must apply on this aircraft:

(a) The maximum load of spray fluid carried must not exceed 24.5 Imperial Gallons.
(b) If a larger quantity of fuel is to be carried the spray fluid content must be reduced accordingly.

Note: Spray equipment weights and moment arms supplied by Prairie Flying Service.

J. G. Portlock. 23-V-51

91

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 inserted in this Certificate to form part thereof and must be carried on board the aircraft at all times when in flight.

16/8/49.

Air Transport Division CANADA

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
		Feb. 27, 1948	
Gen. Inspection Regina Club-I5-2-48	Satisfactory	Feby. I4. 49	
Regine. 21st May. 1949	Satisfactory. with. T/13/48 &T/14/48 complied	20th May. 1950	
		14th May 1951	
		13th May 1952	
		12 Dec 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.

FILE No. 5008 - E7 - 11 VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM APRIL 9, 1947

TO

VOL. 1 — 5008 - E7 - 11

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EGK - PIPER L4B.

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

FILE No. 5008-E7-11

VOLUME No. 1

VOL. 1

5008-E7-11

DEPARTMENT OF TRANSPORT

FROM APRIL 9, 1947.

TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF-EGK - 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 1 1947		2394 CAR			MAY 15 1947
MAY 2-1947		5496 CAR			MAY 26 1947
MAY 26 1947		CAI ①			MAY 27 1947
MAY 27 1947		Trans.			MAY 29 1947
FEB 17 48		37330 CAR			FEB 19 48
MAY 5 - 48		5007 CAR			MAY 6 - 48
MAY 14 1949		6212 CAR			MAY 16 1949
JUN 28 1949		13114 CAR			JUN 29 1949
AUG 19 1949	221, 20231	CAR			AUG 22 1949
		CAE			AUG 22 1949
MAY 15 1950		6302 CAR			MAY 20 1950
		CAE			MAY 20 1950
NOV 16 1950		24975 CAR			NOV 21 1950
		CAE			NOV 21 1950
MAY 23 1951		11136 CAR			JUN 2 1951
JUN 2 1951		CAE ①			JUN 5 1951
JUN 5 1951		le AI ②			JUN 6 1951
JUN 6 1951		GRI ③			JUN 8 1951
JUN 8 1951		Trans A ④			JUN 13 1951
JUN 13 1951		AFL			JUN 14 1951
FEB 7 1952		55249 CAR			FEB 25 1952
FEB 25 1952	H. T. Patterson	58009 CAR ①			FEB 28 1952
FEB 28 1952		CAE ③			FEB 29 1952
FEB 29 1952		CAI ④			MAR 5 - 1952
	W. V. Boden	CAR ②			FEB 28 1952
MAR 5 - 1952		RZL			MAR 10 1952

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

9 2 8-45

1 Montgomery Avenue, Toronto, April 9th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Registration of Aircraft CF-EGK	5008-E7-11

2394

TRANSPORT - RECORDS
APR 10 A.M
5008-E7-11
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to registration of Piper Cub CF-EGK Serial No. 237C, recently purchased by Messrs. J.A. McCleave & Sons:

(a) Application form.
(b) Bill of Sale.
(c) Aeroplane Inspection Release Certificate.
(d) Fee of $10.00 (See Page 204 in Cash Book, Receipt No.9624)
(e) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb

ORIGINAL ON FILE

COPY

FOR FILE

5008-E7-11

1 Montgomery Avenue, Toronto,
April 9th, 1947.

Messrs. J.A. McCleave & Sons,
240 Queen Street West,
BRAMPTON, Ontario.

Dear Sirs: Re: Type and Serial No. of Aircraft:

Receipt is acknowledged of application for registration of Piper Cub CF-EGK Serial No. 2370 recently purchased by you from Cub Aircraft Corporation Limited with the following papers:-

(a) Application form.
(b) Bill of Sale.
(c) Aeroplane Inspection Release Certificate.
(d) Fee of $10.00

Receipt No.9624 for the $10.00 is attached hereto.

Pending the issue of the formal Certificate of Registration and Airworthiness, this letter will be your authority to operate CF-EGK as a Commercial landplane on day visual flying until June 9th, 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/alb
cc - H.Q.
cc - Cub Aircraft Corporation Ltd.

241.3
6-39

CANADA

CF-EGK

7

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. J. A. McCLEAVE & SONS

Signature of Applicant.....J. A. McCleave.....

Date of Application.....March 11th 1947.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
J. A. McCLEAVE & SONS	250 Queen St. W. Brampton 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
J.A. McCLEAVE	Owner	Brampton	Canadian

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

Commercial

Usual Station.....Brampton Flying Club. Brampton.....

Date of manufacture or reconstruction.....March 25, 1947.....

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 Piper L-4B Maker's No. 237-0

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 feet 2½ inches	
Length o/a in feet	22' 5½"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon) ——

Weight equipped, but without load, fuel, or oil

Total weight authorized (fully loaded) in lbs. 1220 Air speed 85 miles per hour

EQUIPMENT—(Give number and type). Tachometer (Stewart-Warner)

1. Instruments Airspeed (Aeromarine) Altimeter (Aeromarine) Compass (Airpath)
2. Gauges Oil Pressure and 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 #5917178			
Pusher or Tractor	Tractor			
Right or Left Hand	Right Hand			
No. of Cylinders	Four			
H.P.	65 HP			
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

6

Date March 25, 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 **J.A. McCleave & Sons 240 Queen St, West, Brampton, Ontario** heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via:

Airplane **CF-EGK**

Serial # 237-C

Engine **Continental A65-8F**

Engine # 5917178

CUB AIRCRAFT CORPORATION LIMITED

Signed J.F. Gleason

AEROPLANE INSPECTION RELEASE CERTIFICATE.

(For Aeroplanes Assembled With Imported Components)

Registration CF-EGK

Aeroplane Type Piper Cub (Landplane / Seaplane / Skiplane) Model L4B

Manufacturer Cub Aircraft Corporation Ltd. Serial No. 237-C

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

CATEGORY

Normal
Acrobatic

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

[redacted]

PARTICULARS OF ENGINE(S)

	Left Side		Right Side	
Type	Continental	A65-8F		
Model	A65-8F			
Serial No.	5917178			
Take-off Power	65 HP			
Take-off R. P. M.	2350			
Take-off Manifold Pressure	-----			
Take-off Octane Rating of Fuel	73 or better			
Maximum Power (Continuous operation)	50 HP			
Maximum Power R. P. M. ...	2350			
Maximum Power Manifold Pressure	----			
Maximum Power Octane Rating of Fuel	----			

4

PARTICULARS OF AIRSCREWS

Maker	Sensenich Bros					
Type						
Blade Drawing No.	72CK44M					
Blade Serial Nos.	M-0382					
Hub Drawing No.						
Hub Serial No.						
Blade Settings						
Diameter	72"					

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800x4

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) Standard Tank -	9	(1) in sump attached to	5/6
(2) fuselage just aft of		(2) rear section of crank	
(3) fire wall		(3) case	
(4) Auxiliary Tank	7½	(4)	
(5) fuselage just aft of		(5)	
(6) rear seat		(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)

DESCRIPTION	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	lbs.	lbs.	lbs.
Disposable load	lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 17.25 inches behind ~~in front of~~

.....

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 Date MAR 28 1946
Chief Inspector
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 A Henderson Air Engineer J F Gibson Chief Inspector
MAR 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. Gibson Date MAR 28 1946
Test Pilot
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 Batt
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) 8.4.47

Signed D/I
District Inspector, Civil Aviation.

10

Ottawa, April 14th, 1947

5008-E7-11 Piper CF-EGK 5008-E7-11

TGS/YD

District Inspector, Air Regulations,
1 Montgomery Ave., Postal Station "K",
Toronto 12, Ont.

1. With reference to your letter of April 9th with documents attached as stated, the weight light of the subject aircraft was omitted from the Aeroplane Inspection Release Certificate. May we have the weight of this aircraft light in order that the Certificate of Airworthiness may be prepared.

(S. Graham)
Superintendent, Air Regulations

11

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, I Montgomery Avenue
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-11	PIPER C F / E G K.	

YAR.

5996

APR 19 A.M.
5008-E 7-11
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. In reply to your letter, dated April 14th, regarding the weight empty of Piper Cub C F / E G K; we are advised by the Cub Aircraft Corpn that the weight empty of this aircraft is 742 lbs.

2. They request that we amend the copies of the Inspection Release Certificates accordingly.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

5609(R)
2015(A)

Note date of receipt of letter in Transport Records & date of charge to document 5996 C.A.R. 5/5/3.17

2462A
5-41

13

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5609

NATIONALITY AND REGISTRATION MARKS CF-EGK

1. Type and description	Piper L4B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn, U.S.A.
3. Constructor's serial number	257-C
4. Name of owner	J.A. McCleave (operating under the name of J.A. McCleave & Sons)
5. Address of owner	250 Queen St. W., Brampton, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Brampton Flying Club, Brampton
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 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-EGK and is of Canadian nationality.

Given at Ottawa this 12th day of May 1947.

Superintendent, Air Regulations.

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

/RM

14

5006-E7-11

Ottawa, Ontario.
May 16th, 1947.

REGISTERED

Mr. J.A. McCleave,
c/o J.A. McCleave & Sons,
250 Queen St. W.,
Brampton, Ont.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5609 and Certificate of Airworthiness No. 2015, together with Engine and Journey and Aircraft Log Books, for your Piper L4B aircraft, CF- EGK.

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, Ont.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

15' 2 6-46

TORONTO, February 16th, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-11	CERTIFICATE OF AIRWORTHINESS NO 2015 PIPER L4B - C F/E G K	

A37330

TRANSPORT-RECORDS
FEB 17 A.M.
File 5008-E7-11

Controller of Civil Aviation,
Department of Transport,
OTTAWA

1 The subject Certificate of Airworthiness issued in favour of Piper L4B aircraft, bearing registration markings, C F/E G K, was amended this date as follows:

Item 25 (c) skiplane - 771 lbs. ✓
31 " - 154 " ✓
32 " - 1220 " ✓

and the following endorsement:
Total weight authorised does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel has been made, when operating as a skiplane. ✓

2. The following is the necessary information as regards ski installation:

Type: Cub ski.
Serial No. 191 (l & r)
Drawing No. J3A316A.

(for D.G. Joy)
District Inspector, Air Regulations,
Toronto.

Miss Inn
To note & RA
HLP 17-2-48

L.Knight/KC

Noted
LSJ

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

16₂
6-46

1 Montgomery Avenue, Toronto, May 4th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-11	Renewal of Certificates of Registration and Airworthiness - aircraft CF-EGK	5008-E7-11

A 5067

TRANSPORT-RECORDS
MAY 5 A.M.
File 5008-E7-11

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Piper L4B aircraft, C F - E G K, Serial No. 237C, owned by Mr. J.A. McCleave, has recently been reconditioned by Brampton Flying Club, at Brampton, Ontario.

2. Proper entries have been made in the Log Book of this aircraft that it was airworthy on April 28th, 1948. These entries have been signed by Messrs. S.J. Griffith and D.R. Wagner as Air Engineers and H.J. Farr as Test Pilot.

3. Certificate of Registration No. 5609 and Certificate of Airworthiness No. 2015 have been renewed valid until April 28th, 1949.

noted

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:alb

COPY

17

ORIGINAL ON FILE.....

COPY FOR FILE..... TOR:5008-E7-11

260 Richmond St. W., Toronto,
May 13th, 1949.

TRANSPORT-RECORDS
MAY 14 A.M.
File 5008-E7-11

6212

Mr. J.A. McCleave,
250 Queen St. W.,
BRAMPTON, Ontario.

Dear Sir:

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 PIPER L4B C F - E G K as a commercial aircraft (landplane & skiplane) on day visual flying only under the conditions of issue as stated in the Certificate of Airworthiness No. 2015 and valid until June 13th, 1949.

This authority does not include permission for the operation of radio apparatus.

Certificates of Registration No. 5609 and Airworthiness No. 2015 are being held in this office. The Journey & Aircraft & Engine Log Books are being returned to you via Canadian National Express.

Yours truly,

(D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

/alb

CC:Headquarters.

noted

8
2-47

COPY

18

ORIGINAL ON FILE.....

COPY FOR FILE..... TOR:5008-E7-11

BY HAND

260 Richmond St. W., Toronto,
June 25th, 1949.

TRANSPORT - RECORDS
JUN 28 P.M.
5008-E7-11
File

Mr. J.A. McCleave,
250 Queen St. W.,
BRAMPTON, Ontario.

13114

Dear Sir:

Pending checking of the Weight and Balance Report, this letter will constitute your authority to operate C F - E G K as a commercial aircraft (landplane and skiplane) on day visual flying only under the conditions of issue as stated in the Certificate of Airworthiness No. 2015 and valid until July 25th, 1949.

This authority does not include permission for the operation of radio apparatus.

The Journey and Aircraft and Engine Log Books are herewith returned.

Yours truly,

(D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

/alb
CC:H.Q.

Noted
GJ

C

8
2-47

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q: 5008-E7-11

20221

TOR: 5008-E7-11
Toronto, Ontario.

TRANSPORT - RECORDS
AUG 18 P.M.
File 5008-E7-11

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.G.K.....

Aircraft Type .....Piper.L4B.....

Owner .J.A..McCleave.(operating.under.the.name.of.J.A. McCleave & Sons)

Place of Inspection ..Brampton.Flying.Club,..Brampton,..Ont.

Date of Inspection ...April.25th,.1949.....

Satisfactory inspection report has been received from Air Engineers .....S.J..Griffith.and.T.G..Thomson..... and Test Pilot .....K.J..Fair.....

C. of R. No. ..5609..... and C. of A. No. 2015.....

were renewed on August.16th,.1949... valid until .....

.....April.25th,.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."

S.P. Grant

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.
Wt. & Bal.

Duplicate Copy

20

WEIGHT AND BALANCE REPORT

Aircraft: Piper Cub
Model: L4B
Date: July 22, 1949

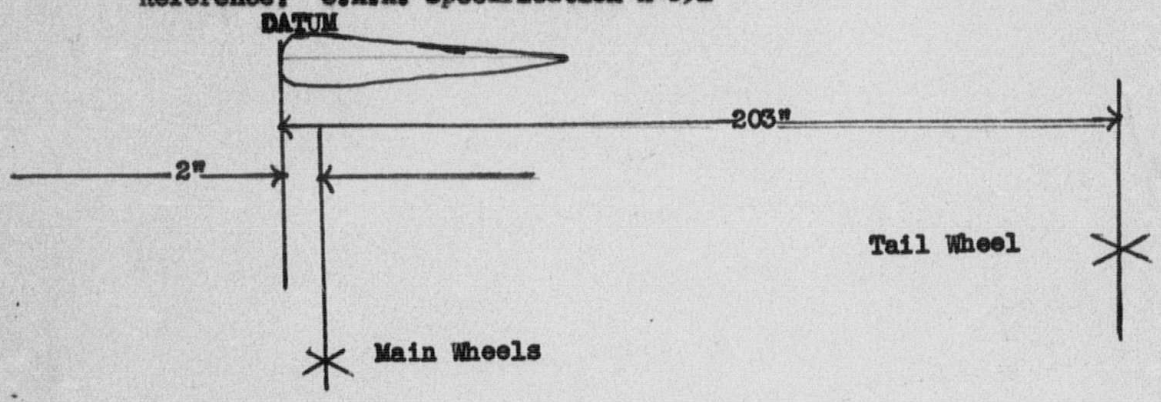
Registration: CF-EGK
Serial No: 2370
Checked by: O.J. McNally
K.H. Kiveley

The aircraft CF-EGK was weighed in a closed hangar at Central Aircraft Ltd., Malton, Ontario. The weighing equipment used was Black and Decker Aircraft loadometers Type "B". Prior to weighing, the scales were balanced and the aircraft was placed in flying position. Fuel and oil tanks: **Fuel drained, oil filled.**

Levelling Points: **Top longeron between front and rear seats.**
Datum: **Wing leading edge.**
C.G. Range: **(+10.6) to (+22.7)**
Maximum Weight: **1220 lbs.**
Included Items:

	Weight	Arm
Rear fuel tank (8 gal.)	**3 lbs.**	**(+51)**

Reference: C.A.A. Specification A-691



Item:	Scale	Tare	Net	Arm	Moment
Left Wheel	337	Nil	+337	+ 2	+ 674
Right Wheel	350	Nil	+350	+ 2	+ 700
Tail Wheel	59	10	+ 49	+203	+ 9947
Fuel			Nil		Nil
Oil			- 7.5	-29	+ 217.5
					+11,538.5

Net Empty Weight: 728.5 lbs.

Net Empty Moment: +11,538.5 lb. ins.

Net Empty C.G. Location: +15.8 ins. aft datum.

Satisfactory
W.H.W.
15 Aug 49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

19 2 6-47

Toronto, Ontario, August 16th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-11	Piper L4B aircraft CF-EGK	5008-E7-11

20231

TRANSPORT - RECORDS
AUG 18 P.M.
File 5008-E7-11

Director of Air Services,
Department of Transport,
OTTAWA.

1. Please be advised that the Certificate of Airworthiness No. 2015 relating to the subject-noted aircraft has been amended this date as follows:-

Item 25.	Landplane	720 lbs. ✓
Item 31.	"	196 lbs. ✓

S.F. Grant
(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

NOTED

(OTTAWA)

22

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q: 5008-E7-11 **6302** TOR: 5008-E7-11

Toronto, Ontario.
May 11th, 1950.

TRANSPORT - RECORDS
MAY 15 A.M.
5008-E7-11
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.G.K.....

Aircraft Type .....Piper.L4B.....

Owner .....J.A..McCleave.....

Place of Inspection ...Leggat.Aircraft..Toronto,.Ont.....

Date of Inspection ....May.9th,.1950.....

Satisfactory inspection report has been received from Air Engineers .....J.C..Leggat.and.J.T..Mullholland..... and Test Pilot ....Robert.J..Bettridge..... C. of R. No. ..5609..... and C. of A. No. ....2015.... were renewed on .May.11th,.1950..... valid until ....May.9th,.1951.

Remarks C..of.A..Items.26.to.32.inclusive.have.been..... .....been.deleted..... ....

J. S. Grant
(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

NOTED

2444
4-50

23

CANADA

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— ECK SERIAL No. 237-C

1. C. of A. No. 2015 Expires May 9/51 C. of R. No. 5609 Expires May 9/51

AIRCRAFT DATA—Manufacturer Piper Aircraft Corp. Model 14B

Hours flown—Since New 719 hrs 30 min Since Overhaul 30 min

ENGINE DATA—Manufacturer Continental Motor Corp. Model A-65-8

Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1) 36122 58	93 hrs 20 min	35 hrs 30 min
(2)		
(3)		
(4)		

Signature of Applicant J. F. Gibson
per J. A. MacLeod

Date Nov. 15/50

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. F. Gibson "B" ENGINEER

Date Nov. 15/50

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. F. Gibson TEST PILOT

Date Nov. 15/50

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 certificate is recommended.

Signed [signature] DISTRICT AIRCRAFT INSPECTOR

Date Nov 15/50

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

7. C. of A. and C. of R. renewed, not valid after (Date) November 15th, 1951.

Permissible Gross Weights— Wheels 1,220 pounds
Skis 1,220 pounds.
Floats

Noted B4E NOTED GJ

Signed [signature] DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date November 15th, 1950.

Other Action:—

8. H.Q. Action— C.A.R.

C.A.E.

24

TRANSPORT - RECORDS
NOV 16 1950
File 5008-E7-11

24975

DEPARTMENT OF TRANSPORT

TORONTO, 260 Richmond St. W...November.15th,.1950.

Your File
5008-E7-11

SUBJECT Renewal of Certificates of Registration and Airworthiness CF-EGK

Our File
5008-E7-11

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

Attention: Superintendent, Air Regulations.

1. Attached herewith is your copy of Form No. 2444 in respect to the Renewal of the Certificates of Registration and Airworthiness for **Piper L4B aircraft, CF-EGK.**

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

Attach.

85

TOR:5008-E7-11

BY HAND

260 Richmond St. W., Toronto,
May 18th, 1951.

Mr. Malcolm Bruce Smith,
341 N. Linsmore Crescent,
Toronto, Ontario.

Dear Sir:

Receipt is hereby acknowledged of the following documents relating to re-registration of Piper L4B aircraft, CF-EGK, Serial No. 237-C, which you purchased from Mr. J.A. McCleave:-

(a) Application form in triplicate.
(b) $5.00 fee.
(c) Bill of Sale.
(d) Old Certificate of Registration No. 5609.
(e) Old Certificate of Airworthiness No. 2015 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 G K as a private aircraft (landplane) on day visual flying only under the conditions of issue as stated in the Certificate of Airworthiness No. 2015 and valid until August 18th, 1951.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

A R Pinder

for (D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

/alb
cc:Headquarters
cc:D.S.R. - Toronto

UB

2462A
6-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5609

NATIONALITY AND REGISTRATION MARKS CF-EGK

1. Type and description	Piper L4B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn, U.S.A.
3. Constructor's serial number	237-C
4. Name of owner	J.A. McCleave (operating under the name of J.A. McCleave & Sons)
5. Address of owner	250 Queen St. W., Brampton, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Brampton Flying Club, Brampton
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 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-EGK and is of Canadian nationality.

Given at Ottawa this 12th day of May 19.47.

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

May 3rd, 1948 - Renewed valid until April 28th, 1949 Brd Brethour
August 16th, 1949 - Renewed valid until April 25th, 1950 ~~S.T. Grant~~
May 11th, 1950 - Renewed valid until May 9th, 1951 ~~S.T. Grant~~
November 15th, 1950 - Renewed valid until November 15th, 1951 - D[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 of Transport.

Phone 870

CUSTOMER'S COPY
THIS IS YOUR INVOICE

Brampton, Ont.

27

J. A. McCLEAVE & SONS

INTERNATIONAL and HUDSON
SALES and SERVICE
PIPER CUB AIRCRAFT SALES

SOLD TO Mr. M. B. Smith DATE May 18 1951

ADDRESS 341 Lansdowne Ave. Toronto CUSTOMER'S ORDER NO.

Quan.	PART No.	DESCRIPTION	AMOUNT
1		Used Piper Cub L4B	
		Registration No. 5009	
		CF-EGK	700.00
		Received Payment With Thanks	
		J. A. McCLEAVE & SONS	
		PER J. A. McCleave	

INVOICE No. 6624

TOTAL

ABOVE RECEIVED BY

R. L. CRAIN LIMITED-TORONTO-C

INVOICE No. 6654

TODAY'S DATE

TOTAL

R. A. McCLEAVE & SONS

INTERNATIONAL and HUDSON

PIPER CUB AIRCRAFT SALES

SALES and SERVICE

CUSTOMER'S COPY

THIS IS YOUR INVOICE

Phone 810

Brampton, Ont.

28

2413
7-50

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 ..... E G K $5.00

Certificate of Airworthiness ..... 2015 ..... $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... M. B. Smith

Date of Application ..... 19 May 19 51

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Malcolm Bruce Smith	341 N. Linsmore Cres. 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

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

Usual Station ..... Bracebridge

Date and place of manufacture or reconstruction ..... March 47. LOCK HAVEN. PENN

Crew required ..... One

Accommodation for what number of passengers ..... Two

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 CORP

Type PIPER L 4 B Maker's No. 237-C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet		
Length o/a in feet		
Height o/a in feet		

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.....
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				
Pusher or Tractor				
Right or Left Hand				
No. of Cylinders				
H.P.				
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

29

2413
7-50

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 ..... E G K $5.00

Certificate of Airworthiness (See note below) ..... 20.15 ..... $5.00

The particulars given below are true in every respect.

Signature of Applicant ..... M B Smith .....

Date of Application ..... May 19/47 .....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
MALCOLM BRUCE SMITH	341 N. Lansmore Cresc 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

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

Usual Station ..... Buttonville .....

Date and place of manufacture or reconstruction ..... [redacted] March 47. LOCK HAVEN. PENN. .....

Crew required ..... One .....

Accommodation for what number of passengers ..... Two .....

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 CORP.

Type PIPER L-4 B Maker's No. [redacted] 2237-C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet		
Length o/a in feet		
Height o/a in feet		

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
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				
Pusher or Tractor				
Right or Left Hand				
No. of Cylinders				
H.P.				
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

30

2
6-47

Toronto, Ontario, May 22nd, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-11	Re-Registration of aircraft - CF-EGK	5008-E7-11

11136

TRANSPORT - RECORDS
MAY 23 P.M. 1951
File 5008-E7-11

In Reply Refer to File

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

Attention: Superintendent, Air Regulations.

1. Herewith the following documents relating to re-registration of Piper L4B aircraft, CF-EGK, Serial No. 237C, purchased by Mr. Malcolm Bruce Smith from Mr. J.A. McCleave:

(a) Application form in duplicate.
(b) $5.00 fee - see departmental receipt no. 184226.
(c) Bill of Sale.
(d) Old Certificate of Registration No. 5609.
(e) Old Certificate of Airworthiness No. 2015 together with the Weight and Balance Report.
(f) Copy of letter of temporary authority.

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.(7)

10169 (R)
2015 (A)

24

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10169

NATIONALITY AND REGISTRATION MARKS CF-ECK

1. Type and description	Piper L4B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	237-C.
4. Name of owner	Malcolm Bruce Smith,
5. Address of owner	341 N. Linsmore Crescent, Toronto, Ontario.
6. Nationality of owner	Canadian.
7. Usual station of aircraft	Buttonville.
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 May 19 51, 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-ECK and is of Canadian nationality.

Given at Ottawa this 30th day of May 19 51.

Superintendent, Air Regulations.

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

NOT VALID AFTER NOVEMBER 15th 1951, UNLESS ENDORSED.

CB

VALID FOR DAY FLYING ONLY

33

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2016

(Heavier than air)

FIRST PART

(18.5.51) SMITH

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

1. Surname of owner (or name of Company) ~~Jyhr McCleave (operating under the name of Jyhr McCleave & Sons)~~
2. Christian name Malcolm Bruce,
3. Address 341 N. Linsmore Crescent, ~~250 Queen St., W., Brampton, Ont.~~ Toronto, Ont.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-ZGK

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4B Constructor's No. 257-C
8. Place and year of construction of aircraft Lock Haven, Penn., 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) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a, b, c, d-1-2-~~ D. only.
15. Maximum span (in flying position) 35'2½"
16. Maximum length (in flying position) 22'5½"
17. Total height (with and without trolley in case of seaplanes) 6'8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A65-8F

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: (16.8.49) 720 - 729 748

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane: lbs.

(b) Seaplane: lbs.

(c) Skiplane: 771 (16.2.48) lbs.

WEIGHT OF FUEL AND OIL

DELETED (11.5.50)

26. Fuel: 116 lbs.

(at 7·2 lbs. per gallon)

(a) Number of tanks: Two

(b) Capacity of tanks: 16 Imp. gals. 9 lbs.

27. Oil: lbs.

(at 9·0 lbs. per gallon)

(a) Number of tanks: One

(b) Capacity of tanks: 1 Imp. gals. 170 lbs.

28. Weight allowed for crew: lbs.

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

30. Weight of wireless apparatus: (16.8.49) 196 lbs.

31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full: (Skiplane) 154 lbs. (16.2.48) L.P. 100 lbs.

32. Maximum total weight authorized: 1220 lbs.

Landplane: lbs.

Seaplane: 1220 lbs. (16.2.48)

Skiplane:

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)

Landplane: Twelve Hundred & Twenty Pounds

Seaplane:

Skiplane: Twelve Hundred & twenty pounds (16.2.48)

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 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 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 9th 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 12th day of May 19 47

G

Superintendent, Air Regulations.

/MIM
/ZC
/MM

32

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.

31

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. (16.8.49)

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 skiplane (16.2.48)

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
		6 April 1948 28/4/49 25.4.50 9.5.51 15.11.51	

(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.

TO.....

.....

IF UNDELIVERED RETURN
TO POST OFFICE OF MAILING
OFFICE OF

/MIF

35

5008-E7-11

OTTAWA, Ontario.
June 1st 1951.

Mr. Malcolm Bruce Smith,
341 N. Linsmore Crescent,
Toronto, Ontario.

Dear Sir/Sir -

Enclosed are Certificate of Registration No. 10169 and Certificate of Airworthiness No. 2015 for your Piper L4B aircraft, CF- EGK , Serial No. 237-C.

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, 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
JUN 13 1951
Dept. of Transport

Yours truly,

(C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

e.e. Toronto

REGISTERED

AC-5-60

(Mailed P.A.C. 6-6-51)

TRANSPORT - RECORDS
FEB 6 P.M. 1952
File 5008-E7-11

31

5008-E7-11
5008-D8-10

55249

260 Richmond St. W., Toronto,
February 5, 1952.

Mr. H.B. Smith,
341 N. Linsmore Cresc.
Toronto, Ontario.

Dear Sir:

Receipt is acknowledged of your letter of Jan. 28, 1952 regarding the purchase of aircraft CF-DHJ, and re-registration of same. You also advise that your aircraft CF-EGK was damaged during a wind storm and is considered a write off. In the latter regard, it is requested that the Certificates of Airworthiness and Registration be forwarded to this office for cancellation, together with a brief report of the circumstances of the incident.

The Certificates of Airworthiness and Registration and Journey and Engine Log Books for Piper J3 aircraft CF-DHJ are on file at this office pending clarification of ownership and application for re-registration.

Should you intend using spare parts from aircraft CF-EGK in returning CF-DHJ to an airworthy condition, then all parts must be inspected and certified for use by a "B" inspector and entries made in the log books to this effect. The aircraft must be certified on Form AI-12 by a "B" engineer and work sheets submitted with your application for renewal of the Certificate of Airworthiness and for re-registration. We would refer you to "T Series" Information Circulars for Departmental requirements in the above regard, and enclose the necessary forms for your use.

COPY ON
5008-D8-10
5001-21

Cont'd

R

3/0

Mr. M.B. Smith,
341 N. Linsmore Cresc.
Toronto, Ont.

With reference to the importation of used aircraft form the United States, you are referred to Information Circular O/49/48 for direction. You should also contact Mr. L.H. Taylor, Customs and Excise Division, Department of National Revenue, Ottawa regarding customs regulations.

Yours very truly,

(D.W. Saunders)
District Superintendent, Air Regulations,
Toronto.

TWS/sb
CC. H.Q. ✓

EGK. 43

3
5-51

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Toronto, Ontario, February 22nd, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Aircraft CF - EJK	5008-E7-11 5008-D8-10

58009

TRANSPORT - RECORDS
FEB 23 A.M. 1952
File 5008-E7-11

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

Attention: C. A. R.

1. Enclosed herewith Certificates of Registration and Airworthiness Nos. 10169 and 2015 respectively surrendered for cancellation.

2. Mr. M. B. Smith, former owner of this aircraft, has advised that the aircraft was extensively damaged during a wind storm at Buttonville, Ontario, and is considered to be beyond economical repair.

3. The owner further advises of the purchase of Piper aircraft CF - DHJ, and it is expected that some parts of the former aircraft may be used in the repair and maintenance of the latter. Application for re-registration of aircraft CF - DHJ is also anticipated.

(3) Noted DHJ For C.A.R. 29/2.

(2) Miss Jones Please cancel C of R and C of A. Thx.

W. Anderson
District Superintendent, Air Regulations,
(for) District Controller, Air Services,
Toronto, Ontario.

Encls.

COPY ON
5008-D8-10

Noted RW

Cancelled 26.2.52 R

Note
Obtain Yc accident within terms of ICAO definition
28/2 W.O.L.

42

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10169

NATIONALITY AND REGISTRATION MARKS CF-EGK

1. Type and description	Piper L4B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	237-C.
4. Name of owner	Malcolm Bruce Smith,
5. Address of owner	341 N. Linsmore Crescent, Toronto, Ontario.
6. Nationality of owner	Canadian.
7. Usual station of aircraft	Buttonville.
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 May 19 51, 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-EGK and is of Canadian nationality.

Given at Ottawa this 30th day of May 19 51

H. Statten

Superintendent, Air Regulations.

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

NOT VALID AFTER NOVEMBER 15th 1951, UNLESS ENDORSED.

CB

VALID FOR DAY FLYING ONLY 41

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No.....2015.....

(Heavier than air)

FIRST PART (18.5.51) SMITH

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

1. Surname of owner (or name of Company).....~~J.A. McCleave (operating under the name of J.A. McCleave & Sons)~~.....
2. Christian name.....Malcolm Bruce,.....
3. Address.....341 N. Linsmore Crescent, ~~350 Queen St., W., Brampton, Ont.~~ Toronto, Ont.
4. Nationality.....Canadian.....

NAME OF CONSTRUCTOR

5. Name.....Piper Aircraft Corporation.....

NATIONALITY AND REGISTRATION MARKS

6. .....CF-EGK.....

DESCRIPTION OF AIRCRAFT

7. Type....Piper.....Series.....L4B.....Constructor's No.....237-C.....
8. Place and year of construction of aircraft.....Lock Haven, Penn., U.S.A., March 1947.....

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category.....Normal.....
14. Subdivision.....~~a,b,c,d & e~~ D. only 15/5/51.....
15. Maximum span (in flying position).....35'2$\frac{1}{2}$".....
16. Maximum length (in flying position).....22'5$\frac{1}{2}$".....
17. Total height (with and without trolley in case of seaplanes).....6'8".....

X Total weight authorised does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel has been made, when operating as a skiplane"

ENGINES

18. Number installed: One
19. Makes: Continental
20. Types: A65-8F
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	729 lbs.
(b) Seaplane	lbs.
(c) Skiplane	771 lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	116 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 16 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: 154 Skiplane L.P.	lbs.
	lbs.
32. Maximum total weight authorized	1220 lbs.
Landplane	lbs.
Seaplane	1220 lbs.
Skiplane	

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane: Twelve Hundred & Twenty Pounds
    Seaplane: Twelve Hundred & Twenty 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 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 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 9th 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 12th day of May 1947

Superintendent, Air Regulations.

Duplicate Copy

10

WEIGHT AND BALANCE REPORT

Aircraft: Piper Cub
Model: L4B
Date: July 22, 1949

Registration: CF-EGK
Serial No: 2370
Checked by: O.J. McNally
K.H. Kiteley

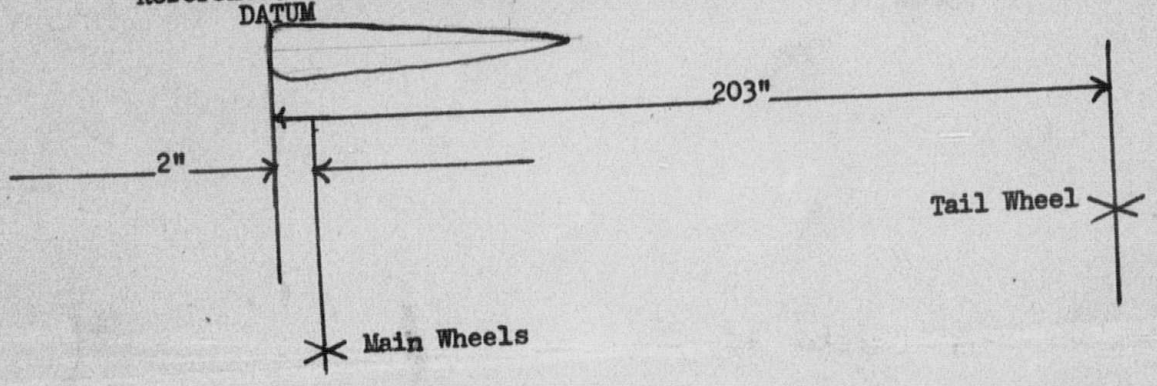
The aircraft CF-EGK was weighed in a closed hangar at Central Aircraft Ltd., Malton, Ontario. The weighing equipment used was Black and Decker Aircraft loadometers Type "B". Prior to weighing, the scales were balanced and the aircraft was placed in flying position. Fuel and oil tanks: Fuel drained, oil filled.

Levelling Points: Top longeron between front and rear seats.
Datum: Wing leading edge.
C.G. Range: (+10.6) to (+22.7)
Maximum Weight: 1220 lbs.

Included Items:

	Weight	Arm
Rear fuel tank (8 gal.)	3 lbs.	(+51)

Reference: C.A.A. Specification A-691



Item:	Scale	Tare	Net	Arm	Moment
Left Wheel	337	Nil	+337	+ 2	+ 674
Right Wheel	350	Nil	+350	+ 2	+ 700
Tail Wheel	59	10	+ 49	+203	+ 9947
Fuel			Nil		Nil
Oil			- 7.5	-29	+ 217.5
					+11,538.5

Net Empty Weight: 728.5 lbs.

Net Empty Moment: +11,538.5 lb. ins.

Net Empty C.G. Location: +15.8 ins. aft datum.

Satisfactory
Wells
15 Aug 49

/MIM
/ZC
/MM

39

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.

28

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 this Certificate of Airworthiness and must be carried in the aircraft during flight.

Date 4/8/41 S.G. Grant

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
		6 April 1948	I. Gillespie
April 24 1948 Brampton Flying Club	Airworthy	April 24 1949	Les Brittain
April 25 1949 Brampton Flying Club	Airworthy	April 25 1950	S.T. Grant.
May 9th, 1950 Leggat Aircraft	Airworthy	May 9th, 1951	S.T. Grant.
November 15 1950 Brampton, Ontario	Airworthy	November 15 1951	D.V. Sanders

(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 - E7 - 15 VOLUME NO. 1

VOL. 1 5008 - E7 - 15

DEPARTMENT OF TRANSPORT

FROM MAY 1947
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - E GO - PIPER L4B.

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 1947	5898	CAR		HP	JUN 17 [illegible]
		to RL ①			JUN 17 [illegible]
		to AL ②			JUN 17 [illegible]
JUN 17 1947		Secy ③			JUN 25 1947
MAY 17 48	6832	CAR		SJ	MAY 22 48
AUG 12 48	19445	CAR		lo J	AUG 13 48
AUG 20 48	20430	CAR		HP	AUG 23 48
SEP 7 48	22583	CAR		SJ	[illegible]
OCT 27 1949	30420.	CAR		HP	NOV 1 - 1949
		CAE ①			NOV 1 - 1949
NOV 1 - 1949		to AL ②			NOV 1 - 1949
NOV 1 - 1949		to RL ③			NOV 2 1949
NOV 2 1949		Secy Accounts ④			NOV 4 - 1949
MAY 29 1951	12125	CAR		hm	MAY 30 1951
JUL 9 1951	19807	CAR		SJ	JUL 10 1951
JUL 10 1951		CAE			JUL 11 1951
MAY 22 1952	9783	CAR		SJ	MAY 23 1952
MAY 23 1952		CAE			MAY 6 1952
JUN - 8 1953	16948.	CAR		[illegible]	[illegible]
JUN - 8 1953		CAE			JUN 16 1953
JUN 18 1953	19952	CAR		SJ	JUN 19 1953
JUN 19 1953		CAE			JUN 19 1953
NOV 6 1953	Reg Miss Jones	car		SJ	NOV 6 - 1953
NOV 6 - 1953		RFL		Wpm	NOV 9 1953
NOV 9 1953		CAE		to	NOV 10 1953

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

ORIGINAL ON FILE

COPY

FOR FILE 8 6-44

TOR: 5008-E7-15

1 Montgomery Avenue, Toronto,
May 21st, 1947.

Cub Aircraft Corporation, Ltd.,
Municipal Airport,
HAMILTON, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for registration of Piper Cub L-4B CF-EGO Mfgrs. Serial No. 241 C with the following papers:

(a) Application forms.
(b) Fee of $10.00.
(c) Aeroplane Inspection Release Certificate.

Receipt No. 9772 for the $10.00 fee is attached herewith, also the duplicate copy of the Aeroplane Inspection Release Certificate.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EGO as a commercial landplane on day visual flying until July 21st, 1947. The all-up-weight of the aircraft is not to exceed 1,220 lbs.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

Dated per

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb

c.c. - H.Q.

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-EGO

Aeroplane Type Piper Cub (Landplane / Seaplane / Skiplane) Model L-4B

Manufacturer Cub Aircraft Corporation, Ltd. Serial No. 241 C

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

CATEGORY

Normal

Acrobatic

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

[redacted]

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65-8F	
Serial No.	6008678	
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 Bros.				
Type					
Blade Drawing No	72CK44M				
Blade Serial Nos.	M-0382				
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)	Standard Tank in	9	(1)	In sump attached to 5/6	
(2)	fuselage just aft of		(2)	rear section of	
(3)	fire wall		(3)	crank case	
(4)	Auxiliary Tank	7½	(4)		
(5)	fuselage just aft		(5)		
(6)	of rear seat		(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	725 lbs.	lbs.	lbs.
Disposable load	200 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight ..17... 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.T. Gibson Chief Inspector Date May 17, 1947

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 A Henderson Air Engineer J.T. Gibson Chief Inspector

May 17th, 1947 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.T. Gibson Test Pilot Date May 17, 1947

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 S Bell
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) _____

Signed _____
District Inspector, Civil Aviation.

241.3

CANADA

C F-E GO

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. CUB AIRCRAFT CORPORATION, LIMITED.

Signature of Applicant.....

Date of Application.....May 17th, 1947.....

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
R.L. GIBSON	President	56 Duke St.	Canadian
J.M. McGILL	Secretary Treasurer	415 Aberdeen C/O Jordan Winds	Canadian
M. CLELAND	Director	St. Catharines	Canadian

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

Usual Station.....Municipal Airport, Hamilton, Ontario.....

Date of manufacture or reconstruction.....May 16th, 1947.....

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: L-4B — Maker's No.: 241 C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 5½"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)	———	

Weight equipped, but without load, fuel, or oil: 725 lbs.

Total weight authorized (fully loaded) in lbs: 1220 — Air speed: 85 miles per hour

EQUIPMENT—(Give number and type). Tachometer (Stewart-Warner)

1. Instruments: Airspeed (Aeromarine) Altimeter (Aeromarine) Compass (Airpath)
2. Gauges: Oil Pressure and 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#6008678			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	four			
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

4 2 8-45

1 Montgomery Avenue, Toronto, May 21st, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Registration of Aircraft CF-EGO	5008-E7-15

TRANSPORT RECORDS
File 5008. C7-15
A 5898

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to registration of Piper Cub L-4B CF-EGO Mfgrs. Serial No. 241C, submitted by Cub Aircraft Corporation Limited:

(a) Application form.
(b) Fee of $10.00 (See page 3059 in Cash Book, Receipt No. 9772).
(c) Aeroplane Inspection Release Certificate.
(d) Copy of letter of temporary authority.

Miss Jones
Please note &
return

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb

5758(R)
2127(A)

/M

2462A
8-41

6

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5758

NATIONALITY AND REGISTRATION MARKS CF-EGO

1. Type and description	Piper L-4B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penna., U.S.A.
3. Constructor's serial number	241C
4. Name of owner	Cub Aircraft Corporation,
5. Address of owner	Municipal Airport, Hamilton, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Municipal Airport, 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 21st 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-EGO and is of Canadian nationality.

Given at Ottawa this 29th day of May, 1947.

Superintendent, Air Regulations.

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

/RDS

5008-E7-15

Ottawa, Ontario.
June 6th, 1947.

REGISTERED

Cub Aircraft Corporation,
Municipal Airport,
Hamilton, Ontario.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5758 and Certificate of Airworthiness No. 2127, together with Engine and Journey and Aircraft Log Books, for your Piper L-4B aircraft, CF-RCO.

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

8 2 6-46

1 Montgomery Avenue, Toronto, May 14th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-F7-15	Renewal of Certificates of Registration and Airworthiness - aircraft CF-EGO	5008-F7-15

A 6832

TRANSPORT-RECORDS
MAY 17 A.M.
File 5008 E 7- 15

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Piper L-4B aircraft, C F - E G O, Serial No. 241C, owned by Cub Aircraft Corporation, has recently been reconditioned by them at Hamilton, Ontario.

2. Proper entries have been made in the Log Book of this aircraft that it was airworthy on May 12th, 1948. These entries have been signed by Messrs. J.F. Gibson and H.J. Dilks as Air Engineers and J.F. Gibson as Test Pilot.

3. Certificate of Registration No. 5758 and Certificate of Airworthiness No. 2127 have been renewed valid until May 12th, 1949.

Mr. Jones
Please note

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:alb

CD 2x

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER, MONTREAL

CLASS OF SERVICE DESIRED	
Full Rate	
Day Letter	
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

ACCOUNTING REFERENCE

TRANSPORT CHECK - RECORDS

File 5008 E7-15

TIME FILED A19445

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

TORONTO AUGUST 10th/48

CUB AIRCRAFT
HAMILTON ONTARIO

ART 212 TEMPORARY EXPERIMENTAL REGISTRATION MARKINGS CF - EASY GEORGE OBOE DASH XRAY ALLOTTED PIPER L 4B STOP REGISTRATION CF - FOX ITEM NAN DASH XRAY ALLOTTED PA 12 STOP AIRCRAFT OWNED BY CUB AIRCRAFT CORPORATION HAMILTON ONTARIO PLEASE ~~XXIX~~ ADVISE THIS OFFICE WHEN FLIGHT TESTS ARE COMPLETED AND EXPERIMENTAL REGISTRATIONS HAVE BEEN REMOVED

CIVIL AVIATION

114 Mrs Jones T.P.A.

COPY ON 5008 E7-15

1 copy 11/8/48 W D ...

CANADIAN PACIFIC
TELEGRAPHS
World Wide Communications

STANDARD TIME

W.D.NEIL, GENERAL MANAGER, MONTREAL

RNA91 42/33 DL

AUG 10 10 23 AM '48

N TORONTO ONT 10 10A

152

DIR AIR SERVICES

DEPT OF TRANSPORT #3 TEMP BLDG OTTAWA

ART209 CUB AIRCRAFT CORPORATION REQUEST A TEMPORARY SHORT TERM EX
LICENSE ON PIPER L4B CF-EGO AND PIPER PA12 CH-FIN TO DONDUCT
FIVE HOURS S AND S PROPELLER TEST FLIGHTS STOP PLEASE WIRE REPLY

C A BRETHOUR CIVIL AVIATION

Re

GENRE DE SERVICE

Plein service

Lettre ordinaire

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

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.

FILES:5008-E7-15; 5008-F9-14;

BFB/HMC

TRANSPORT AIR 5712

OTTAWA ONTARIO AUGUST 10, 1948

DISTRICT CONTROLLER OF AIR SERVICES
1 MONTGOMERY AVENUE
TORONTO 12 ONTARIO

ATTENTION: DISTRICT INSPECTOR AIR REGULATIONS

CAR835 TEMPORARY EXPERIMENTAL REGISTRATION MARKINGS CF DASH EASY GEORGE OBOE DASH XRAY ALLOTTED PIPER L-18 STOP REGISTRATION CF DASH FOX ITEM NAN DASH XRAY ALLOTTED PA TWELVE STOP AIRCRAFT OWNED BY CUB AIRCRAFT CORPORATION HAMILTON ONTARIO PLEASE ADVISE THIS OFFICE WHEN FLIGHT TESTS ARE COMPLETED AND EXPERIMENTAL REGISTRATIONS HAVE BEEN REMOVED.

CIVIL AVIATION.

Sender's address or telephone number for reference.
Adresse et numéro de téléphone de l'expéditeur pour référence.

5008-F 9-14

5008-F9-14
5008-E7-15

12

CANADIAN PACIFIC TELEGRAPHS

CHARGE: DEPT TRANSPORT

I MONTGOMERY AVE TORONTO AUGUST 18 1948

TRANSPORT-RECORDS
AUG 19 P.M.
FILE 5008-E 7-15

CUB AIRCRAFT CORP. LTD
MANIETON ONT

ART 220 - RELET AUGUST SEVERNTEENTH AIRCRAFT CF-FIN CF-EGO REQUIRE COMPLETE

FLIGHT LOG FOR EACH PROPELLOR SHOWING TIME AT EACH RPM THROUGHOUT TEST (STOP)

ADVISE MANUFACTURERS RPM RATING FOR EACH PROPELLOR

(S.T. GRANT)
CIVIL AVIATION

A2U430

OUR FILE: 5008-F9-14
5008-E7-15
cc: HQ

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER, MONTREAL

CLASS OF SERVICE DESIRED	
Full Rate	
Day Letter	
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

C.A.R.T.

13

TORONTO AUGUST 30th, 1948

5808 C 7-15

DIRECTOR OF AIR SERVICES
DEPARTMENT OF TRANSPORT
NO. 3 TEMPORARY BLDG
OTTAWA

ATTENTION: C.A.E.

ART232 REQUEST REMOVAL EXPERIMENTAL REGISTRATION MARKINGS CHARLIE FOX DASH EASY GEORGE OBOE DASH XRAY ALLOTTED PIPER L4B STOP REGISTRATION CHARLIE FOX DASH FOX ITEM NAN DASH XRAY ALLOTED PA12 FIVE HOUR S & S PROPELLOR FLIGHT TESTS COMPLETED

COPY ON 5808 9-9-14

CIVIL AVIATION

S T Grant

14

CD 1R

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W.D.NEIL, GENERAL MANAGER, MONTREAL

STANDARD TIME

RNA344 31/29 RX

FB TORONTO ONT 30 404P

A22583

TRANSPORT-RECORDS
20 PM
SEP 7
File 568.E7-13

THE DIRECTOR OF AIR SERVICES
DEPT OF TRANSPORT NUMBER 3 TEMPORARY BLDG OTTAWA ONT
REQUEST REMOVAL EXPERIMENTAL REGISTRATION MARKINGS CF-EGO-X
ALLOTTED PIPER LAB STOP REGISTRATION CF-FIN-X ALLOTTED P A
TWELVE FIVE HOURS S AND S PROPELLOR FLIGHT TEST COMPLETED

CIVIL AVIATION

Mrs Jones
Toronto/NSP

ENTERED ON CARDS

Noted

COPY ON
568.99-14
16/9/48
10 a.m.

Pres Percival
Plse make copy of
this telegram for
each aircraft file
& return

COPY

15

ORIGINAL ON FILE.....

COPY FOR FILE.....

TOR:5008-E7-15

BY HAND

260 Richmond St. W., Toronto,
October 24th, 1949.

Mr. Leo J. McKenna,
Drake Hotel,
REGINA, Saskatchewan.

Dear Sir:

Receipt is acknowledged of your application for re-registration of Piper L4B aircraft, CF-EGO, Serial No. 2410, which you purchased from Cub Aircraft Corporation through Transvision-Television (Canada) Limited; together with the following papers:

(a) Application form in triplicate.
(b) $5.00 fee - receipt no. 101802 handed Mr. G.R. White.
(c) Old C. of R. No. 5758 and C. of A. No. 2127.
(d) Inspection Report of Overhaul.
(e) Weight and Balance Report in triplicate.
(f) Bill of Sale - Cub Aircraft Corp. to Transvision-Television (Canada) Limited.
(g) Bill of Sale - Transvision-Television (Canada) Ltd. to you.
(h) Log Books - herewith returned.

Pending issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your authority to operate CF-EGO as a commercial aircraft (landplane) on day visual flying only under the conditions of issue as stated in the old Certificate of Airworthiness No. 2127 and valid until January 24, 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 Inspector, Air Regulations,
Toronto.

8
4-49/alb
CC:H.Q.

October 20, 1949.

1 e

CUB PROSPECTOR CF-EGO

The above aircraft received for renewal of C. of A. and the following work carried out:

Airframe

Throttle adjusted.
Undercarriage inspected for wear and found to be satisfactory.
Tailwheel greased and checked.
Fabric inspected and found serviceable.
Controls and control cables checked and found serviceable.
Weight and balance carried out.
Fire extinguisher checked.
Compass swung.
Bronze bushing in tailwheel replaced.

Engine

Engine given thorough inspection and cleaned.
Oil changed.
Spark plugs checked and found satisfactory.
Magnetos inspected and cleaned.
Screens removed cleaned and replaced.
Gas filter bowl cleaned, checked and replaced.
Cowlings inspected.

I hereby certify that the above work was carried out in an airworthy manner using approved materials. That all manufacturers bulletins affecting safety have been complied with to date and that the aircraft is airworthy.

Gordon Elkin

B. Gordon Elkin, B & D, A-1549

Controls checked for correct action and the presence of all locking devices.

T. Bisci

T. Bisci, A & C, A-2429

I hereby certify that I have test flown aircraft CF-EGO and that it performed in a satisfactory manner.

Glenn R. White

Glenn R. White, C-2037

17

CUB J-4-B CF-ECO Serial 2410

WEIGHT AND BALANCE REPORT

The aircraft was weighed in the hangar of Trans Aircraft at Hamilton, Ontario on Oct. 22nd, 1949. The two front wheels were each placed on a scale and the tail was elevated to level position and the tail wheel placed on a scale. The level of the aircraft was checked by means of the top longeron being level between the front and rear seats. The gas tank was empty and the oil sump was full (4 qts.) The datum line is the leading edge of the wing. The manufacturers limits for CG location empty weight are 8.5 to 20.3" aft of the datum.

C.G. Calculations are as follows:

CONDITION A Weight Empty

	Weight	Arm	Moment
Tail	+ 57	+197	+11,229
RH scale	+354	+ 3	+ 1,062
LH scale	+332	+ 3	+ 996
Oil	- 9	- 29	+ 261
	+734	+ 18.4	13,548

Gordon Allen

Satisfactory
WGA
24 Oct. 49

2462A
8-41

CANADA

FEB 24 1948

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5758

NATIONALITY AND REGISTRATION MARKS CF-EGO

1. Type and description	Piper L-4B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penna., U.S.A.
3. Constructor's serial number	241C
4. Name of owner	Cub Aircraft Corporation,
5. Address of owner	Municipal Airport, Hamilton, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Municipal Airport, 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 21st 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-EGO and is of Canadian nationality.

Given at Ottawa this 29th day of May, 1947.

H. Gartenson

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

May 14th, 1948 - Renewed valid until May 12th, 1949 -
October 24th, 1949 - Renewed valid until October 20th, 1950

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.

19

DATE October 17, 1949

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. L. J. McKenna,
Drake Hotel,
Regina, Sask.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via:

Airplane	CF-EGO, Piper L4B
Serial #	241C
Engine	Continental A-65 -8F
Engine #	6008678

TRANSVISION-TELEVISION (CANADA) LIMITED

Signed Glenn R. White.

20

October 17 1949

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

TRANSVISION-TELEVISION (CANADA) LIMITED

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via:

Airplane	CF-EGO, Piper L4B
Serial #	241C
Engine	Continental A65-8F
Engine #	6008678

CUB AIRCRAFT CORPORATION

Glenn R. White.

241.3
6.39

CANADA

- 21

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

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

CF-EGO

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.....Leo J. McKenna.....

Date of Application.....October 17, 1949.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
McKenna, Leo J.	Drake Hotel, Regina, 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.....Regina, Sask.

Date of manufacture or reconstruction.....May 16th, 1947

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 L-4B Maker's No. 241 C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 5½"	
Height o/a in feet	6' 8"	

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

Weight equipped, but without load, fuel, or oil 723 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 85 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed (Aeromarine) Altimeter (Aeromarine) Compass (Airpath) Tachometer (Stewart-Warner)
2. Gauges Oil Pressure and 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 A-65-8F Serial #6008678			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	four			
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

2D 2 6-47

Toronto, Ontario, October 25th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-15	Re-Registration of aircraft CF-EGO	5008-E7-15

30420

TRANSPORT - RECORDS
OCT 27 P.M.
File 5008-E7-15

Director of Air Services,
Department of Transport,
OTTAWA.

1. Herewith the following papers relating to re-registration of Piper L4B aircraft, CF-EGO, Serial No. 241C, purchased by Mr. Leo J. McKenna:-

(a) Application form in duplicate.
(b) $5.00 fee (see page 8897 in cash book, receipt no. 101802 in the name of Transvision-Television (Canada) Limited for the amount of $15.00).
(c) Bill of Sale - Cub Aircraft Corp. to Transvision-Television (Canada) Limited.
(d) Bill of Sale - Transvision-Television (Canada) Ltd. to Mr. McKenna.
(e) Old Certificate of Registration No. 5758.
(f) Old Certificate of Airworthiness No. 2127.
(g) Weight and Balance in duplicate.
(h) Inspection Report of Overhaul.
(i) Copy of letter of temporary authority.

8347(R)
2127(A)

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

To owner

attach.(10)

Valid for day flying only.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2127

(Heavier than air)

FIRST PART (24.10.49) McKENNA, YT

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

1. Surname of owner (or name of Company) ~~Cub Aircraft Corporation,~~
2. Christian name Leo J.,
3. Address ~~Municipal Airport, Hamilton, Ontario~~ Drake Hotel, Regina, Sask.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGO

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L-4B Constructor's No. 2410
8. Place and year of construction of aircraft Lock Haven, Penna., U.S.A., May, 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) 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' 2½"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

Engines

18. Number installed: One

19. Makes: Continental

20. Types: A65-8F

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	734 ~~725~~	lbs.
(b) Seaplane		lbs.
(c) Skiplane		lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)	116	lbs.
(a) Number of tanks: One		
(b) Capacity of tanks: 16 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.	191 ~~202~~	lbs.
		lbs.
32. Maximum total weight authorized		
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 17 inches and inches behind the prescribed datum. (Leading edge mainplane)

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 21st May, 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 29th day of May, 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:

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. (26.10.49)

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
		May 21, 1948 12/5/49 Oct. 20th, 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 of Transport.

/RM

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8347

NATIONALITY AND REGISTRATION MARKS CF-ECO

1. Type and description	Piper L-4B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	241C
4. Name of owner	Leo J. McKenna,
5. Address of owner	Drake Hotel, Regina, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Regina, Sask.
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 24th day of October 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-ECO and is of Canadian nationality.

Given at Ottawa this 31st day of October 1949.

Superintendent, Air Regulations.

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

Not valid after October 20th, 1950, unless endorsed.

/RM

5008-E7-15

27

OTTAWA, Ontario.
October 31st, 1949.

Mr. L.J. McKenna,
Drake Hotel,
Regina, Sask.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 8347 and Certificate of Airworthiness No. 2127 for your Piper L-4B aircraft, CF-EGO , Serial No. 2410.

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 20th, 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.

Yours truly,

(C.P. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

REGISTERED

AC-5-60

cc. D.I.A.R. Winnipeg, Man.

NOTED
NOV 4 1949
Audit
Dept. of Transport

COPY

12125

TRANSPORT - RECORDS
MAY 29 A.M. 1951
File 5008-E7-15

ORIGINAL ON FILE..... 5008-D12-10 .....

COPY FOR FILE..... 5008-E7-14
-E7-15

WINNIPEG MANITOBA MAY 25, 1951.

(collect)

CANADIAN AIRCRAFT CO.
BOX 13
REGINA SASKATCHEWAN.

THIS TELEGRAM CONSTITUTES AUTHORITY FOR CANADIAN AIRCRAFT COMPANY TO FERRY PIPER AIRCRAFT CR DASH DLJ CF DASH EGN AND CF DASH EGO FROM REGINA TO YORKTON AND RETURN FOR PURPOSE CERTIFICATE OF AIRWORTHINESS RENEWAL INSPECTION STOP AIRCRAFT TO BE CERTIFIED FIT FOR FLIGHT BY COMPETENT AUTHORITY STOP COPY THIS WIRE TO BE ABOARD EACH AIRCRAFT

Fred. W. BONE
DISTRICT SUPERINTENDENT AIR REGULATIONS.

FWB/AB
c.c. H.Q.

8
10-50

To: Director of Air Services,
Dept. of Transport,
Ottawa, Ont. (Att: Superintendent, Air Regulations)

19807

TRANSPORT - RECORDS
JUL 9 A.M. 1951
Form No. 2444
File 5008-E-7-15

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- EGO Serial No. 241C

1. C. of A. No. 2127 Expires Oct. 1950 C. of R. No. 8347 Expires Oct. 195
Aircraft Data - Manufacturer Piper A/C Corp. Model L4B
Hours flown - Since New 460:50 Since Overhaul N.A.
Engine Data - Manufacturer Continental Model A65 8F

Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	466:55	N. A.
(2)		
(3)		
(4)		

Signature of Applicant [signature]
Date June 25/51

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 [signature]
"B" Engineer
Date June 25/51

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 [signature]
Test Pilot
Date June 25/51

4. The following documents are attached:

Certificate of Airworthiness	x
Certificate of Registration	x
Weight and Balance Report (When applicable)	x (wheels and as crop sprayer)

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. 8347 and C. of A. No. 2127, 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 and I am satisfied that Renewal of certificate is recommended.

Signed [signature]
A District Aircraft Inspector
Date July 3 1951

DEPARTMENT OF TRANSPORT AERONAUTICAL ESTABLISHMENT CANADA

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

(Date)- 24 June 1952

Permissible Gross Weights - Wheels 1200
- Skis —
- Floats —

Signed [signature]
District Superintendent, Air Regulations
Date 2 July 1951

Department of Transport Civil Aviation Division CANADA

Other Action:-

8. H.Q. Action C.A.R.

C.A.E.

A/C - CF - EGO

Pi[illegible] - L4B

Serial - 241C

30

This aircraft has been inspected prior to application for renewal of C of A and the following work was found necessary.

CAA Directives Applicable

50 - 5 - 1 carried out. — 51-15-1 RJ

All other directives previously carried out or inspection carried out as directed.

1. Wings cleaned, fabric inspected and new coat of pigmented dope. Fabric rejuvenated and repaired as necessary.
2. Fuselage fabric cleaned , rejuvenated, doped, as necessary.
3. Wings were removed for doping, wing fittings and bolts inspected on installation of wings.
4. A/C weighed for weight and balance report with Whitaker spray equipment installed.
5. Wheel bearings greased.
6. Engine given top overhaul as per report in engine log.
7. All control turnbuckles double locked.

All A/C and engine controls examined in detail for soundness, correct action and the presence of all locking devices and safetying devices.

Time - 10:30.

Date - June 26/51

Signed L. H. White

Signed J. J. McKenna

I hereby certify that all work listed has been carried out according to accepted practice with certified material, that all manufacturers service bulletins and Airworthiness Directives have been complied with to date, that no unauthorized modifications have been incorporated and that the A/C is Airworthy.

Signed .....

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

Attention: Superintendent, Air Regulations

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

TRANSPORT - RECORDS
MAY 22 P.M. 1952
File 5008-E7-15

Registration - CF- EGO 09783 Serial No. 241G

1. C. of A. No. 2127 Expires 24 June 1952 C. of R. No. 8347 Expires 85
Aircraft Data - Manufacturer Piper Model L4B
Hours flown - Since New 478:35 Since Overhaul
Engine Data - Manufacturer Continental Model A-65

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	~~#69105~~		
(2)	600 8768	469:05	
(3)			
(4)			

Signature of Applicant J J McKenna
Date May 9, 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 Leo Hambly
"B" Engineer
Date May 9, 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 J J McKenna
Test Pilot
Date May 9

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. 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.

Signed R C Smith
for District Aircraft Inspector
Date May 16/52

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

(Date)- 8-5-1953
Permissible Gross Weights - Wheels 1220 lbs
- Skis —
- Floats —

Signed B H Burbridge
for District Superintendent, Air Regulations
Date 17-5-1952

Other Action: - Items 26 to 32 inclusive deleted from the Certificate of Airworthiness

8. H.Q. Action C.A.R.
C.A.E.

Noted

EGO 33

INSPECTION AND WORK SHEETS

Piper - L4B
CF - EGO
Serial - 2416
Owner - Leo J. McKenna
C of A - #2127
C of R - #8347
Aircraft time since new - 478:35 hours

Engine - Continental
Serial - #6008768
Engine time since new - 469:05 hours

Propeller - Sensenich
Model - 72C 1042
Serial - R 4955
Prop time since new - 478:35

Reason for work - Certificate of Airworthiness Renewal.
Airworthiness Directives applicable:

47 - 50 - 1 Found O.K.
48 - 46 - 1 Found O.K.
49 - 14 - 1 Found O.K.
47 - 50 - 6 Found O.K.

Cabin and Cockpit

1. All seats removed and inspected for condition
2. All safety belts inspected for wear and condition
3. All cabin lining inspected for condition and repaired where necessary
4. Floor boards inspected foe cracks and condition
5. Canvas on seat inspected in accordance with Circular 47 - 50 - 30
6. Aileron control stick inspected for wear and in accordance to Circular 49 - 14 - 1
7. Identification disc installed
8. Elevator trim inspected for security and operation
9. Engine primer inspected for leaks and operation
10. All controls to engine, throttle mixture and carb. heat inspected for security and operation
11. All spray equipment in cabin inspected for signs of leaks and security of tank

Fuselage

1. All fuselage structure examined in detail for signs of deformation of member and corrosion - found O.K.
2. Fulelage fabric inspected and repaired where necessary, fabrics on under side of fuselage rejuvenated
3. All fittings for wings stabilizer and vertical fin inspected in detail for cradks and security
4. All U/C fittings examined in detail for cracks and wear at pivot points, nuts and bolts checked for security
5. All flight control cables examined in detail for frays and operation of pulleys and security of turn buckles - found O.K.
6. All fairings replaced and checked for security

Wings

1. All inspection panels removed for inspection of main spars and ribs found O.K.
2. All control cables inspected for frays and safety of turn buckles
3. Ailerons checked for condition and operation
4. All attachment points at wings root fittings check in detail, cracks and security of all bolts.
5. Patch installed lower L.H. wing tip
6. Patch installed lower R.H. Aileron
7. Fork ends on struts removed and examined in accordance to circular #48 - 46 - 1
8. All fabric checked and repaired where necessary

32

Empennage

1. All fabric checked and repaied where necessary
2. All attachment points at fuselage, vertical fin, rudder and elevator checked and found O.K.
3. All flying wires checked for proper tension and security found O.K.
4. Control surfaces checked fortravel and security at hinges
5. Trim for stabilizer mech, checked for operation and cleaned

Landing Gear

1.Landing gear shock cords for condition and found in very good conditon
2. All attachment points checked in detail for cracks and were found O.K.
3. Tires checked
4. Brakes checked and found O.K.
5. Brake lines checked and found O.K.

Propeller

1. Propeller checked for condition and cleaned and found O.K.
2. Propeller bolts checked for security and locking

Engine

1. #4 check carried out
2. Eng. mounts examined for security and condition found O.K.
3. All control examined for travel and security
4. All accessories servicable
5. All accessories checked for security
6. All oil and fuel lines checked for condition of rubber
7. Primer lines checked for leaks
8. Exhaust stack checked for cracks
9. Exhaust heater muffremoved and checked for cracks
10. All plugs removed and cleaned
11. All gas strainers and carb screen checked and cleaned, all cowlings inspected for condition
12. Cabin heat muff removed and welded where cracked on old weld at flange

Intruments

1. All inst. visually checked and found O.K.
2. All lines to instruments checked and found O.K.

The above listed work has been completed according to aircraft standards with material drawn from certified stock.

All flying and engine controls examined in detail for condition, proper action a nd presents of all locking and safety devices

Air Engineer....Leo Hambly.....

Air Engineer ..J.A. Wilson.....

I hereby certify that all control Manufacturers Service Bulletins and or their equivalents (CAA Airworthiness Directives) affecting safety have been complied with to date and no unauthorized modifications have been ~~complied with to date and no~~ incorporated and the aircraft is airworthy

Air Engineer....Leo Hambly.....

Date.....May 2-37.....

I hereby estimate that the total weight of the aircraft has not changed more than 2%

Air Engineer....Leo Hambly.....

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

16948

CANADA

Attention: Superintendent, Air Regulations
DEPARTMENT OF TRANSPORT

TRANSPORT - RECORDS
35
JUN 8 P.M. 1953
File 5008-E7-15

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

REGISTRATION - CF - EGO

SERIAL NO. 2416

1. C. of A. No. 2127 Expires May 8/53 C. of R. No. 8347 Expires May 8/53
Aircraft Data—Manufacturer Piper Model L4B
Hours flown—Since New 476:10 Since Overhaul
Engine Data—Manufacturer Continental Model A65

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	6008768	492:15	
(2)			
(3)			
(4)			

Signature of Applicant Canadian Aircraft Company
P.O. Box 13 - REGINA, Sask
Date May 26/53

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
"M" Licence No. 199
Date May 26/53

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
Pilot
Date May 26/53

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. , 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, 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.

for Landplane and Crop Sprayer only.

Signed A.H. Walker
District Aircraft Inspector
Date 3 - 6 - 53

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

Date MAY 25 1954

Permissible Gross Weights—Wheels 1220
—~~Skis~~
—~~Floats~~

Signed Trudo Bone
District Superintendent, Air Regulations
Date JUN 4 1953

Other Action:—

8. H.Q. Action C.A.R. W+B Rept as Sprayer
C.A.E.

36

JCF/MJL

OTTAWA, Ontario June 12th, 1953.

Piper L-4B Aircraft CF-EGO 5008-E7-15

District Controller of Air Services,
612 Power Building,
Winnipeg, Manitoba.

Attn:- District Superintendent, Air Regulations.

1. Referring to Form 2444 covering Piper L-4B aircraft CF-EGO owned by L.J. McKenna, we note that this aircraft is being operated as a Crop Sprayer.

2. May we be supplied with a copy of the Weight and Balance Report for this aircraft as a Sprayer.

(C.H. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

38 2 9-49

501 Power Building,
Winnipeg, Manitoba, June 16, 1953.
PLACE DATE

YOUR FILE	SUBJECT		OUR FILE
5008-E7-15	PIPER L4B	CF-EGO	5008-E7-15

TRANSPORT - RECORDS
JUN 18 P.M. 1953
File 5008-E7-15

19952

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

Attention: Superintendent, Air Regulations

1. As requested in your letter dated June 12th, 1953, enclosed please find a copy of the Weight and Balance Report for the above noted aircraft as a Sprayer, dated July 3, 1951.

2. Submitted for your records.

Fredwell Bone
for District Controller of Air Services.

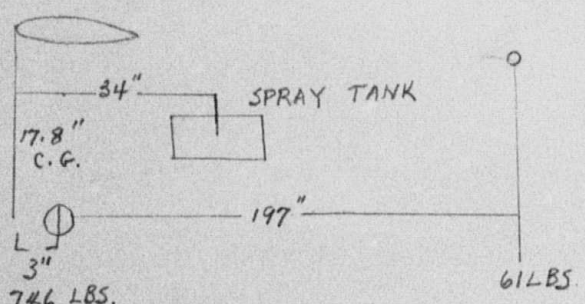
FWB/MH
Enc.

noted
JS
57

COPY 37

A/C CF-EGO
Piper L4B

Serial - 6008678
June 22, 1951.



A/C weighed with Whitaker
NR 7106H sprayer installed.
Approved 5th Region CAA.
Empty weight C.G.

$\frac{197 \times 61}{807} + 3 = 17.8$ ins.

Most forward C.G. - 13.7 ins. aft of datum.

	Weight	Arm	Moment
A/C empty weight	807	17.8	14365
Pilot	170	9	1530
Oil	9	-29	- 261
Fuel	65	-18	- 1170
	1051	13.7	14464

Most rearward C.G. - 17.2 ins. aft of datum.

	Weight	Arm	Moment
A/C empty weight	807	17.8	14365
Pilot	170	9	1530
Oil	9	-29	-261
Fuel 6.5 gals.	47	-18	-846
Spray fluid at approx. 8 lbs. per gal.	184	-34	6256
	1217	17.2	21044

Approved C.G. Range - 10.6 - 22.7 ins.
May eligible weight - 1220 lbs.
Spray fluid may be added on further safe reduction of fuel.

SIGNED: H. White
WCM 28
July 3, 1951.

39

WVG/MM

OTTAWA, Ontario, October 7, 1953.

Aircraft Accident-Piper L4B, CF-EGO,
Return of Log Books

5002-379(C.A.R.)
5008-E7-15

District Controller of Air Services,
612 Power Building,
WINNIPEG, Man.

Attn: Chairman, Board of Inquiry, CF-EGO.

1. The Proceedings of the subject Board of Inquiry have now been approved and the log books pertaining to the aircraft may now be returned to the owner.

2. As is usual, the owner should be reminded that the log books are to be kept as required by para. 5.2.4.1 of The Air Regulations.

W.V.G.
for (C.T. Travers),
Superintendent, Air Regulations.

LKA

/RM

Exhibit 1.

42

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8347

NATIONALITY AND REGISTRATION MARKS CF-EGO

1. Type and description	Piper L-4B
2. Name and address of constructor	Piper Aircraft Corporation, Lock Haven, Penn., U.S.A.
3. Constructor's serial number	241C
4. Name of owner	Leo J. McKenna,
5. Address of owner	Drake Hotel, Regina, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Regina, Sask.
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 24th day of October 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-EGO and is of Canadian nationality.

Given at Ottawa this 31st day of October 1949.

H. L. Watson
Superintendent, Air Regulations.

~~Attention is drawn to the extracts from Air Regulations, 1938, overleaf.~~ 31/10/52

Not valid after October 20th, 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

2/7/51 Certificate renewed to be valid until the 24th June 1952.

Department of Transport Civil Aviation Division CANADA

Fred Bone

BB 17/5/52

No entries or endorsements may be made in this Certificate [illegible] authorized for that [illegible]

Valid for day flying only.

41

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2127

(Heavier than air)

FIRST PART (24.10.49) McKENNA, HLP

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

1. Surname of owner (or name of Company) ~~Cub Aircraft Corporation;~~
2. Christian name Leo J.,
3. Address ~~Municipal Airport, Hamilton, Ontario~~
4. Nationality Canadian Drake Hotel, Regina, Sask.

NAME OF CONSTRUCTOR

5. Name Piper Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EGO

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L-4B Constructor's No. 241C
8. Place and year of construction of aircraft Lock Haven, Penna., U.S.A., May, 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) 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)~~ ~~28'6"~~
17. Total height (with and without trolley in case of seaplanes)

Engines

18. Number installed: One

19. Makes: Continental

20. Types: A65-8F

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	734 ~~733~~ lbs.
(b) Seaplane	lbs.
(c) Skiplane	lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)	116 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 16 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.~~	191 ~~202~~ 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 17 ~~inches and~~ ..... inches behind the prescribed datum. (Leading edge mainplane)

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 21st May, 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.

17 5/32

Dated at Ottawa, this 21st day of May, 1947.

for H. L. Patteson
Superintendent, Air Regulations.

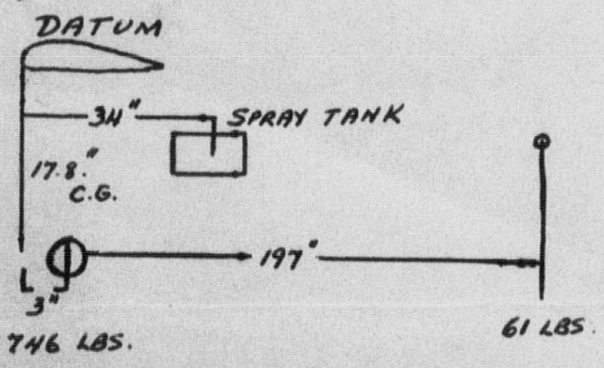
4D

A/C - CF-EGO

Serial - 6008678

Type - L4B

June 22/51



A/C weighed with Whitaker NR 7106H sprayer installed.

Approved 5th Region CAA.

Empty weight C.G.-

$\frac{197 \times 61}{807} + 3 = 17.8$ ins.

Most forward C.G. - 13.7 ins. aft of datum.

	Weight	Arm.	Moment
A/C empty weight	807	17.8	14365
Pilot	170	9	1530
Oil	9	-29	-261
Fuel	65	-18	-1170
	1051	13.7	14464

Most rearward C.G. - 17.2 ins. aft of datum.

	Weight	Arm.	Moment
A/C empty weight	807	17.8	14365
Pilot	170	9	1530
Oil	9	-29	-261
Fuel 6.5 gals.	47	-18	-846
Spray fluid at approx. 8 lbs. per gal.	184	+34	6256
	1217	17.2	21044

Approved C.G. Range - 10.6 - 22.7 ins.
May eligible weight - 1220 lbs.
Spray fluid may be added on further safe reduction of fuel.

DEPARTMENT OF TRANSPORT AERONAUTICAL D.A.I. ENG.

July 3 1951

Signed ...H. Wilt...
WGM 28

CUB L-4-B CF-EGO Serial 241C

WEIGHT AND BALANCE REPORT

The aircraft was weighed in the hangar of Trans Aircraft at Hamilton, Ontario on Oct. 22nd, 1949. The two front wheels were each placed on a scale and the tail was elevated to level position and the tail wheel placed on a scale. The level of the aircraft was checked by means of the top longeron being level between the front and rear seats. The gas tank was empty and the oil sump was full (4 qts.) The datum line is the leading edge of the wing. The manufacturers limits for CG location empty weight are 8.5 to 20.3" aft of the datum.

C.G. Calculations are as follows:

CONDITION A Weight Empty

	Weight	Arm	Moment
Tail	+ 57	+197	+11,229
RH scale	+354	+ 3	+ 1,062
LH scale	+332	+ 3	+ 996
Oil	- 9	- 29	+ 261
	+734	+ 18.4	13,548

Bradley Elliott

Satisfactory
Elliott
24 Oct 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 aircraft accordingly.

ane 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.

The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight.

Date 26/10/49 .....

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
		May 21, 1948	H Stallworthy
May 12, 1948 Hamilton, Ont.	Airworthy	May 12, 1949	[illegible]
Oct. 20th, 1949 Hamilton, Ont.	"Airworthy"	Oct. 20th, 1950	[illegible]
		24th June 1952	F Lindsay Bone
		8th May 1953	[illegible]
		MAY 25 1954	F Lindsay 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.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

43

WVG/NM

OTTAWA, Ontario, October 7, 1953.
PLACE DATE

SUBJECT: Pilot James Moore Ennis, Piper L4B aircraft, CF-EGO

OUR FILE: ~~5002-379~~(CAR) ~~5502-31652~~ ~~5005-M7-15~~

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 June 23rd, 1953.

2. May cancellation action be taken on the following licences, certificates, etc., where applicable, please:

(a) Pilot's license
(b) Pilot's radio licence.

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 by to the D.S.A.R. for onward transmission to the owners with the usual request that they be kept as required by The Air Regulations, Para. 8.2.4.1.

(W.V. Gordon),
Inspector, Air Regulations.

Miss Jones
Please cancel registration
CF-EGO. a/c destroyed in
an accident near Regina
on June 23/1953. J.G.T. 7/X/53.

✓ AA
Noted OD

FILE No. 5008 - E 7 - 18

VOLUME No. 1

VOL. 1

5008 - E 7 - 18

DEPARTMENT OF TRANSPORT

FROM AUGUST 1947

TO

SUBJECT AIRCRAFT, INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EGR - PIPER L4B.

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
JAN 28 1952	BF 29/1/52	Car		cmy	JAN 28 1952

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

FILE NO. 5008 - E 7 - 18 VOLUME NO. 1

VOL. 1 5008 - E 7 - 18

DEPARTMENT OF TRANSPORT

FROM AUGUST 1947
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EGR 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
AUG 21 1947	16455.	CAR		HP	OCT 3 47
OCT 3- 47		CAO (1)			
		CRO (2)			OCT 3- 47
OCT 4- 47		Insp (3)			OCT 4- 47
JUN 4 48	9731	CAR		GJ	JUN 5 48
OCT 30 48	30784	CAR		HP	NOV 2- 48
NOV 2- 48		CAO (1)			NOV 4- 48
NOV 4- 48		CRO (2)			NOV 4 948
NOV 4 948		Ins Hqrs (3)			NOV 6- 48
JAN 4 F 1949	Miss Jones.	Cab.		GJ	JAN 5 1949
N 23 1950	12684.	CAR		GJ	JUN 24 1950
		CAE			JUN 24 1950
JUN 17 1950	14066	CAR		GJ	JUL 13 1950
JUL 26 1950	14935	CAR		HP	JUL 31 1950
JUL 31 1950		CAO (1)			AUG 1 1950
UG 1 1950		CRO (2)			AUG 3 1950
AUG 3 1950		Insp (3)			AUG 3- 1950
		R.F.L. (4)			AUG 4 1950
AUG 10 1950	14935	CAE			AUG 11 1950
AUG 1 1950	16588	CAR		GJ	AUG 21 1950
		CRE			AUG 21 1950
AN 27 1951	40411	CAR			JAN 30 1951
JUL 12 1951	20721	CAR		GJ	JUL 12 1951
L 16 1951	21205	CAR		GJ	JUL 16 1951
UL 16 1951		CRE			JUL 18 1951
N 11 1952	Rey M Johnson	CAR	2 D 0		JAN 15 1952
17 1952	Rey Miss Jones	CAR		GJ	JAN 17 1952
N 17 1952		RFL			JAN 17 1952

COPY

TOR:5008-E7-15

ORIGINAL ON FILE.....

COPY FOR FILE.....

1 Montgomery Avenue, Toronto,
August 20th, 1947.

Cub Aircraft Corporation,
Municipal Airport,
HAMILTON, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for registration of Piper Cub J-3 aircraft CF-EGR Serial No. 2440, together with the following papers:-

(a) Application forms in triplicate.
(b) Registration fee of $10.00.
(c) Aeroplane Inspection Release Certificate.

Receipt No. 16677 for the $10.00 fee is attached hereto.

Aeroplane Inspection Release Certificate duly signed is herewith returned.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EGR as a commercial aircraft (landplane) on day visual flying. This authority is valid until October 20th, 1947. The all-up-weight of this aircraft is not to exceed 1,220 lbs.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb
Encl.

8
2-47

AI-2 6

AEROPLANE INSPECTION RELEASE CERTIFICATE.

(For Aeroplanes Assembled With Imported Components)

Registration CF-MKH

Aeroplane Type Piper Cub — Landplane / Seaplane / Skiplane

Model L-4H

Manufacturer Cub Aircraft Corp. Ltd.

Serial No. 244 0

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

CATEGORY

Normal — (a - Public transport passenger; b - " " mails; c - " " goods; d - Private; e - Aerial work.

Acrobatic

Acrobatic

(f - Racing or record; g - Research or experimental.

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65-8F	
Serial No.	5658268	
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

Senecnich Bros.

Maker	Fixed Wood					
Type	72 GK 44					
Blade Drawing No.	M 8760					
Blade Serial Nos.						
Hub Drawing No.						
Hub Serial No.						
Blade Settings	72 "					
Diameter						
	Hayes		84		800x4	

PARTICULARS OF ALIGHTING GEAR

WHEELS Make _____ Model _____ Tire _____

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.
In Fuselage just aft of Fire Wall	9	In sump attached to lower rear section	5/6
(1)		(1) to bridge tube	
(2)		(2)	
(3)		(3)	
(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)

DESCRIPTION	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	717 lbs.	lbs.	lbs.
Disposable load	211 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 17.25 inches behind ~~xxxxxxxx~~ 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 Date June 19, 1947.
Chief Inspector

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

June 19, 1947. 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 Date June 19, 1947.
Test Pilot

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 S Bell
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) June 19, 1947.

20.8.47

Signed
District Inspector, Civil Aviation.

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.

CF-EGR

Fees are enclosed as checked below:—

Registration $5.00

Certificate of Airworthiness $5.00
(See note below)

Cub Aircraft Corp. Ltd. ✓
Hamilton, Canada.

The particulars given below are true in every respect.

Signature of Applicant .....

Date of Application ..... August 15, 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Cub Aircraft Corp.	Municipal Airport, Hamilton, 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
R. L. Gibson	President	56 Duke Street	Canadian
J. M. McGill	Secretary-Treasurer	415 Aberdeen Ave.	Canadian
M. Cleland	Director	C/O Jordan Wines, St. Catherines	Canadian

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

Usual Station Hamilton, Ont.

Date of manufacture or reconstruction April 25, 1947.

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 Corp. Lock Haven, Pa.

Type Piper Cub J-3 Maker's No. 244 0

	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 Tachometer (Stewart-Warner) 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	Cont. A65-8F # 565868			
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

8

2
8-45

1 Montgomery Avenue, Toronto, August 20th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-15	Registration of Aircraft CF-EGR	5008-E7-15

A16455

TRANSPORT-RECORDS
AUG 31 AM
5008-C2-18

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to registration of Piper Cub J-3 aircraft CF-EGR Serial No. 244C, registered by Cub Aircraft Corporation:-

(a) Application forms in duplicate.
(b) Fee of $10.00 (See page 3077 in Cash Book, Receipt No. 16677).
(c) Aeroplane Inspection Release Certificate.
(d) Copy of letter of temporary authority to Cub Aircraft Corporation.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb
Encl.

6228(R)
2405(A)

/SRK

11

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6228

NATIONALITY AND REGISTRATION MARKS CF-EGR

1. Type and description	Piper L-4B
2. Name and address of constructor	Cub Aircraft Corporation Limited Hamilton, Ontario.
3. Constructor's serial number	2446
4. Name of owner	Cub Aircraft Corporation Limited.
5. Address of owner	Municipal Airport, Hamilton, 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 20th day of August, 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-EGR and is of Canadian nationality.

Given at Ottawa this 11th day of September, 19 47.

Superintendent, Air Regulations.

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

AC-5-59

12

5008-M7-18

/ac

Ottawa, Ontario,

Sept. 20,1947.

REGISTERED

Cub Aircraft Corporation Ltd.,
Municipal Airport,
Hamilton, Ont.

Dear Sir:

Enclosed please find Certificate of Registration No.6228 and Certificate of Airworthiness No.2405, together with Engine and Journey and Aircraft Log Books, for your Piper L-4B aircraft, CF-[illegible] Serial No.2440.

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

August 20th, 1948.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

NOTED
O.C.A.R. TORONTO
OCT 6
Revenue Audit
Dept. of Transport

CAS

2

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE A 9731

14 2 6-46

TORONTO (PLACE) 3rd June, 1948. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E7-18	CF-EGR (PIPER L-4B).	5008-E7-18

TRANSPORT-RECORDS
JUN 4 A.M.
File 5008-E7-18

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. CF-EGR, Piper L-4B, Serial No. 244C, owned by Cub Aircraft Corporation Limited, has recently been reconditioned and inspected for airworthiness.

2. Proper entries have been made in the log books of this aircraft to the effect that it was airworthy on June 1st, 1948. These entries were signed by Messrs. J.F. Gibson and A. Bisci as Air Engineers and Mr. J.F. Gibson as Pilot.

3. Certificate of Registration No. 6228 and Certificate of Airworthiness No. 2405 were renewed until June 1st, 1949. ✓

4. Attached hereto is copy of overhaul report.

S.A. Grant
(for)
District Inspector, Air Regulations,
Toronto.

/AM

Mrs Jones
to note ltr

noted

COPY

13

TO BE ATTACHED TO LOG BOOK OF
CF-EGR.

Piper L4B CF-EGR was received at Cub aircraft corporation Limited for inspection and repair as required in order that the Certificate of Airworthiness might be renewed. Total time to date according to accompanying Log Books 152 hrs. 10 min.

The following work was carried out:

Front port lift strut fuselage fitting hole rebushed.
Play removed from stabilizer adjustment screw.
Rudder hinge fittings rebushed and new pins fitted.
All elevator hinge pins replaced.
Looseness removed from cockpit controls and all new clevis bolts fitted.
Wheels tightened, greased and brakes refilled.
Two metal sediment bowls installed.
Gas leak stopped in auxiliary fuel system at shut-off valve.
Pyrene fire extinguisher fitted.
Tailwheel assembly cleaned and lubricated.
Engine installation and propeller inspected and found to be satisfactory.

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 unapproved modifications have been incorporated and that the aircraft is airworthy.

(Sgd.) J.F. Gibson
June 1st, 1948.

All controls checked for soundness, correct action, and for the presence of all locking safety devices.

(Sgd.) A. Bisci
June 1st, 1948.

This is to certify that I have this day test flown Aircraft CF-EGR and I consider that it flew in a satisfactory manner.

(Sgd.) J.F. Gibson
June 1st, 1948.

COPY

TOR:5008-E7-18

ORIGINAL ON FILE.....

COPY FOR FILE.....

1 Montgomery Avenue, Toronto,
October 28th, 1948.

Mr. Nicholas Paul Boychuk,
650 11th Street West,
OWEN SOUND, Ontario.

Dear Sir:

Receipt is acknowledged of your application for re-registration of PIPER L4B aircraft, C F - E G R, Serial No. 244C, which you recently purchased from Cub Aircraft Corp. Ltd; together with the following papers:-

a. Application form in triplicate.
b. Fee of $5.00.
c. Bill of Sale in duplicate.
d. Old C. of R. No. 6228.
e. Old C. of A. No. 2405.

Receipt No. 45144 for the $5.00 fee is enclosed.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate C F - E G R as a commercial aircraft (landplane) on day visual flying under the conditions of issue as given in the Certificate of Airworthiness No. 2405. This authority is valid until January 28th, 1949.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

(D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

/alb
CC: Cub Aircraft

8
2-47

16

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

FEB 24 1948

CERTIFICATE OF REGISTRATION OF AIRCRAFT

JUN 4 1948

No. 6228

NATIONALITY AND REGISTRATION MARKS CF-EGR

1. Type and description	Piper L-4B
2. Name and address of constructor	Cub Aircraft Corporation Limited Hamilton, Ontario.
3. Constructor's serial number	244C
4. Name of owner	Cub Aircraft Corporation Limited.
5. Address of owner	Municipal Airport, Hamilton, 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 20th day of August, 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-EGR and is of Canadian nationality.

Given at Ottawa this 11th day of Sepbember, 1947.

H. L. Patteson

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

3/6/48 Valid until June 1st, 1949

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.

17

DATE. October 26, 1948.....

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. Nicholas Paul Boychuck
650 11th St. West
Owen Sound, Ontario

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via:

Airplane CF-EGR

Serial # 244 C

Engine Continental A65-8F

Engine # 5658268

CUB AIRCRAFT CORPORATION LTD.

Signed.....

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.

CF-EGR

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 N. P. Boychuk

Date of Application 22 of October 1948

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
NICHOLAS PAUL BOYCHUK	650 11th ST. WEST OWEN SOUND ONT.	CANADIAN

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
NICHOLAS PAUL BOYCHUK	MANAGER	650 11th ST WEST OWEN SOUND ONT	CANADIAN

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

Usual Station Owen Sound ont.

Date and place of manufacture or reconstruction

Crew required

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 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., Hamilton

Type ...Cub J3A... Maker's No. ...244 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) ...66...

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) Tachometer (Stewart-Warner) 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	Cont. A65-8F	#565826		
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

19 2 6-47

Toronto, Ontario, October 29th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-18	Re-Registration of aircraft CF-EGR	5008-E7-18

TRANSPORT-RECORDS
OCT 30 A.M.
File 5008-E7-18

Director of Air Services,
Department of Transport,
OTTAWA.

A30784

Attention: Superintendent, Air Regulations.

1. Attached herewith are the following papers relating to re-registration of PIPER L4B aircraft C F - E G R, Serial No. 244C, recently purchased by Mr. Nicholas Paul Boychuk from Cub Aircraft Corp. Ltd.:

a. Application form in duplicate.
b. Fee of $5.00 (see page 8842 in cash book, receipt no. 45144 for the $5.00 fee paid in the name of Cub Aircraft Corp. Ltd.)
c. Bill of Sale.
d. Old C. of R. No. 6228.
e. Old C. of A. No. 2405.
f. Copy of letter of temporary authority.

Fees Dep. 12

7523(R)
2405(A)

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

top print

/RM

21

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7523

NATIONALITY AND REGISTRATION MARKS CF-EGR

1. Type and description	Piper L-4B
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ontario.
3. Constructor's serial number	244C
4. Name of owner	Nicholas Paul Boychuk,
5. Address of owner	650 11th St. West, Owen Sound, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Owen Sound, 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 28th 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-EGR and is of Canadian nationality.

Given at Ottawa this 1st day of November 19 48.

Superintendent, Air Regulations.

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

Not valid after June 1st, 1949, unless endorsed.

/RM

AC-5-60

22

5008-E7-18

REGISTERED

OTTAWA, November 2nd, 1948.

Mr. N.P. Boychuk,
650 11th St. West,
Owen Sound, Ontario.

NOTED

NOV 6 1948

Revenue Audit
Dept. of Transport

Dear Sir:

Enclosed please find Certificate of Registration No. 7525 and Certificate of Airworthiness No. 2405 for your Piper L-4B aircraft CF-EGR, Serial No. 2440.

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 1st, 1949.

Yours truly,

(S. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.L.A.R. Toronto, Ontario.

OWEN SOUND AIR WAYS. OWEN SOUND ONT.

Weight and balance report for Aircraft CF-HGR, Type- Piper L-4B Serial No. 244C

ABSTRACT

The purpose of this report on Cub Aircraft CF-HGR is to determine the C.of G. in accordance with Department of Transport Circular T/14/48 Dated Nov.22nd,1949.

PROCEDURE

(1) The Aircraft CF-HGR was weighed in the Hangar of Owen Sound Air Ways on

(2) The following conditions applied at the time in accordance with Civil Aeronautics Manual #18.Appendix 2. Page 106

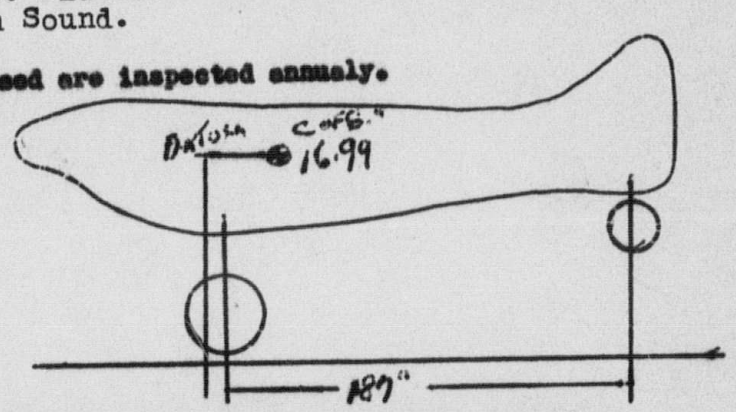
(a) The Aircraft was in a level landing position,a master level having been placed on the top longeron between front and rear seats,and showed a zero reading.

(b) The fuel and oil were drained and only residual oil was left in the system.

(c) The following items of equipment were in the Aircraft,Pilot and passenger seats,saftey harnesses,fire extinguisher and all instruments

(d) The scales used for weighing were as follows:- C. Wilson & Son 2500 lb. Platform Scale. Borrowed from Master Feeds of Owen Sound.

(e) Scales used are inspected annualy.



Determination of Empty Weight C.of G. Location

Item	Scales	
Left Wheel	331 lbs.	
Right Wheel	349 lbs.	$\frac{187 \times 55}{735} = +13.99"$
Tail Wheel	55 lbs.	
	735	

C.of G. is therefore +13.99" + 3" =(distance from C/L of wheels to datum)+16.99"

Approved empty weight C.of G. is (+8.5) to (+20.5) CAA Specs.A-691

Prepaired by N P Boychuk "A" & "C" Air Engineer #A Witnessed by Paul Wammerle

Accepted WDM 20 June 50

(OTTAWA)

23

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q:5008-E7-18

TOR: 5008-E7-18

12684

Toronto, Ontario.
June 21st, 1950.

TO: Director of Air Services,

ATTENTION: Superintendent, Air Regulations.

FROM: District Inspector, Air Regulations.

SUBJECT: Renewal of Certificates of Registration and Airworthiness

TRANSPORT - RECORDS
JUN 22 P.M.
File 5008-E7-18

Registration Markings C.F.-.E.G.R.....

Aircraft Type .....Piper.L-4B.....

Owner .....Nicholas.Paul.Boychuk.....

Place of Inspection ..Goderich..Ontario.....

Date of Inspection ...June.7th..1950.....

Satisfactory inspection report has been received from Air Engineers .....E.C..Thompson.and.W..Snihur..... and Test Pilot ....Paul.Warwaruk.....

C. of R. No. ..7523..... and C. of A. No. ....2405.....

were renewed on .June.21st,.1950.... valid until .....

.....June..7th,.1951.

Remarks .C..of.A..endorsed to read:- "The Weight and Balance Report forms part of the Certificate of Airworthiness and must be carried in the aircraft during flight."

.....C..of.A..amended as follows:.....
Item 25. Landplane - 735 lbs.
.....Items.26.to.32.inclusive.have.been.deleted.

L St Grant
(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

Noted

Attach.
(Wt. & Bal.

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

260 Richmond St W Toronto
July 14 1950

24

TRANSPORT - RECORDS
JUL 17 1950
File 5008-E7-18

14066

OWEN SOUND AIRWAYS
c/o ELGIN AIRWAYS
ST THOMAS AIRPORT
ST THOMAS ONTARIO

ART 504 PROVIDED AIRCRAFT FIT FOR FLIGHT FERRY PERMIT GRANTED CHARLIE

FOR DASH EASY GEORGE ROGER SAINT THOMAS TO OSHAWA CREW ONLY DAY VFR

District Superintendent
Air Regulations

CHARGE: DOMINION GOVERNMENT
Air Services
6th Floor 260 Richmond St W

cc:Headquarters
cc:Accounts - "Air Regs."
cc:Telegram file
cc:5008-E7-18

NOTED

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

25

TOR:5008-E7-18

BY HAND

260 Richmond St. W., Toronto,
July 21st, 1950.

Elgin Airways Limited,
P.O. Box 154,
St. Thomas, Ontario.

Gentlemen:

Pending issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your temporary authority to operate Piper L4B CF-EGR as a commercial aircraft (landplane) on day visual flying only under the conditions of issue as stated in the Certificate of Airworthiness No. 2405 and valid until October 21st, 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,

ARP.

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

/alb
cc:H.Q.

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7523

NATIONALITY AND REGISTRATION MARKS CF-EGR

1. Type and description	Piper L-4B
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ontario.
3. Constructor's serial number	244C
4. Name of owner	Nicholas Paul Boychuk,
5. Address of owner	650 11th St. West, Owen Sound, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Owen Sound, 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 28th 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-EGR and is of Canadian nationality.

Given at Ottawa this 1st day of November 19 48.

H. Stethem

for *Superintendent, Air Regulations.*

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

Not valid after June 1st, 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

June 21st, 1950 - Renewed valid until June 7th, 1951 - St Grant

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.

30

17

Form No. 106 Page 1 Bill of Sale [Printed Feb. 1947]

Underwood Limited, Legal Form Dept.
135 Victoria St., Toronto—1249

This Indenture

made, in duplicate, the Twelfth day of July,
one thousand nine hundred and fifty

Between

OWEN SOUND AIRWAY,
and N. P. BOYCHUK, of the City of Owen Sound, in the County of Grey,

hereinafter called the Bargainor,
of the First Part,

and

ELGIN AIRWAYS LIMITED, a corporation duly incorporated under the laws of the Province of Ontario, having its head office at the City of St. Thomas, in the County of Elgin,

hereinafter called the Bargainee,
of the Second Part.

Whereas the Bargainor is possessed of the goods, chattels and effects hereinafter described, and has contracted and agreed with the Bargainee for the absolute sale thereof to him for the sum of ONE THOUSAND ONE HUNDRED ~~AND FIFTY~~ Seventy Five dollars.

Now this Indenture Witnesseth that in pursuance of the said agreement and in consideration of the sum of ONE THOUSAND ONE ~~HUNDRED AND FIFTY~~ Hundred Seventy Five dollars paid by the Bargainee to the Bargainor at or before the sealing and delivery of this Indenture (the receipt whereof is hereby acknowledged), the Bargainor doth bargain, sell, assign, transfer and set over unto the Bargainee

those the said goods, chattels and effects described as follows:—

1 Aircraft- Cub Prospector
Registration No.- CF E GR
Model - L 4 B
Serial No. - 244 C.

Page No. 2
Form No. 106
Bill of Sale
Printed
Feb. 1941
1249

all of which said goods, chattels and effects are now in the possession of the Bargainor ~~and~~ ~~[illegible]~~

And all the right, title, interest, property, claim and demand whatsoever of the Bargainor thereto and therein.

To Hold the said hereinbefore assigned goods, chattels and effects and every of them and every part thereof, and all the right, title and interest of the Bargainor thereto and therein unto and to the use of the Bargainee.

And the Bargainor doth hereby covenant with the Bargainee that the Bargainor is now rightfully and absolutely possessed of and entitled to the said hereby assigned goods, chattels and effects and every of them and every part thereof.

And that the Bargainor now has in himself good right to assign the same unto the Bargainee in manner aforesaid, and according to the true intent and meaning of this Indenture.

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, chattels and effects 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 other person 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 encumbrances whatsoever.

And 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, chattels and effects 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 Bargainor, 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, chattels and effects, and every of them and every part thereof, unto the Bargainee, in the manner aforesaid, and according to the true intent and meaning of this Indenture, as by the Bargainee or his counsel in the law shall be reasonably advised or required.

Page No. 3
Form No. 106
Bill of Sale
Printed
Feb. 1947
1249

78

And it is agreed that this Indenture and everything herein contained shall enure to the benefit of and be binding upon the executors, administrators and assigns or successors and assigns of the parties hereto respectively.

And it is further agreed that wherever the singular and masculine are used throughout this Indenture, they shall be construed as if the plural or the feminine or the neuter had been used, where the context or the party or parties hereto so require, and the rest of the sentence shall be construed as if the grammatical and terminological changes thereby rendered necessary had been made.

In Witness Whereof the said parties hereto have hereunto set their hands and seals the day and year first above written.

Signed, Sealed and Delivered
IN THE PRESENCE OF

OWEN SOUND AIRWAY

Per: N P Boychuk

N. P. Boychuk

If the affidavit is made by an agent, or by an officer of a corporation, the following clause must be added at the end of the affidavit:
"And that I am aware of all the circumstances connected with the said bill of sale and have personal knowledge of the facts herein deposed to."

County of Elgin

To Wit:

I, DANIEL M. MORRIS, of the City of St. Thomas, in the County of Elgin, President of Elgin Airways Limited, the Bargainee

in the foregoing Conveyance or Bill of Sale named, make oath and say:
THAT the sale therein made is bona fide and for good consideration, namely the sum of ONE THOUSAND ONE HUNDRED AND ~~TWENTY FIVE~~ ~~Seventy-Five~~ dollars, as set forth in the said conveyance, and is not for the purpose of holding or enabling the bargainee to hold the goods mentioned therein against the creditors of Owen Sound Airways and N. P. Boychuk,

the Bargainor therein named.
THAT I am aware of all the circumstances connected with the said Bill of Sale, and have personal knowledge of the facts herein deposed to.

SWORN before me at the City of St. Thomas, in the County of Elgin, this 12th day of July, 1950.

Daniel M. Morris

A Commissioner, etc. of St. Thomas

Page No. 4
Form No. 106
Bill of Sale
Printed
Feb. 1947
1249

Province of Ontario

County of ~~Grey~~ Elgin. To Wit:

I, W. E. Kane of the City of ~~Owen Sound~~ St. Thomas, in the County of ~~Grey~~ Elgin, make oath and say:

1. I was personally present and did see the within or annexed Bill of Sale duly signed, sealed and executed by N. P. Boychuk of the parties thereto.

2. I ~~know the said part and the name~~ " " ~~set and~~ subscribed as a witness to the execution of the said Bill of Sale is of the proper handwriting of me this deponent.

3. The said Bill of Sale was executed at the said City of St. Thomas in the County of ~~Grey~~ Elgin on the 12th day of July, 1950.

4. I am a subscribing witness to the due execution of the said Bill of Sale.

Sworn before me at the City of ~~Owen Sound~~, St. Thomas in the County of ~~Grey~~, Elgin this 12th day of July, 1950.

W. E. Kane

Edna M. Bennett
A Commissioner, etc. for City of St. Thomas

Dated 12th July, 1950

OWEN SOUND AIRWAY & N. P. BOYCHUK

—TO—

ELGIN AIRWAYS LIMITED

St. Thomas, Ontario

Bill of Sale

Underwood Limited, Toronto

SANDERS & SANDERS
Barristers & Solicitors
St. Thomas Ontario

31

2413
1-48

CANADA

APPLICATION FOR ~~RE~~ 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 James W. Wharram

Date of Application JULY 15 1950

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
BIGINAIRWAYS LTD.	POST OFFICE BOX 154 ST. THOMAS 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
D.M.MORRS	PRESIDENT	ST.THOMAS ONT	CANADIAN
R.M.PETTUS	V/PRESIDENT	ST.THOMAS ONT	CAN.
J.M.MAYERS	SEC/TREASURER	ST.THOMAS ONT	CANADIAN

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

Usual Station ST.THOMAS ONT

Date and place of manufacture or reconstruction JUNE 19 1947 by CUB AIRCRAFT CORP.LTD.

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.

Inc. Co (1947)

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corp. Ltd.

Type Piper L4B Maker's No. 244G

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet		
Length o/a in feet		
Height o/a in feet		

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
2. Gauges
3. Lights
4. Signals
5. Fire Extinguishers
6. Parachutes
7. Tools
8. Other Equipment

(SEE ORIGINAL APPLICATION)

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type				
Pusher or Tractor				
Right or Left Hand				
No. of Cylinders				
H.P.				
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

32 2 6-47

Toronto, Ontario, July 24th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-18	Re-Registration of aircraft CF-EGR	5008-E7-18

TRANSPORT - RECORDS
JUL 26 1950
File 5008-E-7-18

14935

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

Attention: Superintendent, Air Regulations

1. Herewith the following documents relating to re-registration of Piper L4B aircraft, CF-EGR, Serial No. 244C, recently purchased from Mr. N.P. Boychuk:-

(a) Application form in duplicate.
(b) $5.00 - see receipt no. 101176.
(c) Bill of Sale.
(d) Old Certificate of Registration No. 7523.
(e) Old Certificate of Airworthiness No. 2405 together with the Weight and Balance Report.
(f) Copy of letter of temporary authority.

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.(6)

8875 (R)
2405 (A) To owner
Item 14 - "E" only

/RM

35

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8875

NATIONALITY AND REGISTRATION MARKS CF-EGR

1. Type and description	Piper L-4B
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ontario.
3. Constructor's serial number	2440
4. Name of owner	Elgin Airways Ltd.,
5. Address of owner	P.O. Box 154, St. Thomas, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	St. Thomas, Ont.
8. Purpose	Commercial, (Crop Duster)

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 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-EGR 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 June 7th, 1951, unless endorsed.

/SSK

VALID FOR DAY FLYING ONLY.

34
20

2462

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2405

(Heavier than air)

FIRST PART (21.7.50) ELGIN AIRWAYS LTD.

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

1. Surname of owner (or name of Company) ~~(28.10.48) BOYCHUK Cub Aircraft Corporation, Limited.~~
2. Christian name ~~Nicholas Paul,~~
3. Address ~~650 11th St. West, Owen Sound, Ont. Municipal Airport, Hamilton, Ontario.~~ P.O. Box 154, St. Thomas, Ontario.
4. Nationality ~~Canadian~~

NAME OF CONSTRUCTOR

5. Name ~~Cub Aircraft Corporation Limited.~~

NATIONALITY AND REGISTRATION MARKS

6. ~~CF-EGR~~

DESCRIPTION OF AIRCRAFT

7. Type ~~Piper~~ Series ~~L-4B~~ Constructor's No. ~~2440~~
8. Place and year of construction of aircraft ~~Hamilton, Ontario, April, 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) ~~Two~~

CLASSIFICATION OF AIRCRAFT

13. Category ~~Normal~~
14. Subdivision E. only ~~A,B,C,D & E~~
15. Maximum span (in flying position) ~~35' 2"~~
16. Maximum length (in flying position) ~~22' 4"~~
17. Total height (with and without trolley in case of seaplanes) ~~6' 8"~~

Engines

18. Number installed ..... One .....

19. Makes ..... Continental .....

20. Types ..... A65-8F .....

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 1216.50 735 ~~737~~ 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. ..... 259 ..... lbs.

32. Maximum total weight authorized ..... lbs.
Landplane ..... 1250 ..... lbs.
Seaplane ..... lbs.
~~Skiplane~~ ..... lbs.

Obtained 20.6.50

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. (Leading edge of main plain)

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 ..... 20 August, 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 ..... 11th ..... day of ..... September, ... 19 47

.....
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.

WEIGHT AND BALANCE REPORT
FORMS PART OF THIS CERTIFICATE
OF AIRWORTHINESS AND MUST BE
CARRIED IN THE AIRCRAFT DURING
FLIGHT. ~~(21.6.50)~~ 14.8.50

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
		20 August 1948. 1/6/49 7/6/51.	

(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.

/RM

3/6

5008-E7-18

OTTAWA, Ontario.
July 31st, 1950.

Elgin Airways Ltd.,
P.O. Box 154,
St. Thomas, Ontario.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 8875 and Certificate of Airworthiness No. 2405 for your Piper L-4B aircraft, CF- EGR , Serial No. 244C.

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 7th, 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,

(C. F. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

REGISTERED

AC-5-60
cc. D.S.A.R. Toronto, Ont.

(Schedule) Noted B4C

WEIGHT & BALANCE REPORT FOR [illegible] CUB 1AR
12-E11

Report No. A122

Submitted by:

WESTON AIRCRAFT LIMITED
P.O. BOX 22[illegible]
OSHAWA, Ontario.

WEIGHT & BALANCE REPORT

Prepared by

WESTON AIRCRAFT LIMITED
P.O. BOX 332
OSHAWA, Ontario

Report No.	-	4122
Type of Aircraft	-	L4B Prospector Piper Cub
Serial No.	-	
C of A	-	2405
C of R	-	6228
Registration	-	CF-EGR
Operation	-	Commercial (Crop Dusting)
No of Passengers	-	Pilot only
Owner	-	Elgin Airways Ltd. St. Thomas, Ont.

Date: July 21st, 1950

No. of Pages: 5

Prepared by: H B Picken

H. B. Picken B.Sc. (A.E.)
Aeronautical Engineer
Registered Professional
Province of Ontario.
Member of Institute of
Aeronautical Sciences

REGISTERED PROFESSIONAL ENGINEER
H. B. PICKEN
PROVINCE OF ONTARIO

Weighed & Witnessed by R. Seaton

R. Seaton A-1890
Chief Inspector.
Weston Aircraft Limited.

Sales Factory
28 July 50

WEIGHT & BALANCE REPORT FOR PIPER CUB L4B- CF-EGR

Abstract

The purpose of this report is to determine if the C.G. travel on aircraft CF-EGR stays within the limits set by the Manufacturer for various loading conditions.

Procedure

1. The aircraft CF-EGR was weighed in the hangar of Weston Aircraft Limited, July 21st, 1950.

2. The following conditions applied at the time in accordance with U.S. Air Commerce Manual CAR-04, Appr. II.

(a) The aircraft was in a level landing condition. This was found by putting a master level on the bottom of the top longeron, between the front and rear seats as defined by C.A.A. Bulletin 691-4.

(b) The datum point used for the C.G. determination and reference point is the leading edge of the wing as outlined in the C.A.A. Manual.

(c) The fuel and oil were drained and only residual oil was left in the system.

(d) The following items of fixed equipment were in the aircraft at the time of weighing:

(1) 1 Safety Belt.
(2) One Fire extinguisher.
(3) 1 Seat Cushion.
(4) 1 Aero Dust King Unit.

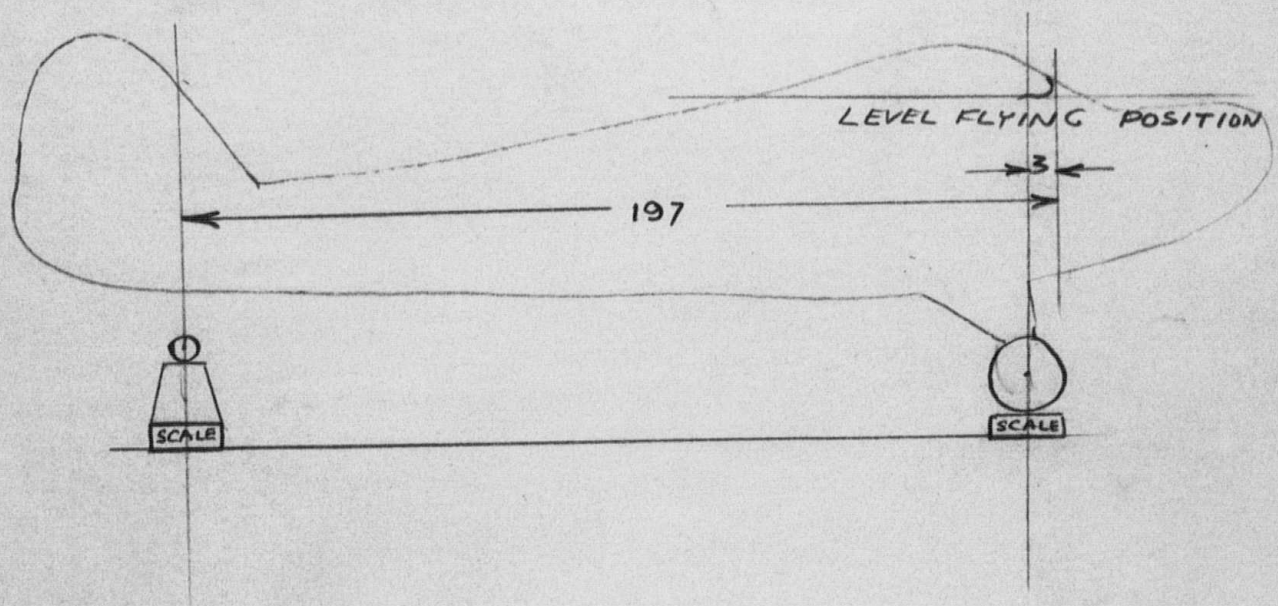
3. The center of gravity limits as shown in the C.A.A.'s Inspection Handbook, Chapter 18 are as follows:

Forward Limit - 10.6" aft of the leading edge.
Aft Limit - 22.7" aft of the leading edge.

4. The maximum allowable all-up weight is 1220 lbs.

5. The scales used for weighing operations are the property of Weston Aircraft Limited.

WEIGHT & BALANCE REPORT FOR PIPER CUB L4B- CF-EGR



Item	Scale Reading	Tare	Net Weight	Arm in Inches	Post Moment
Left Main Wheel	372	--	372	3	1116
Right Main Wheel	364	--	364	3	1092
Tail Wheel	120	56	64	197	12600
GROSS WEIGHT & MOMENT	856	56	800	18.52'	14818'

C.G. Empty = $\frac{14818'}{800}$ = 18.52' aft of the datum.

WEIGHT & BALANCE REPORT FOR PIPER CUB LAB- CF-EGR

Item	Weight lbs	Arm in Inches	Post Moment	Neg Moment
1. C.G. for most forward loading condition				
Empty Weight	800	18.52	14818	
Fuel - 10 gal at 7.2	72	- 18		- 1296
Oil - 1 gal @ 9 lbs	9	- 29		- 261
Pilot - front seat @ 170	170	9	1530	
GROSS WEIGHT & MOMENT	1051	14.08	16348	- 1557

C.G. for most forward loading condition $= \frac{16348 - 1557}{1051} = \frac{14791}{1051}$

$= 14.08$" aft of datum.

Note: - Rear gasoline tank is not to be used while aircraft is equiped with dusting unit.

WEIGHT & BALANCE REPORT FOR PIPER CUB L4B - CF-EGR

Item	Weight lbs	Arm in Inches	Post Moment	Neg Moment
2. C.G. for most rearward loading condition				
Empty Weight of Aircraft	800	18.52	14818	
Fuel - 5.76 gal @ 7.2	41	-18		-738
Oil - 1 gal @ 9	9	-29		-261
Pilot - front seat @ 170	170	9	1530	
Dust load 200 lbs	200	36	7200	
GROSS WEIGHT & MOMENT	1220	18.43	23548	-999

C.G. for most rearward loading condition when aircraft is used as duster

$$= \frac{23548 - 999}{1220} = \frac{22549}{1220} = 18.43\text{" aft of datum.}$$

WEIGHT & BALANCE REPORT FOR PIPER CUB L4B - CF-EGR

Conclusion

When Piper Cub L4B is used as a crop duster with 200 lbs of dust, the maximum gasoline load permitted is 5.76 gallons.

It is also pointed out that the rear fuel tank with which model L-4B is equipped is not to be used at any time during dusting operations or with a load of dust on board.

It is the responsibility of the pilot to comply with the requirements set out in this report.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

Toronto, Ontario, August 14th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-18	Piper L4B aircraft, CF-EGR	5008-E7-18

16599

TRANSPORT - RECORDS
AUG 15 1950
File 5008-E7-18

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

Attention: Superintendent, Air Regulations.

1. Herewith your copy of Weight and Balance Report No. 4122, relating to the subject-noted aircraft. The original has been attached to the Certificate of Airworthiness No. 2405.

S.T. Grant

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.

Noted B 9E
NOTED
RSJ

39

5008-E7-18

Rm. 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, P.Q. January 24, 1951.

TRANSPORT - RECORDS
JAN 26 P.M. 1951
File 5608-E7-18

BY HAND

Mr. C.A. Cause,
35 5th Avenue,
St. Thomas, Ontario.

40411

Dear Sir:

This letter together with your Private Pilot Licence No. P-986 will constitute your authority to ferry Piper Cub, CF-HGR, from Montreal to St. Thomas, Ontario.

This authority is valid for day VFR flying only and no passengers are to be carried. This flight is not to be undertaken unless the aircraft has been signed airworthy for the flight by a licenced Air Engineer.

This authority does not include the use of radio and will not be valid after January 31, 1951.

Yours truly,

M. Baribeau,
for J.L. Blondeau,
District Superintendent, Air Regulations.

MB/mp

cc H.Q.
D.C.A.S. TORONTO Attn. D.S.A.R.
D.C.A.S. Mtl.
Telecommunications Division, Mtl.

R

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	X
NIGHT MESSAGE	
NIGHT LETTER	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			COLLECT WIRE

TRANSPORT - RECORDS

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

260 Richmond St W Toronto
July 11 1951

JUL 12 A.M. 1951

File 5008-E7-18

20721

JIM MAYNES
ELGIN AIRWAYS
ST THOMAS ONTARIO

PROVIDED AIRCRAFT SIGNED OUT FIT FOR FLIGHT BY QUALIFIED ENGINEER

THIS WIRE YOUR AUTHORITY TO FERRY PIPER CUB CF- EASY GEORGE ROGER

ST THOMAS TO OSHAWA DAY VFR CREW ONLY STOP DOES NOT INCLUDE

PERMISSION OPERATION RADIO APPARATUS

DB

District Superintendent
Air Regulations

DWS/alb
cc:Headquarters ✓
cc:5008-E7-18
cc:Telegram File

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

2444
4-50

CANADA

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EGR SERIAL No. 244C

1. C. of A. No. 2405 Expires June 7/51 C. of R. No. 8875 Expires June 7/51

AIRCRAFT DATA—Manufacturer Cub Aircraft Corporation Ltd. Model Piper L-4B

Hours flown—Since New 258 Hours Since Overhaul Nil

ENGINE DATA—Manufacturer Continental Model A65

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	5658268	291:15 Hours	Nil
(2)			
(3)			
(4)			

Signature of Applicant J. W. Haynes for Elgin Airways Ltd.

Date July 11, 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 R. Seaton "B" ENGINEER YZH-26

Date July 13/51

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 R. Lawrason C-5494 Charles A. Cause TEST PILOT C-5635

Date July 11, 1951 July 13/51

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..... 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.

DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING A. I. CANADA

Signed H. Boddy DISTRICT AIRCRAFT INSPECTOR

Date July 13/51

7. C. of A. and C. of R. renewed, not valid after (Date) July 13th, 1952

Permissible Gross Weights— Wheels 1,220 pounds.
Skis
Floats

Signed D. V. Rees DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date July 13th, 1951.

Other Action:—

8. H.Q. Action— C.A.R.

C.A.E.

21205

TRANSPORT - RECORDS
JUL 16 A.M. 1951
File 5008-E7-18

DEPARTMENT OF TRANSPORT

TORONTO, 260 Richmond St. W...July 13th, 1951....

Your File 5008-E7-18

SUBJECT Renewal of Certificates of Registration and Airworthiness CF-EGR

Our File 5008-E7-18

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

Attention: Superintendent, Air Regulations.

1. Attached herewith is your copy of Form No. 2444 in respect to the Renewal of the Certificates of Registration and Airworthiness for Piper L4B aircraft, CF-EGR.

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

Attach.

WMJ/BJC

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

43

3
5-51

OTTAWA, Ontario January 11, 1952
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-18 5802-9844 5802-6821	Deterioration of fuel line Piper CF-EGR	5008-E7-18 ~~5802-5969~~ 5802-20954

MEMORANDUM - C.A.R.

Reference Engine log Book entry dated July 12, 1951

Summary 1(a) Engineer R. Seaton signed the engine log book indicating the engine was airworthy for renewal of the Certificate of Airworthiness. This entry contained the following statement, "advise replacement of the fuel line filter to the carburettor, when a replacement becomes available."

(b) Both Engineer Seaton and Engineer Maynes in ~~the~~ statements are agreed that the deterioration was confined to the outer, "Neoprene," covering and the line was in their opinion still serviceable.

(c) Neither the Board of Inquiry nor the D.S.A.R. Toronto consider that this fuel line contributed to the accident to CF-EGR.

(d) The accident to this aircraft occurred less than a month after the log book entry in question and after approximately 14 hours of flying time.

(e) The D.S.A.R. Toronto in his letter of December 5, 1951 states that Seaton was advised to be more specific in his log book entries in future.

Recommendation 2. If it is considered by C.A.E. that the fuel line in question was unserviceable, then it is recommended that his opinion be obtained as to the action to be taken against the Air Engineer.

3. Submitted please.

(W.M. Johnson)
Inspector, Air Regulations.

VALID FOR DAY FLYING ONLY.

47

2462

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No.....2405.....

(Heavier than air)

FIRST PART (21.7.50) ELGIN AIRWAYS LTD., ~~(28.10.48) BOYCHUK~~

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

1. Surname of owner (or name of Company) ~~Cub Aircraft Corporation, Limited~~
2. Christian name ~~Nicholas Paul,~~
3. Address ~~650 11th St. West, Owen Sound, Ont.~~ ~~Municipal Airport, Hamilton, Ontario.~~ P.O. Box 154, St. Thomas, Ontario.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Limited.

NATIONALITY AND REGISTRATION MARKS

6. CF-EGR

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L-4B Constructor's No. 244C
8. Place and year of construction of aircraft Hamilton, Ontario, April, 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) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision E. only ~~A.B.C.D & E.~~
15. Maximum span (in flying position) 35' 2 1/2"
16. Maximum length (in flying position) 22' 4 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: A65-8F

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 735 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. 259 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. (Leading edge of main plain)

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 20 August, 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 11th day of September, 1947

H. L. Patterson

Superintendent, Air Regulations.

OWEN SOUND AIR WAYS. OWEN SOUND ONT. 16

Weight and balance report for Aircraft CF-EGR, Type- Piper L-4B Serial No. 2440

ABSTRACT

The purpose of this report on Cub Aircraft CF-EGR is to determine the C.of G. in accordance with Department of Transport Circular T/14/48 Dated Nov.22nd,1949.

PROCEDURE

(1) The Aircraft CF-EGR was weighed in the Hangar of Owen Sound Air Ways on

(2) The following conditions applied at the time in accordance with Civil Aeronautics Manual #18.Appendix 2. Page 106

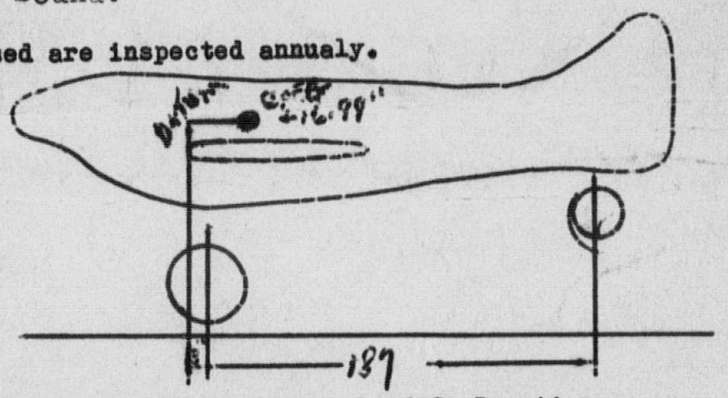
(a) The Aircraft was in a level landing position,a master level having been placed on the top lomgeron between front and rear seats,and showed a zero reading.

(b) The fuel and oil were drained and only residual oil was left in the system.

(c) The following items of equipment were in the Aircraft,Pilot and passenger seats,saftey harnesses,fire extinguisher and all instruments

(d) The scales used for weighing were as follows:- C. Wilson & Son 2500 lb. Platform Scale. Borrowed from Master Feeds of Owen Sound.

(e) Scales used are inspected annualy.



Determination of Empty Weight C.of G. Location

Item	Scales	
Left Wheel	331 lbs.	
Right Wheel	349 lbs.	$\frac{187 \times 55}{735} =$ +13.99"
Tail Wheel	55 lbs.	
	735	

C.of G. is therefore +13.99" + 3" =(distance from C/L of wheels to datum)+16.99"

Approved empty weight C.of G. is (+8.5) to (+20.3) CAA Specs.A-691

Prepaired by N.P. Bracegirdle "A" & "C" Air Engineer #A Witnessed by Paul Wawrunk

Accepted Wells 20 June 50

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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.

The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight.

Date 21/6/50 — S.T. Grant

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
		20 August 1948.	H S Patterson
1/6/48 Hamilton, Ontario.	airworthy	1st June 1949	H S Patterson
June 7 1950 Goderich, Ont.	airworthy	June 7 1951	S T Grant
July 13th, 1951 Oshawa, Ontario	airworthy	July 13th, 1952	D Saunders

(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

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2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8875

NATIONALITY AND REGISTRATION MARKS CF-EGR

1. Type and description	Piper L-4B
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ontario.
3. Constructor's serial number	2440
4. Name of owner	Elgin Airways Ltd.,
5. Address of owner	P.O. Box 154, St. Thomas, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	St. Thomas, Ont.
8. Purpose	Commercial, (Crop Duster)

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 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-EGR and is of Canadian nationality.

Given at Ottawa this 31st day of July 19 50.

H. Faulkner

Superintendent, Air Regulations.

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

Not valid after June 7th, 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

July 13th, 1951 - Renewed valid until July 13th, 1952 - D.R. Sanders

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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3
5-51

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

WVG/ZC

Ottawa, January 16th, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Pilot C. A. Couse,(C-5635). Piper L4B Aircraft, CF-EGR.	5002-294(C.A.R.) 5802-23159 5008-E7-18

MEMORANDUM TO: 1. C.A.R. (Licensing)
2. C.A.R. (Aircraft Licensing)
3. C.A.I.

1. The subject pilot was killed in an aircraft accident on August 8th, 1951.

2. May cancellation action be taken on the pilot's flying licence, 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.

Logs sent
Cancelled
17.1.52

(W. V. Gordon),
Inspector, Air Regulations.

19

WEIGHT & BALANCE REPORT FOR PIPER CUB

L.A.B. - CF-ECR

Report No. A.142

Submitted By

WESTON AIRCRAFT LIMITED

P.O. BOX 332

OSHAWA ONTARIO

WEIGHT & BALANCE REPORT

Prepared by

WESTON AIRCRAFT LIMITED
P.O. BOX 332
OSHAWA, Ontario

Report No.	-	4122
Type of Aircraft	-	L4B Prospector Piper Cub
Serial No.	-	
C of A	-	2405
C of R	-	6228
Registration	-	CF-EGR
Operation	-	Commercial (Crop Dusting)
No of Passengers	-	Pilot only
Owner	-	Elgin Airways Ltd. St. Thomas, Ont.

Date: July 21st, 1950

No. of Pages: 5

Prepared by: H B Picken

H. B. Picken B.Sc. (A.E.)
Aeronautical Engineer
Registered Professional
Province of Ontario.
Member of Institute of
Aeronautical Sciences

REGISTERED PROFESSIONAL ENGINEER
H. B. PICKEN
PROVINCE OF ONTARIO

Weighed &
Witnessed by R. Seaton

R. Seaton A-1890
Chief Inspector.
Weston Aircraft Limited.

Satisfactory
W Bell
28 July 50

WEIGHT & BALANCE REPORT FOR PIPER CUB J4B- CF-EGR

Abstract

The purpose of this report is to determine if the C.G. travel on aircraft CF-EGR stays within the limits set by the Manufacturer for various loading conditions.

Procedure

1. The aircraft CF-EGR was weighed in the hangar of Weston Aircraft Limited, July 21st, 1950.

2. The following conditions applied at the time in accordance with U.S. Air Commerce Manual CAR-04, Appr. II.

(a) The aircraft was in a level landing condition. This was found by putting a master level on the bottom of the top longeron, between the front and rear seats as defined by C.A.A. Bulletin 691-4.

(b) The datum point used for the C.G. determination and reference point is the leading edge of the wing as outlined in the C.A.A. Manual.

(c) The fuel and oil were drained and only residual oil was left in the system.

(d) The following items of fixed equipment were in the aircraft at the time of weighing:

(1) 1 Safety Belt.
(2) One Fire extinguisher.
(3) 1 Seat Cushion.
(4) 1 Aero Dust King Unit.

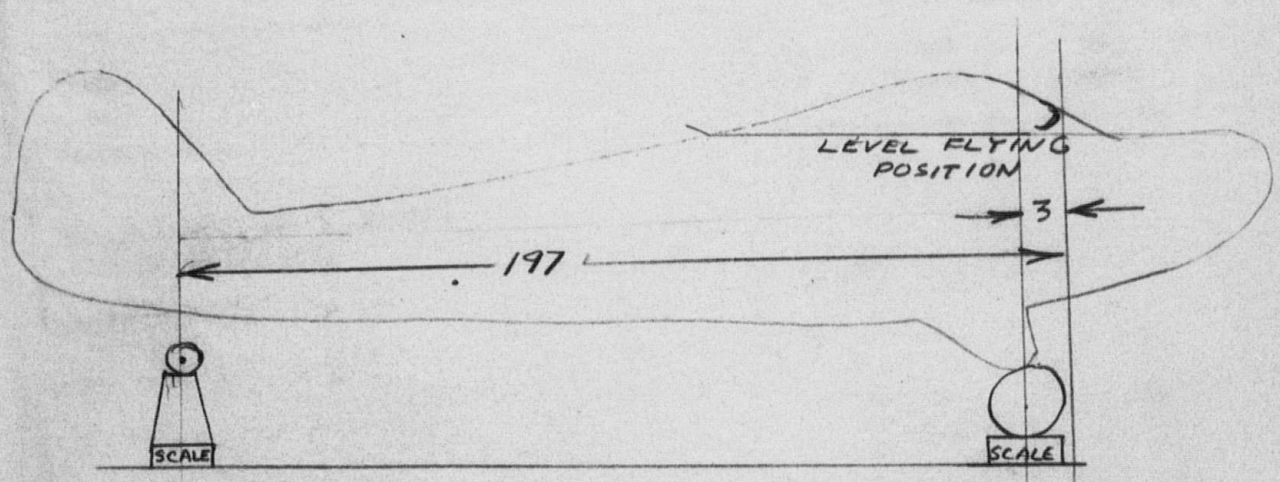
3. The center of gravity limits as shown in the C.A.A.'s Inspection Handbook, Chapter 18 are as follows:

Forward Limit - 10.6" aft of the leading edge.
Aft Limit - 22.7" aft of the leading edge.

4. The maximum allowable all-up weight is 1220 lbs.

5. The scales used for weighing operations are the property of Weston Aircraft Limited.

WEIGHT & BALANCE REPORT FOR PIPER CUB ~~J4B~~ CF-EGR



Item	Scale Reading	Tare	Net Weight	Arm in Inches	Post Moment
Left Main Wheel	372	--	372	3	1116
Right Main Wheel	364	--	364	3	1092
Tail Wheel	120	56	64	197	12600
GROSS WEIGHT & MOMENT	856	56	800	18.52'	14818

C.G. Empty = $\frac{14818}{800}$ = 18.52' aft of the datum.

WEIGHT & BALANCE REPORT FOR PIPER CUB LAB- CF-EGR

Item	Weight lbs	Arm in Inches	Post Moment	Neg Moment
1. C.G. for most forward loading condition				
Empty Weight	800	18.51	14818	
Fuel - 10 gal at 7.2	72	- 18		- 1296
Oil - 1 gal @ 9 lbs	9	- 29		- 261
Pilot - front seat @ 170	170	9	1530	
GROSS WEIGHT & MOMENT	1051	14.08	16348	- 1557

C.G. for most forward loading condition = $\frac{16348 - 1557}{1051} = \frac{14791}{1051}$

= 14.08" aft of datum.

Note: - Rear gasoline tank is not to be used while aircraft is equiped with dusting unit.

WEIGHT & BALANCE REPORT FOR PIPER CUB L4B - CF-EGR

Item	Weight lbs	Arm in Inches	Post Moment	Neg Moment
2. C.G. for most rearward loading condition				
Empty Weight of Aircraft	800	18.52	14818	
Fuel - 5.76 gal @ 7.2	41	-18		-738
Oil - 1 gal @ 9	9	-29		-261
Pilot - front seat @ 170	170	9	1530	
Dust load 200 lbs	200	36	7200	
GROSS WEIGHT & MOMENT	1220	18.43	23548	-999

C.G. for most rearward loading condition when aircraft is used as duster

$$= \frac{23548 - 999}{1220} = \frac{22549}{1220} = 18.43\text{" aft of datum.}$$

WEIGHT & BALANCE REPORT FOR PIPER CUB L4B - CF-EGR

Conclusion

When Piper Cub L4B is used as a crop duster with 200 lbs of dust, the maximum gasoline load permitted is 5.76 gallons.

It is also pointed out that the rear fuel tank with which model L-4B is equipped is not to be used at any time during dusting operations or with a load of dust on board.

It is the responsibility of the pilot to comply with the requirements set out in this report.

WEIGHT & BALANCE REPORT FOR PIPER CUB L4B - CF-EGR

Conclusion

When Piper Cub L4B is used as a crop duster with 200 lbs of dust, the maximum gasoline load permitted is 5.76 gallons.

It is also pointed out that the rear fuel tank with which model L-4B is equipped is not to be used at any time during dusting operations or with a load of dust on board.

It is the responsibility of the pilot to comply with the requirements set out in this report.

51

Ottawa, 18th January, 1952

Piper 14B Aircraft CF-EGR

5008-E7-18
~~5002-294~~
5802-23159

JCF/ANB

REGISTERED

District Controller, Air Services,
260 Richmond Street West,
TORONTO 2B, Ontario.

Attention: District Superintendent, Air Regulations

1. Enclosed are the Journey and Aircraft and Engine Log Books covering Piper 14B aircraft CF-EGR, which was destroyed in an accident on August 8th, 1951.

2. When returning the Log Books to the owners, their attention should be drawn to paragraph 8.2.4.1 of The Air Regulations.

3. Also enclosed is the Canadian Pilot Log Book of the late C.A. Couse for return to his next-of-kin.

(C. T. Travers)
Superintendent of Air Regulations.

Enc.

R

FILE No. 5008 - E 7 - 21 VOLUME No. 1

VOL. 1 5008 - E 7 - 21

DEPARTMENT OF TRANSPORT

FROM MAY 1948
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EGU - PIPER L4B

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 31 '48	8724	CAR			MAY 31 48
JUL 21 1949	16415	CAR			AUG 23 1949
		CAE			AUG 23 1949
JUL 21 1949	16426	CAR			AUG 23 1949
		CAE			AUG 23 1949
AUG 23 1949		CAE			AUG 24 1949
AUG 24 1949		CRD			AUG 25 1949
AUG 25 1949 SEP 13 1949 SEP 14 1949		[illegible]			SEP 13 1949
AUG 25 1949	20223.	CAR			SEP 14 1949
		CAI			SEP 13 1949
	M. Timbal —	CAR			SEP 13 1949
JAN 28 1950	43534	CAR			FEB 9 1950
		CAE			FEB 9 1950
FEB 9 1950		R.F.L.			FEB 9
	(5008-E7-22) 29315	C			AUG 28 1951

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

1
9-47

CD 2K

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.

EDMONTON ALBERTA MAY 25, 1948 MAY 28 P.M.

A 8724

YORKTON FLYING SERVICES
YORKTON SASKATCHEWAN

RETEL THIS YOUR AUTHORITY TO FERRY EASY GEORGE UNCLE TO REGINA VALID TO TWENTY NINTH INSTANT

DISTRICT INSPECTOR AIR REGULATIONS

COLLECT

Ch ✓
our file: 1-839
Hqs. file: 5008-E7-3

W

- PHONE 21112

TRANSPORT-RECORDS
5008-E7-21
File

COPY

ORIGINAL ON FILE.....

COPY FOR FILE.....

TOR:5008-E7-21

BY HAND

260 Richmond St. W., Toronto,
June 9th, 1949.

Transvision-Television (Canada) Ltd.,
Municipal Airport,
Hamilton, Ontario.

Gentlemen:

Receipt is acknowledged of your application for registration of Piper L4B aircraft C F - E G U, Serial No. 248C; together with the following documents:-

a. Application form in triplicate.
b. $10.00 fee - receipt no. 86302 enclosed.
c. Aeroplane Inspection Release Certificate in triplicate.
d. Weight and Balance Report in triplicate.

Pending checking of the Weight and Balance Report, this letter will constitute your authority to operate C F - E G U as a commercial aircraft (landplane) on day visual flying only. The all-up-weight of this aircraft is not to exceed 1220 lbs. This authority is valid until July 9th, 1949.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

(D.W. Saunders)
District Inspector, Air Regulations,
Toronto.

/alb

8
2-47

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-EGU

Aeroplane Type Piper Landplane ~~Seaplane~~ ~~Skiplane~~ Model L4B

Manufacturer Cub Aircraft Corporation Limited Serial No. 248C

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

CATEGORY

Normal

~~Aerobatic~~
~~Special~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - ~~Private~~
(e - Aerial work.

(f - ~~Racing~~
(g - ~~Experimental~~.

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A-65-8F	
Serial No.	5973578	
Take-off Power	65 H.P.	
Take-off R. P. M.	2150	
Take-off Manifold Pressure ...	NA	
Take-off Octane Rating of Fuel	73 octane min.	
Maximum Power (Continuous operation)	50 H.P.	
Maximum Power R. P. M.	2350	
Maximum Power Manifold Pressure	NA	
Maximum Power Octane Rating of Fuel	80 octane	

PARTICULARS OF AIRSCREWS

Maker	Sensenich Bros.				
Type	72CK4AM				
Blade Drawing No	---------				
Blade Serial Nos.	N-8987				
Hub Drawing No.	NA				
Hub Serial No.	---------				
Blade Settings	---------				
Diameter	72"				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 800 x 4 Tire Goodrich

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) #1 Fuselage Bay	10	(1) Oil Sump attached	
(2) #4 Fuselage Bay	7.5	(2) to bottom of engine	3/4
(3)		(3)	
(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	"		
Compass	Airpath		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	" "		
Oil Temperature Gauge	" "		
Liquid Thermometer (for liquid cooled engines only)	----------		
Safety Belt(s)	Russell Mfg.		
Fire Extinguisher(s)	1 quart Pyrene		

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 EQUIP'ENT			
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	731 lbs.	lbs.	lbs.
Disposable load	131 lbs.	lbs.	lbs.

Disposable load calculated with auxiliary tank full.
Centre of gravity of aeroplane at above tare weight ...17.9. inches behind
Leading edge of mainplane
.....
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.
NIL			

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
NIL			

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under ~~xxx~~ 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 Gordon Allen Date June 9-49.
Chief Inspector A-1549.

TRANSVISION TELEVISION (Canada) 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 A. Bisci Air Engineer Gordon Allen Chief Inspector
A-2429 June 9-49 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 Glenn K. White Date June 9-49
Test Pilot C-2037.

_____ 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 _____ Subdivision _____ 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) 19-7-49.

Signed _____
District Inspector, Civil Aviation.

CUB PROSPECTOR CF-BOU

WEIGHT AND BALANCE REPORT

Aircraft was weighed in the hangar of Transvision-Television (Canada) Limited at Hamilton, Ontario on June 8, 1949.

The aircraft was placed with the front axle jig on the main scale and the tail was elevated to flight position and the tail wheel placed on a scale. Levelling was checked by the horizontal position of the top longeron between the seats.

The gas tank was empty and there was one gallon of oil in the engine. Standard equipment includes, fire extinguisher, cushions and auxiliary gas tank installation.

C. G. calculations are as follows:

CONDITION A Weight Empty

	Wgt.	Arm	Moment
Front Scale	+685	+ 3	+ 2055
Rear Scale	+ 55	+197	+10835
Oil	- 9 lbs.	- 29	+ 261
	731 lbs.	17.9	13151

CONDITION B All up weight

Condition A	+731	+17.9	+13151
Oil	+ 9	- 29	- 261
Gas (Main)	+ 72	- 18	- 1296
Gas (Auxiliary)	+ 50	+ 70	+ 3500
Pilot (Front)	+170	+ 9	+ 1530
Passenger (Rear)	+170	+ 36	+ 6120
Baggage	+ 18	+ 49	882
	1220	19.3	23626

CONDITION C Most rearward position of C.G.

Condition A	731	17.9	13151
Oil	9	-29	- 261
Gas (Auxiliary)	+ 50	+70	+ 3500
Pilot (Front	+170	+ 9	+ 1530
Baggage	+ 50	+49	+ 2450
	1010	20.1	20370

CONDITION D Most forward position of C.G.

Condition A	731	17.9	13151
Oil	9	-29	- 261
Gas (Main)	72	-18	- 1296
Pilot (Front)	170	+ 9	+ 1530
	982	13.3	13131

Manufacturers limits are ~~+8.5~~ +10.6 to ~~+20.3~~ +22.7 as landplane. WBH

Satisfactory as landplane WBH 28 June 49

B. Gordon Elkin

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.

CF-EGU

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 F. J. Seidel

Date of Application June 6, 1949

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Transvision-Television (Canada) Limited	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
F. J. Seidel	President	Toronto, Ontario	Canadian
H. P. Wilson	Director	Toronto, Ontario	Canadian
N. Vincent	Director	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 October 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 L4B Maker's No. 2480

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2⅛"	
Length o/a in feet	22' 4⅛"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)	———	
Weight equipped, but without load, fuel, or oil	731 lbs.	
Total weight authorized (fully loaded) in lbs	1220 Air speed 80 miles per hour	

EQUIPMENT—(Give number and type).

1. Instruments Tachometer (Stewart-Warner) 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 A-65-8F #5973578			
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

3 2 6-47

Toronto, Ontario, July 19th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-21	Re-Registration of aircraft CF-EGU	5008-E7-21

TRANSPORT - RECORDS
JUL 21 A.M.
File 5008-E7-21

16415

Director of Air Services,
Department of Transport,
OTTAWA.

1. Herewith the following documents relating to re-registration of Piper L4B aircraft CF-EGU, Serial No. 248C, purchased by Transvision-Television (Canada) Ltd.

(a) Application form in duplicate.
(b) $10.00 fee (see page 8881 in cash book, receipt no. 86302).
(c) Weight and Balance Data in duplicate.
(d) Copy of letter of temporary authority.
(e) Aeroplane Inspection Release Certificate.

S.H. Grant

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.

COPY

4

ORIGINAL ON FILE.....

COPY FOR FILE..... TOR:5008-E7-21

REGISTERED

260 Richmond St. W., Toronto,
July 20th, 1949.

Mr. George Williams,
R.R. # 1,
BAILIEBORO, Ontario.

Dear Sir:

Receipt is acknowledged of your application for re-registration of Piper L4B aircraft CF-EGU, Serial No. 248C, which you recently purchased from Transvision-Television (Canada) Limited; together with the following papers:

(a) Application form in triplicate.
(b) $5.00 fee - receipt no. 86381 attached.
(c) Bill of Sale.
(d) Old letter of temporary authority.
(e) Journey and Aircraft Log Book - herewith enclosed.

One copy of the Aeroplane Inspection Release Certificate, duly signed, is herewith returned.

Pending issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your authority to operate CF-EGU as a commercial aircraft (landplane & seaplane) on day visual flying. The all-up-weight of this aircraft is not to exceed 1220 lbs. as a landplane and 1300 lbs. as a seaplane. This authority is valid until October 20th, 1949.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

(D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

8
2-47

/alb
encls.

CANADA

DEPARTMENT OF TRANSPORT

5

REFER TO FILE NUMBER
TOR:5008-E7-21

BY HAND

260 Richmond St. W., Toronto,
June 9th, 1949.

Transvision-Television (Canada) Ltd.,
Municipal Airport,
Hamilton, Ontario.

Gentlemen:

Receipt is acknowledged of your application for registration of Piper L4B aircraft C F - E G U, Serial No. 248C; together with the following documents:-

a. Application form in triplicate.
b. $10.00 fee - receipt no. 86302 enclosed.
c. Aeroplane Inspection Release Certificate in triplicate.
d. Weight and Balance Report in triplicate.

Pending checking of the Weight and Balance Report, this letter will constitute your authority to operate C F - E G U as a commercial aircraft (landplane) on day visual flying only. The all-up-weight of this aircraft is not to exceed 1220 lbs. This authority is valid until July 9th, 1949.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

(D.W. Saunders)
District Inspector, Air Regulations,
Toronto.

/alb

6

DATE....June 9, 1949.....

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. George Williams,
R. R. #1,
Bailieboro, Ontario.

heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels viz:

Airplane Piper L4B CF-EGU

Serial #248C

Engine Continental A-65-8F

Engine# 5973578

Transvision-Television (Canada) Limited

Signed.....

2413
1-48

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 *Georg H Williams*

Date of Application *19/7/49*

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Georg H Williams	*R R 1 Bethesboro 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)

commercial

Usual Station *Peterboro*

Date and place of manufacture or reconstruction

Crew required

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 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 L4B Maker's No. 2480

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet		
Length o/a in feet		
Height o/a in feet		
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
2. Gauges
3. Lights
4. Signals
5. Fire Extinguishers
6. Parachutes
7. Tools
8. Other Equipment

SEE ORIGINAL APPLICATION

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type				
Pusher or Tractor				
Right or Left Hand				
No. of Cylinders				
H.P.				
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

4 2 6-47

Toronto, Ontario, July 20th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-21	Re-Registration of aircraft CF-EGU	5008-E7-21

16426

TRANSPORT - RECORDS
JUL 21 A.M.
File 5008-E7-21

Director of Air Services,
Department of Transport,
OTTAWA.

1. Herewith the following documents relating to re-registration of Piper L4B aircraft CF-EGU, Serial No. 248C, recently purchased by Mr. George Williams from Transvision-Television (Canada) Ltd:-

(a) Application form in duplicate.
(b) $5.00 fee (see page 8885 in cash book, receipt no. 86381).
(c) Bill of Sale.
(d) Old Letter of Temporary Authority.
(e) Copy of letter of temporary authority.

8149 (R)
3137 (A)

A/S-T Grant
(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

TORONTO, July 22, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E7-21 5802-22008	ACCIDENT: Piper L4B, CF-EGU - June 28, 1949 Fairey Lake, Ontario	5008-E7-21 5802-156-30

TRANSPORT - RECORDS
JUL 26 A M
File 5008-E7-21

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

Attention: C.A.R.

18666

1. Attached please find Inspector S.T. Grant's report after investigating the subject accident.

2. It will be noted from the pilot's report (Mr. G.S. Williams) that he states he did not see the hydro lines crossing the narrow channel from which he was taking off and, also, that these power lines were not marked on the Muskoka Map (Provisional Series - Scale: 2 miles to 1 inch - Department of Mines & Resources) which was obtained from the Hydrographic and Map Service, Ottawa. However, it is considered that this pilot, after becoming airborne, did not maintain a proper lookout and is guilty of carelessness.

3. As Mr. G.S. Williams and his passenger only received minor injuries, and the owner of this aircraft (Mr. Williams) has been put to considerable expense before CF-EGU is again airworthy, the suspension of his Private Pilot's Certificate No. 6963 is not recommended, please.

26/7/49

COPY ON
5802-22008

(D.W. Saunders),
District Inspector, Air Regulations,
for District Controller of Air Services,
Toronto.

ENTERED
IN ACCIDENT
RECORDS

M E M O R A N D U M

Entered on Accident Cards

TO: District Inspector, Air Regulations.

FROM: Air Regulations Inspector, S.T. Grant.

SUBJECT: Accident - Piper L4B, CF-EGU - June 28, 1949.

1. On June 28, 1949, the writer and Mr. H. Batt investigated an accident involving Piper L4B aircraft CF-EGU at Fairey Lake, near Huntsville, Ontario.

2. It was found that Mr. George Samuel Williams (pilot and owner of said aircraft carrying a passenger, Mr. E.J. Chartrand) just after taking off, struck hydro lines stretching across the take-off run. The aircraft spun into the water and the occupants were immediately picked up by witnesses; experiencing only minor injuries.

3. The pilot reports that he was taking off into the south west, and that the aircraft left the water just before entering a channel at the end of the lake. When at approximately 100 feet, the aircraft hit the hydro lines, which it is reported the pilot or passenger did not see, running across the channel.

4. The weather at the time and place of the accident was clear with light winds and, therefore, was not considered to be a contributing factor to the cause of this accident.

5. Attached please find statements given by the pilot and a witness, also, Aircraft Inspector H. Batt's report giving the extent of damage to the aircraft.

CONCLUSION:

Although Mr. Williams states that this power line was not marked on the Air Navigation Map in use, it is considered that the cause of the accident was carlessness on the part of the pilot as stated in Air Regulations, Part VIII, Paragraph 22.

S.T. Grant

(S.T. Grant),
Air Regulations Inspector,
Toronto.

STATEMENT GIVEN BY MR. G.S. WILLIAMS (PILOT) AND MR. E.J. CHARTRAND (PASSENGER):

I had been in Huntsville on the afternoon of June 28, 1949, and at 15:20 hours, I decided to leave and was about to take off to the south. This was the first time that I had been at Huntsville and by the map that I had in my possession, there were no obstructions to be seen. I took off straight ahead and at about 100 feet, I instantly saw some wires before me. The aircraft hit them and began to spin. The aircraft hit the water and we were submerged. When I was able to get out of my safety belt, shortly after I reached the surface, a boat came along and picked us up.

Q: How much gas did you have on board?

A: About 19 gallons.

Q: Did you have any other baggage on board?

A: Fishing tackle, a few clothes and two rifles.

Q: What license do you hold?

A: A private license - No. 6963.

Q: What experience?

A: About 44 hours.

Q: What map did you have with you?

A: MUSKOKA - Provisional Edition - Scale: 2 miles to 1 inch. Department of Mines & Resources.

CERTIFIED TRUE COPY

S.T. Grant

Q: From whom did you receive this map?

A: The Hydrographic and Map Service, Ottawa. I had requested the map to aid me in my flying.

(Signed) George S. Williams

(Signed) Ernest J. Chartrand

CERTIFIED TRUE COPY

S. H. Grant

MR. H. MICHIE, WITNESS TO THIS ACCIDENT, STATES:

I was standing on the veranda of the cottage when my mother drew my attention to an aircraft which was taking off. The aircraft had left the water and was about 100 feet in the air when it came into full view, and at that moment it hit two wires stretching across the channel. After hitting the wires, the aircraft went straight down and hit the water. I immediately got into my boat and went to the aircraft.

Q: Was the aircraft flying level when it hit the wires?

A: Yes.

(Signed) H. Michie

CERTIFIED TRUE COPY

S.T.Grant....

REPORT ON ACCIDENT TO PIPER CF-EGU

WHICH OCCURRED ON JUNE 28, 1949

AIRCRAFT TYPE: Piper L4B, CF-EGU

ENGINE TYPE: Continental 65 H.P.

APPROXIMATE TIME OF ACCIDENT: 15:20 hours

PROPELLER: Both blades shattered. This was caused by high engine speed when the aircraft came in contact with the water, out of a spin. Said spin was caused when the aircraft contacted some High Tension wires which were some 75 - 100 feet above the surface of the water. The High Tension wires were not broken by contact with the aircraft.

FUSELAGE: Top of cabin of fuselage crushed.
One control stick (front) in position.

WINGS: Starboard - leading edge crushed from front to spar - the whole length of the wing.
Port - torn off at root end fittings; wing struts broken away at lower longeron fittings.

EMPENNAGE: Rudder bent over towards port side.

ENGINE: In good condition, but water logged.

ENGINE (CONT'D): Front parts of cowling damaged.

FLOATS: Approximately 4" hole in top of the starboard float caused by a piece of the propeller blades striking same. Floats were in perfect condition with the exception of the above damage.

THE FUEL TANKS WERE FULL

H. Batt

(H. Batt),
Aircraft Inspector,
Toronto.

/JS

9

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8149

NATIONALITY AND REGISTRATION MARKS CF-EGU

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Ltd., Hamilton, Ont.
3. Constructor's serial number	2486
4. Name of owner	George Williams
5. Address of owner	R.R.#1, Bailiebore, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Peterbore, Ont.
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 July 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-EGU and is of Canadian nationality.

Given at Ottawa this 10th day of August 1949.

Superintendent, Air Regulations.

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

/JS

VALID FOR DAY FLYING ONLY

VA[illegible] IN CANADA ONLY

2462
6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 3137

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Williams
2. Christian name George
3. Address R. R. 1, Bailiebore, Ontario,
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation, Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-BGW

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4B Constructor's No. 2480
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' 4½"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed ..... One .....

19. Makes ..... Continental .....

20. Types ..... A-65-8F .....

21. International power of the engine or engines at .....

Take-off (a) Sea level ..... 65 ..... H.P. at ..... 2300 ..... revolutions per minute.
(International number of revolutions)

M.E.T.O. (b) Rated Altitude ..... 65 H.P. at ..... 2300 ..... 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 ..... ~~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 ..... One Thousand Two 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 ..... 2300 ..... 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 having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... July 20, 1949 ..... 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 ..... 10th ..... day of ..... August ..... 19 ..... 49 .....

..... *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.

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
		July 20, 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.

/3s

10

5006-E7-21
Ottawa, Ontario,
August 22, 1949.

R E G I S T E R E D

Mr. George Williams,
R.R. #1,
Bailieboro, Ont.

Dear Sir/s-

Enclosed are Certificate of Registration No. 4149 and Certificate of Airworthiness No. 3137, together with Engine and Journey and Aircraft Log Books, for your Piper L4B aircraft, CF-EGU, Serial No. 2480.

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 20, 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.

Yours truly,

(S. Jerram),
for Superintendent, Air Regulations.

P.S. Propeller Log Book(s) enclosed. Yes ☐ No ☒

TORONTO
AC-5-59

PSW/JS

Ottawa, August 2, 1949.

5008-E7-21
5802-156-30

Accident: Piper L4B CF-EGU - June 28, 1949
Fairey Lake, Ontario.

5802-22008
5008-E7-21

District Controller of Air Services,
260 Richmond St. W.,
Toronto 2B, Ont.

Att'n. District Inspector, Air Regulations.

1. Reference is made to your letter of July 22, 1949, regarding the accident to Piper aircraft CF-EGU at Fairey Lake, Ont. on June 28, 1949.

2. It is considered that private pilot Geo. Samuel Williams is to be warned under Part VIII, para.22 (carelessness and lack of caution) of the Air Regulations.

3. May a copy of your letter to Mr. Williams be provided for our files, please.

(C. T. Travers),
Superintendent, Air Regulations.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE
CORRESPONDANCE EXCLUSIVE AVEC WESTERN UNION CABLE SERVICE

FORM 6122-B

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG
GENERAL MANAGER GÉRANT GÉNÉRAL
TORONTO

STANDARD TIME — HEURE NORMALE 1949 JUN 29 AM 11 44

(40)

TNA227 54/47 DL=KN TORONTO ONT 29 1127A .24555

DIRECTOR OF AIR SERVICES, ATTN S.A.R=

319 DEPT OF TRANSPORT NO 3 TEMPORARY BLDG OTTAWA=

ART 173 PROVINCIAL POLICE HUNTSVILLE REPORT AIRCRAFT CHARLIE FOX DASH EASY GEORGE UNCLE STRUCK HYDRO WIRES TAKE OFF APPROXIMATELY 1530 HOURS 20TH INSTANT AND CRASHED STOP PILOT GEORGE WILLIAMS AND ONE PASSENGER SLIGHTLY INJURED STOP AIRCRAFT POSSIBLY WRITE OFF STOP INSPECTORS GRANT AND BATT DESPATCHED TO INVESTIGATE =

DISTRICT INSPECTOR AIR REGULATIONS.

COPY

TRANSPORT-RECORDS
AUG 10 A.M. 1949
File 5008-E7-21

13

ORIGINAL ON FILE.....5802-22008

COPY FOR FILE.....5008-E7-21

260 Richmond Street W., Toronto
August 8, 1949.

20273

Mr. G.S. Williams,
R.R. #1,
INGLEWOOD, Ontario.

Dear Sir:

Herewith your Private Pilot's Certificate No. 6963.

Referring to the accident in which you were involved on June 28th, 1949, at Fairey Lake near Huntsville, Ontario, in Piper L4B aircraft CF-EGU; it is considered that this accident was caused through a violation of Air Regulations, Part 8, Paragraph 22, showing carelessness and lack of caution on your part.

Records Branch
Ottawa, Ontario
1949

This accident report will be held on file at this office and any further violations may result in action being taken by this Department.

Will you kindly advise this office, as soon as possible, whether you intend to rebuild CF-EGU, or if the same is considered to be a write-off.

Yours truly,

for District Inspector,
Air Regulations,
Toronto.

NOTED
SEP 19 1949
Revenue Audit
Dept. of Transport.

STG/AG
Enc.
Registered.

c.c. H.Q.

8
6-48

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E7-21
Ottawa, Ontario,
August 22, 1949.

REGISTERED

Mr. George Williams,
R.R. #1,
Bailieboro, Ont.

Dear Sir/s-

Enclosed are Certificate of Registration No 8149 and Certificate of Airworthiness No. 3137 , together with Engine and Journey and Aircraft Log Books, for your Piper L4B aircraft, CF-EGU , Serial No. 2480.

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 20, 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.

Yours truly,

H. Matthews

(~~Superintendent~~),
for Superintendent, Air Regulations.

P.S. Propeller Log Book(s) enclosed. Yes ☐ No ☒

AC-5-59

T. Matthews -
Please turn this into the D.O.T.
This aircraft is written off R. Seaton -

/JS

15

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8149

NATIONALITY AND REGISTRATION MARKS CF-EGU

1. Type and description	Piper L4B
2. Name and address of constructor	Cub Aircraft Corporation, Ltd., Hamilton, Ont.
3. Constructor's serial number	248C
4. Name of owner	George Williams
5. Address of owner	R.R.#1, Bailieboro, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Peterboro, Ont.
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 July 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-EGU and is of Canadian nationality.

Given at Ottawa this 10th day of August 1949.

F. H. Walters

Superintendent, Air Regulations.

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

/JS

VALID FOR DAY FLYING ONLY

14

D IN CANADA ONLY

2462
6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 3137

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Williams
2. Christian name George
3. Address R. R. 1, Bailiebore, Ontario,
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation, Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-ECU

DESCRIPTION OF AIRCRAFT

7. Type Piper Series L4B Constructor's No. 248C
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' 4½"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed ..... **One** .....

19. Makes ..... **Continental** .....

20. Types ..... **A-65-8F** .....

21. International power of the engine or engines at .....

Take-off (a) Sea level ..... **65** ..... H.P. at ..... **2300** ..... revolutions per minute.
(International number of revolutions)

M.E.T.O. (b) Rated Altitude **65** H.P. at ..... **2300** ..... 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~~ ..... ~~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. ..... lbs.

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

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 ..... **One Thousand Two 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 **2300** 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 having regard to the reports furnished to him issues the present Certificate of Airworthiness dated **July 20, 1949** 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 **10th** day of **August** 19**49**

H. Patterson

Superintendent, Air Regulations.

CUB PROSPECTOR CF-EGU

WEIGHT AND BALANCE REPORT

Aircraft was weighed in the hangar of Transvision-Television (Canada) Limited at Hamilton, Ontario on June 8, 1949.

The aircraft was placed with the front axle jig on the main scale and the tail was elevated to flight position and the tail wheel placed on a scale. Levelling was checked by the horizontal position of the top longeron between the seats.

The gas tank was empty and there was one gallon of oil in the engine. Standard equipment includes, fire extinguisher, cushions and auxiliary gas tank installation.

C. G. calculations are as follows:

CONDITION A Weight Empty

	Wgt.	Arm	Moment
Front Scale	+685	+ 3	+ 2055
Rear Scale	+ 55	+197	+10835
Oil	- 9 lbs.	- 29	+ 261
	731 lbs.	17.9	13151

CONDITION B All up weight

Condition A	+731	+17.9	+13151
Oil	+ 9	- 29	- 261
Gas (Main)	+ 72	- 18	- 1296
Gas (Auxiliary)	+ 50	+ 70	+ 3500
Pilot (Front)	+170	+ 9	+ 1530
Passenger (Rear)	+170	+ 36	+ 6120
Baggage	+ 18	+ 49	882
	1220	19.3	23626

CONDITION C Most rearward position of C.G.

Condition A	731	17.9	13151
Oil	9	-29	- 261
Gas (Auxiliary)	+ 50	+70	+ 3500
Pilot (Front	+170	+ 9	+ 1530
Baggage	+ 50	+49	+ 2450
	1010	20.1	20370

CONDITION D Most forward position of C.G.

Condition A	731	17.9	13151
Oil	9	-29	- 261
Gas (Main)	72	-18	- 1296
Pilot (Front)	170	+ 9	+ 1530
	982	13.3	13131

Manufacturers limits are ~~+8.5~~ +10.6 to ~~+20.3~~ +22.7 as landplane. WDW

Factory Landplane WDW 28 June 49

B. Gordon Elkin

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.

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
		July 20, 1950	H. S. 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.

COPY

TRANSPORT - RECORDS
JAN 2[illegible] A.M.
File 5008-E7-21

ORIGINAL ON FILE 5008-E5-7

COPY FOR FILE 5008-E7-21

Toronto, Ontario. January 25th, 1950.

Re-Registration of aircraft CF-EEG

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

43574

Attention: Superintendent, Air Regulations.

1. Herewith the following documents relating to re-registration of Piper J3 aircraft, CF-EEG, Serial No. 207C, in the name of Mrs. Mary Elizabeth Oakman:-

(a) Application form in duplicate.
(b) Fee of $5.00 (see page 8905 in cash book, receipt no. 110526).
(c) Bill of Sale - Mr. G.L. Schmidt to Mr. M. Galbraith.
(d) Statutory Declaration re sale of aircraft from Mr. M. Galbraith to Rockland Airways and loss of Certificate of Airworthiness No. 2100 and Certificate of Registration No. 5708.
(e) Bill of Sale - Rockland Airways to Mr. M.E. Oakman.
(f) Inspection Report of overhaul.
(g) Weight and Balance Report in duplicate.
(h) Copy of letter of temporary authority.
(i) Old Certificate of Registration No. 8149 and Certificate of Airworthiness No. 3137 relating to CF-EGU - returned for cancellation.

noted
RFL 9/2/50
attach.(10)

(D.W. Saunders),
District Inspector, Air Regulations,
for District Controller, Air Services,
Toronto.

Aircraft written off
fees two folios down
EEL

noted
RSL

8
9-49

FILE No. 5008 - E 8 - 2

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM AUG. 1946

TO

VOL. 1

5008 - E 8 - 2

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EHB ~ 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

58825 Co

FILE No. 5008 - E8 - 2

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM AUGUST 1946

TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - EHB CESSNA 140

CROSS REFERENCES

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

5008 - E8 - 2

(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 0 1946	1946				SEP 1 0 1946
SEP 1 9 1946	21271	SAL		LSJ	SEP 23 1946
DEC 9 1946	23231	SAL		LSJ	
	60298	SAL			MAR 17
JAN 1 1947		CAI (1)			
		Treas.			
MAR 21 1947	76292	CAR			
		CAI			
	3595	CAR			APR 15
APR 15 1947					
MAN 8 - 48	39886	CAR			MAR 11
MAR 27 48	41916	CAR			APR 1 48
NOV 22 48	33567	CAR			NOV 23 48
NOV 26 48	31544	CAR		LJ	
NOV 29 1948	34256	CAR		LJ	DEC 13 48
		CAE			DEC 13 48
FEB 17 1949	44522	CAR			FEB 21 1949
MAR 1 - 1949	46151	CAR			MAR 3 - 1949
APR 1 - 1949	50450	CAR			APR 8 - 1949
APR 8 - 1949		CAI			APR 8 - 1949
APR 8 - 1949		CAE			
		Treas. Accounts			APR 11 1949
APR 11 1949					APR 20 1949
DEC 2 - 1949	35200.	CAR		LSJ	DEC 2 - 1949
DEC 6 - 1949	36820.	CAR		LSJ	DEC 1 1 1949
		CAE			
JAN 2 1 1950	Reg McCurdy	RFL			JAN 23 1950
JUL 2 0 1950	14333	CAR			AUG 21 1950
AUG 21 1950		CAI			AUG 22 1950
SEP 5 1950	18224	CAR			SEP 8 1950
		CAE			SEP 8 1950

8
6-44

ORIGINAL ON FILE 5008-E8-1 **COPY** FOR FILE 5008-E8-2

CANADIAN PACIFIC TELEGRAPHS

(TRANSPORT) (AIR) (2221)

OTTAWA ONTARIO AUGUST 1 1946

AVIATION SERVICES LIMITED
REGINA SASKATCHEWAN

AR31 RETEL REGISTRATION MARKINGS CF-EASY HOW ABLE CF-EASY HOW BAKER CF-EASY HOW CHARLIE ALLOTTED CESSNA AIRCRAFT stop REGISTRATION FORMS BEING FORWARDED.

CIVIL AVIATION

c.c. DIAR EDMONTON

HTB/BB

2 copies
HM.M.

1-629

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
September 4, 1946.

A-1271

Pilot Wm. Titian,
c/o Aviation Services Ltd.,
205 Walter Scott Bldg.,
MOOSE JAW, Sask.

TRANSPORT-RECORDS
SEP 9 A.M.
File 5118 C 8-2

Dear Sir:

This letter constitutes your temporary authority to ferry Cessna 140 aircraft CF-MHB from the Canadian-United States Border to Regina, Saskatchewan. Customs formalities, etc. are to be complied with at Regina.

This ferry flight is to be carried out under Visual Flight Rules, day flying only, with no passengers on board the aircraft, and provided the aircraft has been certified safe for the flight in question by a competent person.

This authority to be not valid after October 3, 1946.

Yours very truly,

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

KFS/M
Ch ✓

noted

4

1-629

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

AIR MAIL

E. T. Taylor, Esq.,
KEELER, Sask.

Dear Sir:

Pending issue of formal Certificates by our Headquarters, this letter constitutes the temporary Certificate of Registration and Certificate of Airworthiness for privately registered aircraft Cessna CF-MMB.

If fitted with Radio, same must be licenced and if using a Transmitter, the Pilot must also hold a Certificate of Proficiency in Radio.

The empty weight on wheels is 866 lbs. and the gross all-up-weight must never exceed 1450 lbs.

The aircraft must be flown during daylight only and cannot be flown for hire or reward.

This temporary authority is valid until November 15, 1946 and if formal Certificates are not issued prior to this date, it is your responsibility to apply for renewal.

Yours very truly,

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

KFS/M
Ch

10

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alta. Sept. 14, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-2-	Cessna 140 Aircraft CF-EHB	1-629

A23231

TRANSPORT-RECORDS
SEP 18 P.M.
File 5008 E 8.2

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration privately of the above-named aircraft in the name of Mr. E. T. Taylor of Keeler, Saskatchewan, together with:

(a) Bill of Sale from Aviation Services Ltd. to Mr. Taylor.
(b) Customs Declaration - duties paid by Aviation Services Ltd.
(c) Weight and Balance Report.
(d) Copy of our letter of authority to Mr. Taylor dated the 12th instant which is self-explanatory.

2. Fee of $10.00 has been received and will be forwarded to Headquarters under Folio #5, Receipt No. 75057.

3. If application is approved, we recommend that formal Certificates of Registration and Airworthiness be issued this aircraft and forwarded direct to the Owner, please.

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

KFS/M
Enc.

Exp Cert ?.

M

9

241.3
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 Eric T Taylor

Date of Application September 9th, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ERIC T. TAYLOR	KEELER, SASKATCHEWAN.	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 Keeler, Saskatchewan.

Date of manufacture or reconstruction August 9th, 1946.

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, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

$10.00 fee Received, Folio #6, Rec.# 75-05-7

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier. made by Cessna Aircraft Co.

Type 140. Maker's No. 9493.

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	32 ft. 10 in.	
Length o/a in feet	21 ft. 6 in.	
Height o/a in feet	6 ft. 3½ in.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 866.5

Total weight authorized (fully loaded) in lbs 1450 Air speed 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Air speed, standard altimeter, compass.
2. Gauges Tachometer, oil pressure, oil temperature, ammeter.
3. Lights Navigation and instrument panel.
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.	85			
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 Sept 12 1946

Signature

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

8

Date..Sept 9...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 Eric T. Taylor, heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels, viz:

Airplane Cessna Model 140 Registration CF-EHB.

Serial 9493

Engine Continental C-85-12 Serial # 22405-6-12.

AVIATION SERVICES LIMITED,

Per..R.B.Eastman.....

CF-EHB

B. 1
3,000,000-2-46

Port of REGINA, SASK, SEPT. 9/46 19
Arriving per AIR
Imported by AVIATION SERVICES LTD.
Goods Exported to Canada Direct from U S A
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 11516

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	AIRPLANE AIRCRAFT NOP, NOT INCLUDING														
		ENGINES.			1997	20	399	40								440L
		ENGINES WHEN IMPORTED FOR EQUIPMENT OF														
		AIRCRAFT.			498	17½	87	15								440N
				2501.35	2495		486	55	2981	55	238	52		0	00	
		CESSNA AIRCRAFT CO. 8/9/46									TOTAL			725	07	

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 UV Amount $ 2486.91

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. SEE INVOICE.
which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

DUTY PAID
SEP 9 1946
Cashier
REGINA, SASK.

INITIALS		
DUTY	486	55
SALES TAX	238	52
EXCISE TAX		
TOTAL	725	07

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

1 2
2
8-45

Edmonton, Alberta, December 2nd, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-2	Cessna 140 Aircraft CF-EHB ✓	1-629

TRANSPORT RECORDS
DEC 6 A.M. 1946
5008-E 8-2
File

60298

Controller of Civil Aviation,
OTTAWA .

1. Herewith application in duplicate for the reregistration commercially instead of privately of the above-named aircraft in the name of Mr. E. T. Taylor of Keeler, Saskatchewan.

2. We are also attaching hereto copy of a letter dated November 28th from Aviation Services Limited which is considered self-explanatory.

3. Headquarters have all other data pertaining to the registration of this aircraft in the name of Mr. Taylor on file, as per our letter of September 14th, 1946.

5151 (R)
1652 (A)

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

KFS/mp
Encs.

Exp Certificated

AVIATION SERVICES LIMITED

November 28th, 1946.

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

Dear Sir:

We are enclosing application for registration of E. T. Taylor, Keeler, Saskatchewan, together with cheque for $5.00. Mr. Taylor wishes to reregister his aircraft as Commercial, due to the fact that he may at some later date desire to do some contract flying.

Mr. Taylor's log books are also enclosed for your inspection, and they have been kept up to date in the same manner as if the aircraft had always been commercially registered.

Please address any future communications regarding this to Mr. Taylor.

Yours very truly,

AVIATION SERVICES LIMITED

Sgd: R. A. Eastman
Manager

RAE/FBD

11 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 N-A.
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... Eric T Taylor.....

Date of Application..... Nov. 28/46.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ERIC T. TAYLOR	KEELER SASK.	BR.

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 (RE-REGISTRATION)

Usual Station..... KEELER.....

Date of manufacture or reconstruction..... AUG 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.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by CESSNA.

Type 140 Maker's No. 9493.

	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 866

Total weight authorized (fully loaded) in lbs 1450 Air speed 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments T+B, CLOCK, COMPASS, ALT. AIR SPEED INDICATOR.
2. Gauges 2 FUEL, AMMETER, OIL TEMP, OIL PRESS, TACHOMETER.
3. Lights NAVIGATION.
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	RIGHT.			
No. of Cylinders	4.			
H.P.	85			
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 NOV. 30. 46

Signature .....

Registration approved and Registration Mark C.F.-EHB allotted.

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

/0

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 300 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 these 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.

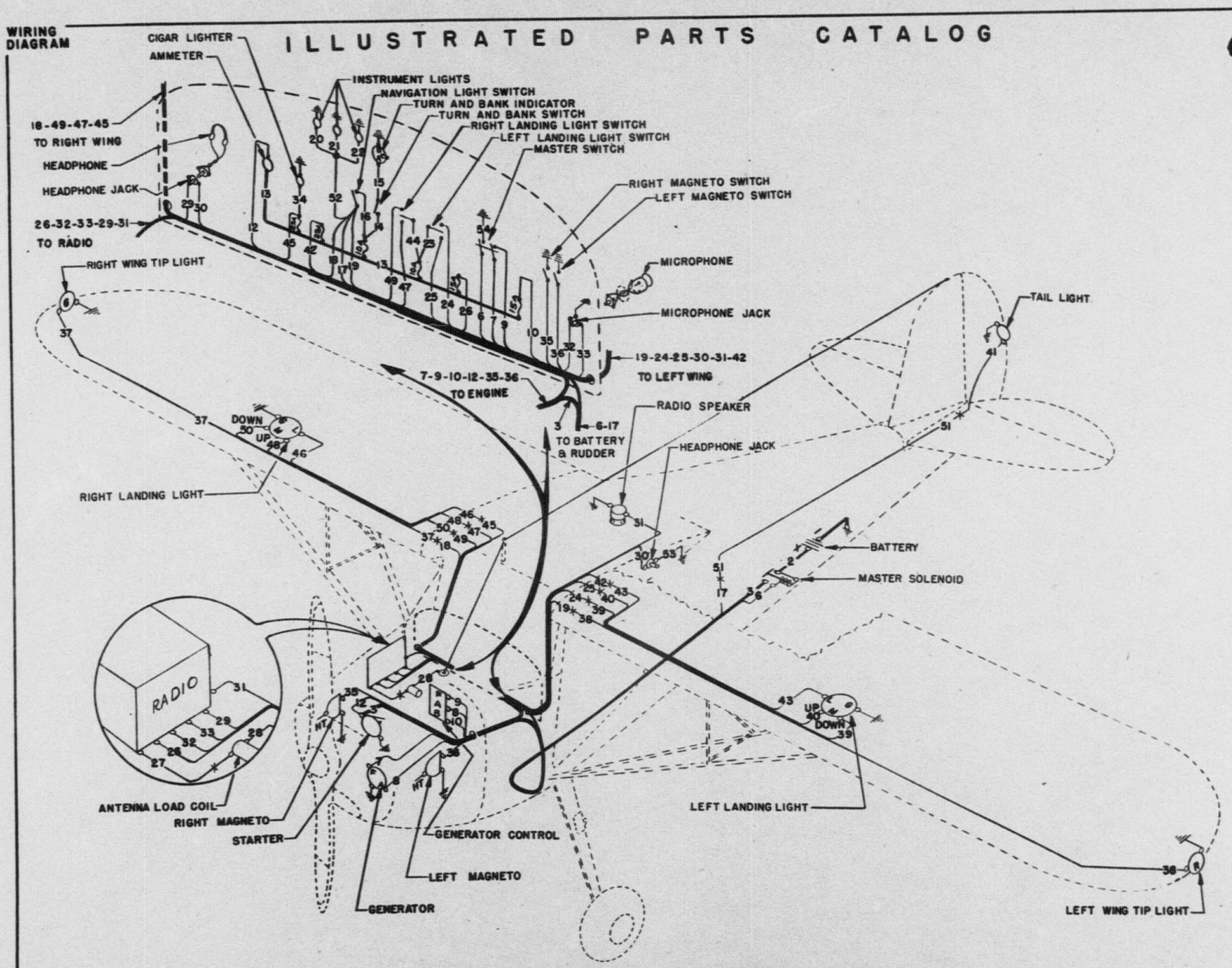


FIGURE 36-ELECTRICAL WIRING DIAGRAM

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

Form 169

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'

INSTRUMENTS (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

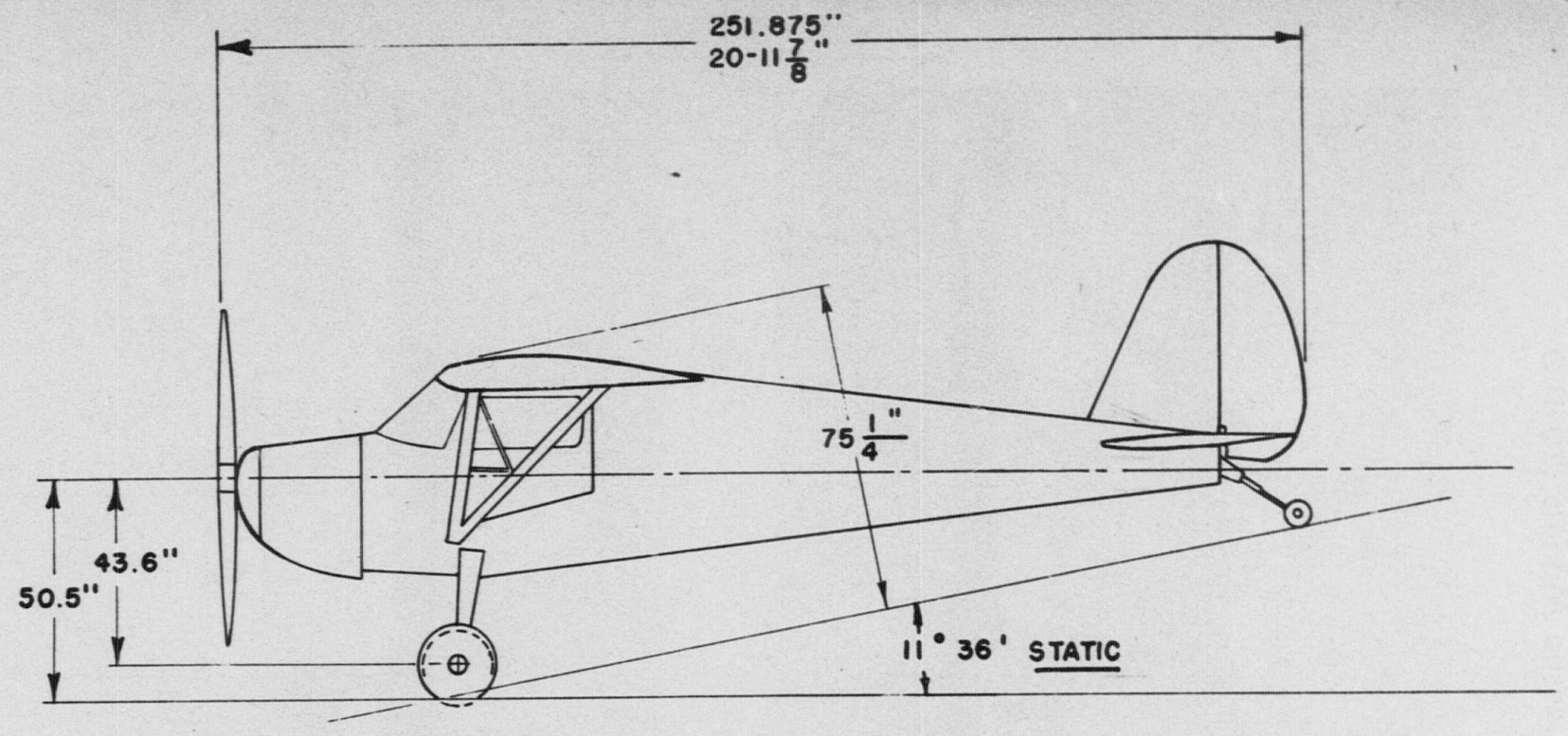
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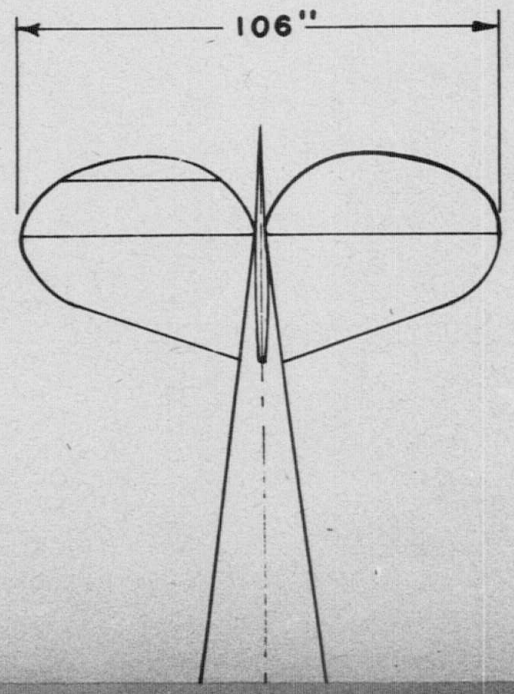
CESSNA AIRCRAFT COMPANY
Wichita, Kansas

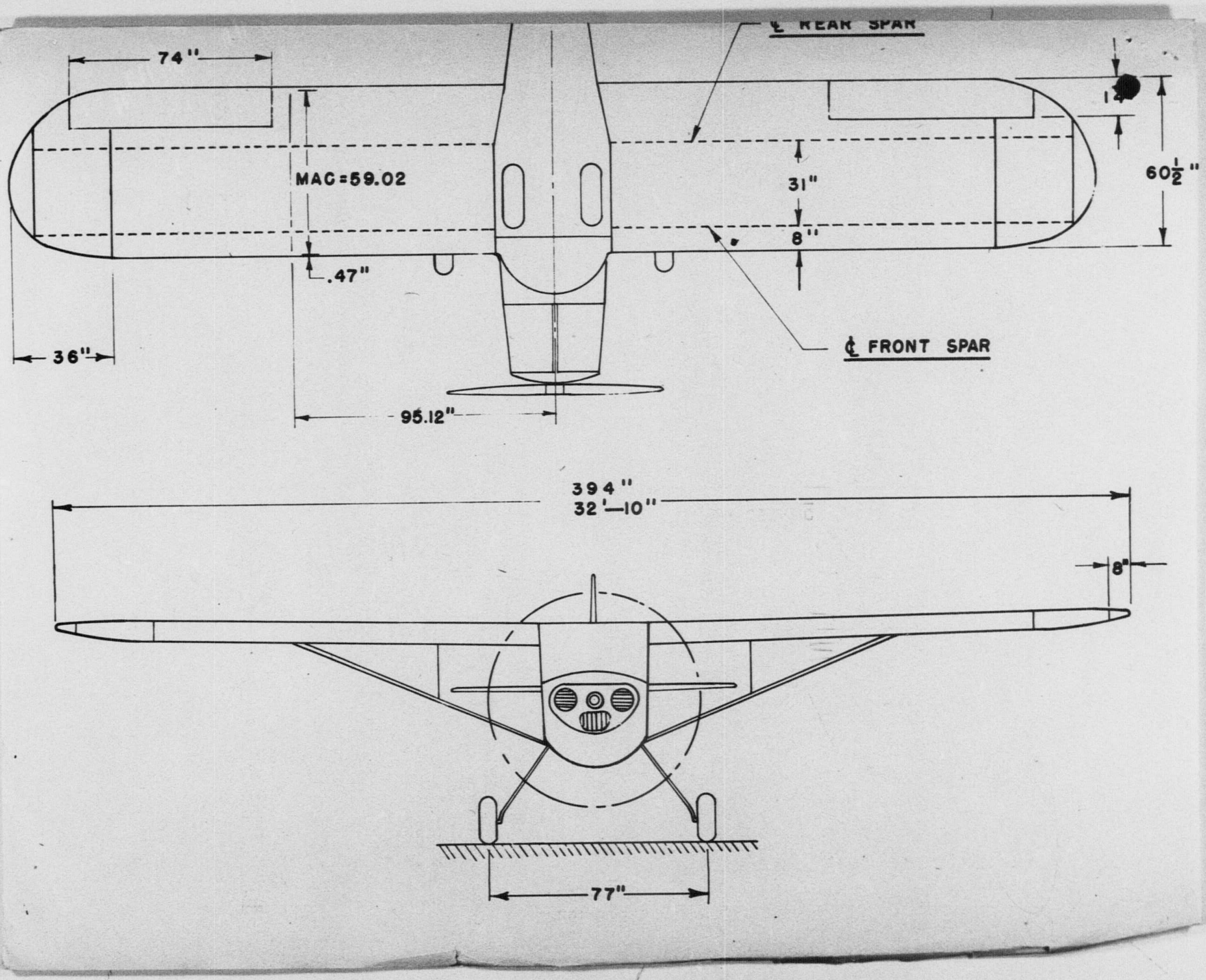
Specifications - Cessna Models 120-140

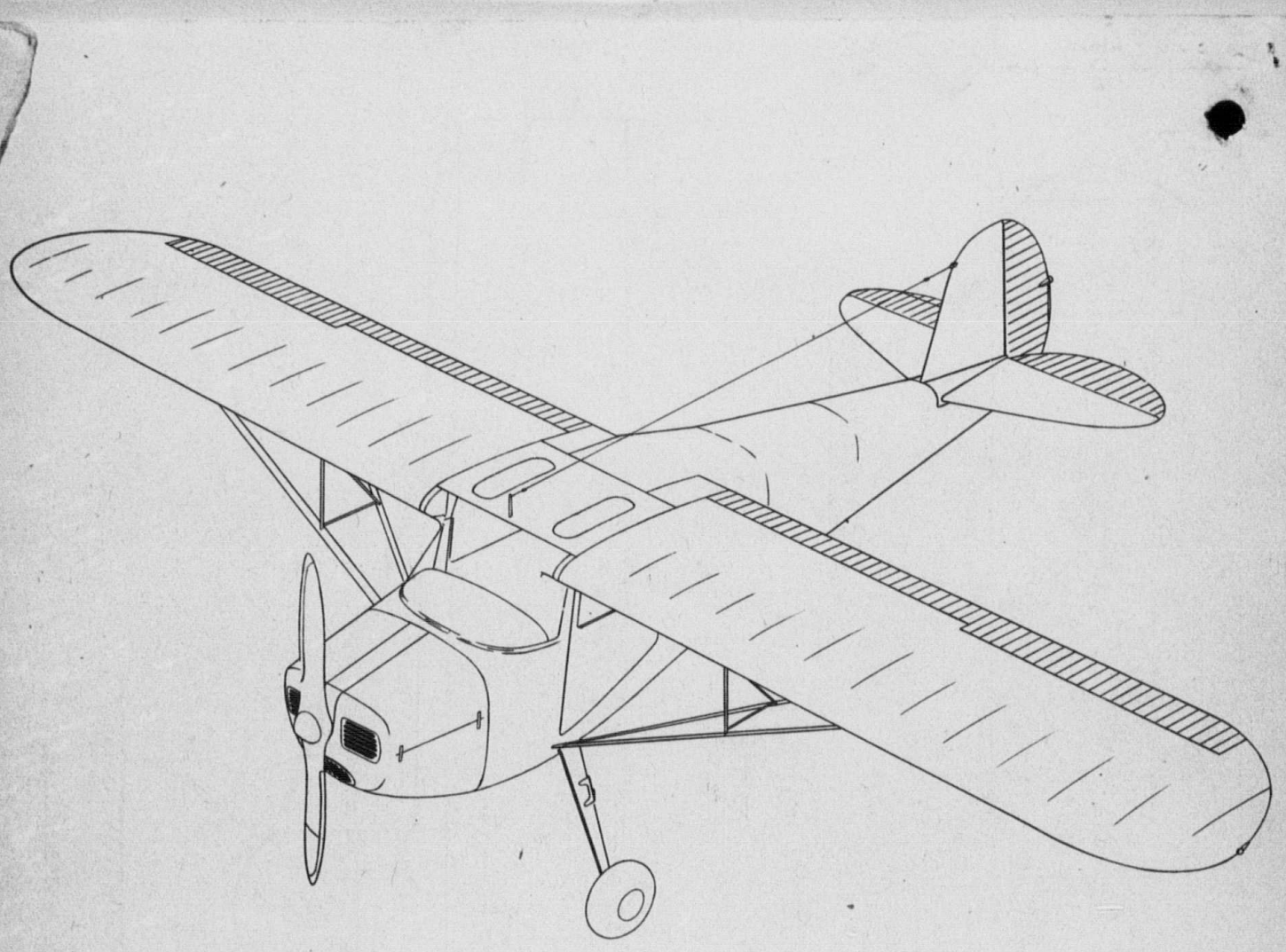





251.875"
20-11 7/8"
75 1/4"
43.6"
50.5"
11° 36' STATIC


106"


℄ REAR SPAR
74"
MAC=59.02
.47"
36"
95.12"
31"
8"
℄ FRONT SPAR
1
60½"
394"
32'—10"
8"
77"



SPECIFICATIONS MODEL 120

ENGINE: CONTINENTAL	85 h.p.
TOP SPEED	Over 120 m.p.h.
CRUISING SPEED	Over 100 m.p.h.
CRUISING RANGE	Over 4½ hrs.
RATE OF CLIMB	Sea Level—680 ft. per min.
SERVICE CEILING	15,500 ft.
LANDING SPEED	41 m.p.h.
GROSS WEIGHT	1,450 lbs.
EMPTY WEIGHT	770 lbs.
FUEL CAPACITY	25 gallons
SPAN	32 ft. 10 in.
LENGTH	21 ft. 6 in.
HEIGHT	6 ft. 3¼ in.
WING AREA	159.3 sq. ft. including fuselage
WING LOADING	9.1 lbs. per sq. ft.
POWER LOADING	17.1 lbs. per h.p.

STANDARD EQUIPMENT

AIRSPEED
ALTIMETER
COMPASS
GAS GAUGE
CARBURETOR HEATER MUFF
OIL PRESSURE
OIL TEMPERATURE
TACHOMETER
CARBURETOR AIR FILTER
DUAL CONTROL WHEELS
TIRES AND TUBES
WHEELS AND BRAKES
PARKING BRAKE
TWO GAS TANKS
OVERHEAD WINDOWS

SPECIFICATIONS MODEL 140

ENGINE: CONTINENTAL	85 h.p.
TOP SPEED	Over 120 m.p.h.
CRUISING SPEED	Over 100 m.p.h.
CRUISING RANGE	Over 4½ hrs.
RATE OF CLIMB	Sea Level—680 ft. per min.
SERVICE CEILING	15,500 ft.
LANDING SPEED	41 m.p.h.
GROSS WEIGHT	1,450 lbs.
EMPTY WEIGHT	890 lbs.
FUEL CAPACITY	25 gallons
SPAN	32 ft. 10 in.
LENGTH	21 ft. 6 in.
HEIGHT	6 ft. 3¼ in.
WING AREA	159.3 sq. ft. including fuselage
WING LOADING	9.1 lbs. per sq. ft.
POWER LOADING	17.1 lbs. per h.p.

STANDARD EQUIPMENT

AIRSPEED
ALTIMETER
AMMETER
COMPASS
GAS GAUGE
OIL PRESSURE
OIL TEMPERATURE
TACHOMETER
CARBURETOR AIR FILTER
BATTERY
DUAL CONTROL WHEELS
GENERATOR
NAVIGATION LIGHTS
STARTER
STEERABLE TAIL WHEEL
TIRES AND TUBES
WHEELS AND BRAKES
CARBURETOR HEATER MUFF
GLOVE COMPARTMENT
LANDING LIGHT WIRING AND BRACKETS
PARKING BRAKE
REAR WINDOWS (TWO)
SHOCK MOUNTED INSTRUMENT PANEL
WING FLAPS
OVERHEAD WINDOWS
TWO GAS TANKS

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10259

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: 866.5 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 - AUGUST, 1946
Type	LAND MONOPLANE
Model	CESSNA 140
Serial No.	9493
Date	AUGUST 7, 1946

Charles F. Dyer

Charles F. Dyer, Director
Aircraft & 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)

20431

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)

Cont'd

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.

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.

20431

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

* 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"	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)										
84EL	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	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
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. 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.

2-6-32

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 "0" 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 8/6/46 — CESSNA AIRCRAFT COMPANY, WICHITA, KANSAS — MODEL 140

TYPE CERTIFICATE NO. 768 — AIRCRAFT SPECIFICATION A-768-2
PRODUCTION CERTIFICATE NO. 4 (Dated March 28, 1946)

STANDARD AVERAGE WEIGHT 858 (Std) — EMPTY C.G. 14.9 — SERIAL NO. 9493
ACTUAL EMPTY WEIGHT _____ — EMPTY C.G. _____ — NC NO. ~~CF EHB~~

This plane has Engine Bonding & Shielding, Cabin Heater.

CORRECTED WEIGHT & HORIZONTAL BALANCE

ITEM	WEIGHT (LBS)	ARM	MOMENT
AIRCRAFT WEIGHT	858	14.9	~~12784~~
LESS —			
CORRECTED TOTAL	858	14.9	~~12784~~
PLUS +			
Engine Bonding & Shielding	4.5	- 5	- 22.5
Cabin Heater	4.0	-26	- 104
NEW EMPTY WEIGHT	866.5	EMPTY C.G. 14.6	~~12657.5~~

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	866.5	~~14.6~~	~~12657.5~~
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	1087.5	MOST FWD. C.G. 15.3	16682.5

Fuel 6 lbs. Gal.
Oil 7.5 lbs. Gal.
Baggage 80.0 lbs Maximum

$$\text{BALANCE} = \frac{15.3 - .5}{59.0} = 25.1 \quad \%\text{M.A.C.}$$

MOST REARWARD C.G. LOCATION

ITEM	WEIGHT (LBS.)	ARM	MOMENT
EMPTY WEIGHT	866.5	~~14.6~~	~~12657.5~~
PILOT & PASSENGER	340.0	19.5	6630
FUEL 25 GAL.	150.0	23.0	3450
OIL 4.5 QTS.	8.5	-31.5	-268
BAGGAGE LBS.	80.0	37.5	3000
TOTAL	1445.0	MOST RWD. C.G. 17.6	25469.5

$$\text{BALANCE} = \frac{17.6 - .5}{59.0} = 29.0 \quad \%\text{M.A.C.}$$

PREPARED BY M. C. Stivers — APPROVED BY Herman L. Evans
DESIGNATED MANUFACTURING INSPECTION REPRESENTATIVE. 5004

EQUIPMENT LIST

Cessna Model 140

SERIAL NO. 9493
NC NO. CF EHB

		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.)~~ Navigation Lights (Grimes B-1495 & A-2064)	6.0 Lbs.	(+15)
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)
	~~Carburetor 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

8/6/46
(DATE)

1-629

RECORDS
DEC 12 P.M. 1946
5008-E 8-2
File

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
December 9,1946.

61534

Mr. E. T. Taylor,
KEELER, Saskatchewan.

Dear Sir:

Pending issue of formal Certificates by our Headquarters, this letter constitutes the temporary Certificate of Registration and Certificate of Airworthiness for privately registered aircraft Cessna CF-EHB. ✓

If fitted with Radio, same must be licenced and if using a Transmitter, the Pilot must also hold a Certificate of Proficiency in Radio.

The empty weight on wheels is 866 lbs. and the gross all-up-weight must never exceed 1450 lbs.

The aircraft must be flown during daylight only and cannot be flown for hire and reward.

This temporary authority is valid until February 7th, 1947, and if formal Certificates are not issued prior to this date, it is your responsibility to apply for renewal.

Yours truly,

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

KFS/mp
cc: Hqs.✓
If you wish to fly this plane as a skiplane, it will be necessary for you to have this temporary endorsed for skis.

1-629

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
January 20, 1947.

TRANSPORT-RECORDS
JAN 24 A.M.
5008-E 8-2

Mr. E. T. Taylor,
KEELER, Saskatchewan.

67228

Dear Sir:

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

If fitted with Radio, same must be licenced and if using a Transmitter, the Pilot must also hold a Certificate of Proficiency in Radio.

The aircraft must be flown within the following weight limits:

Empty landplane weight.....866 lbs.
Empty skiplane weight.....866 lbs.
Gross landplane and skiplane weights.....1450 lbs.

The aircraft must be flown during daylight only and cannot be flown for hire and reward.

The temporary authority is valid until March 31st, 1947, and if formal Certificates are not issued prior to this date, it is your responsibility to apply for renewal.

Yours truly,

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

cc: Hq.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

19

Edmonton, Alberta, March 17, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-2	Cessna 140 CF-EHB Accident Report	1-629

76292

TRANSPORT - RECORDS
MAR 20 P.M.
S-108-E 8-2
File

Controller of Civil Aviation,
OTTAWA.

1. Herewith for your information and records copy of accident report dated March 11, 1947, concerning the subject-mentioned aircraft which is self-explanatory.

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

KFS/mp

noted
27-3-47

ENTERED
IN ACCIDENT
RECORDS

March 11, 1947.

18

Mr. K. F. Saunders,
A/District Inspector of Air Regulations,
Civil Aviation,
EDMONTON.

Dear Sir:

This is a report on the aircraft accident which took place between 10:30 and 10:45 A.M. Monday March 10th, 1947, involving my aircraft, Cessna 140, CF-EHB, and myself, the pilot, alone in the aircraft.

As you are not doubt aware, as result of the blizzards of a few weeks ago, many fields in this district are quite rough. Nevertheless the field from which I was taking off was quite good, in fact much above average.

I was taking off into a moderate breeze of about 7-10 MPH and had attained an airspeed of I should say about 30 MPH when the skiis struck a small dirft. This was not severe and I don't think it did any damage but it lifted the aircraft into the air before it was ready to fly. Normally I would not consider that to be sufficient cause for an accident but at approximately or soon after again contacting the snow, the left ski going quite deeply into the snow stuck a solid object. Instantly the tail started going up and I was thrown forward very tightly against my safety belt. Although I remained in the seat; due to the sudden acceleration I had great difficulty in pulling back on the wheel in an attempt to hold the tail down. For the same reason I was only successful in partially closing the throttle before the propellor tips struck the ground. The nose dug right in and the aircraft ruend completely over and fell quite flatly on its back. I released myself immediately and escaped by the left door, I was very fotunate in as much as I received absolutely no bruises or scratches.

On examination I found that the left ski was quite severely bruised on the outside edge slightly forward of the pivoting point. A fairly large stone was also found on the edge of the left ski mark at a point five or six feet after the skiis made contact with the snow. I am rather at a loss to understand how the stone would strike the side of the ski as it did. I am lead only to believe that while the aircraft was momentarily in the air, it must have acquired a certain amount of port drift or possibly got slightly out of wind to the left, or possibly both. I do not like to admit that I allowed this to happen but it strikes me as being the only logical explanation for the ski being struck on the left edge, resulting the axle mounting being torn from the leg.

From there on it is quite apparent what would happen.

The loeg of course dug in with terrific drag and as the tail went higher, the wings would get a negative angle of attack increasing the weight on the undercarriage and finally as the cable to the rear of the right hand ski tightened, the point of that ski I resume would scoop deeply into the snow increasing the drag. It seems rather odd that the aircraft did not swing very much to the left. I do not clearly remember, but I might have corrected with rudder, or perhaps the point of the right hand ski digging in the snow might have been sufficient to prevent a great swing to the left.

This is just about all I know about the circumstances, the apparent causes, and actual occurrence of the accident, so now I will try and explain the damage to the aircraft.

In addition to the previously mentioned damage to ski and the tearing off, of the axle mounting, the tips of the metal propellor are bent back, beginning gradually from approximately twelve inches from each tip. The front, and under side of engine cowling are bruised, and just below crburetor air intake it is torn several inches. The four-branch manifold casting to which the carburetor is attached, is broken. Engine mountings on right hand side are slightly buckled. Both struts of the right hand wing are slightly bacukled, I would consider about two inches upward, between ends joingin wing and the mid-way brace. The metal reinforcement behind the fabric on the leading edges of both wings is somewhat dented, and enough to alter the flying characteristics. As no fabric was damaged or torn from the wings, it is difficult to say just what damage might have resulted to the wing sturctor, but wrinkles in the fabric indicate that there is some distortion, so I assume that both wings will have to be removed, and either repaired or replaced. The only damage to the tail unit seems to be that done to the top section of the fin, the rudder seems o.k.

I regret the anticipated delay in the actual delivery of this letter, but I hope that this might be overhlooked in view of the fact that there were no injuries to persons or damage to property other than the aircraft. In addition, having temporarily lost the use of my aeroplane, I am now at a disadvantage in regards to quick and dependable transportation, and including the posting of letters. The message of the telegram which I assume you must have no received, was conveyed to Moose Jaw by another aircraft which happed to land near the scene. (I neglected to mentioned that the accident occurred about 30 miles N.W. of Moose Jaw).

I have done my best to furnish a clear explanation but if however there are any points not sufficiently explained, you may be assured of my further cooperation and endeavor to explain in greater detail.

I am enclosing my temporary C of A and C of R as I notice it will be due for renewal before the Aircraft is repaired in any case.

Sincerely,

Eric Taylor

Mr. E Taylor
KEELER, Sask.

COPY

5008-E8-2 16

REGISTERED

OTTAWA, Ontario.
March 12th 19 47.

Mr. Eric T. Taylor,
Keeler,
Sask.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5151 and Certificate of Airworthiness No. 1652 for your Cessna 140 aircraft CF- EHB, Serial No. 9493.

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. Edmonton, Alta.

/28

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5151

NATIONALITY AND REGISTRATION MARKS CF-EHB

1. Type and description	Cessna 140
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	9495
4. Name of owner	Eric T. Taylor
5. Address of owner	Keeler, Sask.
6. Nationality of owner	British
7. Usual station of aircraft	Keeler, Sask.
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-EHB and is of Canadian nationality.

Given at Ottawa this 31st, day of January, 1947.

S

Superintendent, Air Regulations.

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

April 6th /47

Superintendent, Air Regulations
Civil Aviation
Department of Transport
Ottawa, Ont.

3595
TRANSPORT - RECORDS
APR 14 P.M.
5008-E8-2
File

Dear Sir:

In the enclosed C of R and C of A there seem to be a few errors. I refer to the name of the constructor marked on each certificate. In addition, since application was made, the Sensenich Wooden Propeller has been replaced with a McCauley Metal Propeller.

Sincerely
Eric S Taylor

E TAYLOR
KEELER
SASK.

16

5008 - E8 - 2

HTP/YD

Ottawa, April 16th,1947

REGISTERED

Eric T. Taylor, Esq.,
Keeler,
Sask.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5151 and Certificate of Airworthiness No. 1652 for Cessna 140 Registration markings CF-EHB, which have been corrected this date to read under the name and address of constructor the following:-

Cessna Aircraft Company,
Wichita,
Kansas,
U.S.A.

Also the airscrew type has been amended to read "McCauley".

Yours truly,

(S. Graham)
Superintendent, Air Regulations

c.c. DIAR EDMONTON

noted EW

X

CTT/M

19

~~5002-18218~~
~~5008-E8-2~~ ✓
~~5008-10~~

Your File: 47 D 15-0 7

May 27th, 1947.

This will acknowledge and thank you for the copy of the report of your Moose Jaw Detachment regarding the illegal operation of Cessna aircraft CF-EHB by Eric Travis Taylor, during the period that all highways were blocked by snow.

In view of the statement of Mr. Taylor that he does not intend to carry out any further flying except under the supervision of an instructor, it is not considered that any further action should be taken in this case.

Original Signed by
A. T. COWLEY

for (C. P. Edwards),
Deputy Minister.

The Commissioner,
Royal Canadian Mounted Police,
O T T A W A, Ontario.

O.T.

D

COPY

INCOMING CORRESPONDENCE

HAS CARD

ORIGINAL ON FILE 5082-18218 COPY FOR FILE 5008-E8-2

TRANSF... 18
FEB 20
File 5008-E8-2
5003-10

ROYAL CANADIAN MOUNTED POLICE
HEADQUARTERS

File no. 47 D 15-G 7

8127

OTTAWA, February 19, 1947

Re: Eric Travis TAYLOR - Moose Jaw, Sask.,
Aeronautics Act.

Enclosed, for your information, is copy of a report received from our Moose Jaw Detachment dated the 31st ultimo which has reference to the illegal operation of Cessna Aircraft, CF-EHB, by the above named, You will note that Taylor upon being interviewed regarding this matter admitted having interviewed regarding this matter admitted having piloted the aircraft without being in possession of a valid pilots license, further that he carried passengers during the period when all highways etc. were blocked by snow a short time ago.

2. Inasmuch as this subject has restricted his flying activities to flights under the direct supervision of an instructor and has made application for the necessary license, we would a preciate being adfised as to what further action, if any, you desire taken herein.

ENTERED ON CARDS

for COMMISSIONER.

The Deputy Minister,
Department of Transport,
Civil A iation Division,
OTTAWA, Ont.

Encl.

8
11-46

L.P.

COPY

17

INCOMING CORRESPONDENCE

ORIGINAL ON FILE 5802-18218 COPY FOR FILE 5008-E8-2

ROYAL CANADIAN MOUNTED POLICE
Headquarters

OTTAWA, 16 May, 1947.

Please refer In reply quote

File No. 47 D 15-G-7

Re: Eric Travis Taylor - Moore Jaw, Sask.
Aeronautics Act.

Referring to our letter dated February 19, 1947, in the above regard, may we please be advised as to what further police action, if any, you desire taken in this matter.

(Sgd).....?
for COMMISSIONER.

The Deputy Minister,
Department of Transport,
Civil Aviation Division,
OTTAWA, Ontario.

8

/RM

AC-5-61

5008-E8-2

OTTAWA, Ontario,
February 10th, ~~1947~~ 1948.

REGISTERED

Mr. Eric T. Taylor,
Keeler,
Saskatchewan.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF~~MIB~~.

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,

~~(G.~~ Graham),
Superintendent, Air Regulations.

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

21

1-629

402 Blowey-Henry Bldg.,
Edmonton, Alberta.
March 5, 1948.

TRANSPORT-RECORDS
MAR 8 P.M.
5008-E8-2
File

Aviation Services Limited,
Box 804,
Moose Jaw, Sask.

A39886

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:	Cessna 140
Serial No.:	9493
Registration Markings:	CF-EHB
From.....	Moose Jaw, Sask.
To.....	Prince Albert, Sask.

This authority is issued for VFR, day flying, no passengers, and on flight plan, to be not valid after..... March 20, 1948.

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/LC
Ch.

AIRCRAFT USING METAL FIXED-PITCH PROPELLERS.

CF/EFV - Keith Hornseth, Nipawin, Sask. ..... "P"

CF/EHA - Radville Air Taxi, Radville, Sask..... "C"

CF/EHB - Eric T. Taylor, Wabowden, Man. ..... "C"

CF/EHC - " " " " ". ..... "C"

CF/ELC - G. D. English, Grayburn, Sask..... "P"

CF/ELC - Doug Johnstone, Yellowgrass, Sask..... "P"

CF/ELH - Eric T. Taylor, Wabowden, Man. (Landplane..... "C"

CF/ELH - " " " " " (seaplane prop)..... "C"

CF/ELI - Swift Current Air Services..... "C"

CF/ELJ - Jim Syme, Flin Flon, Manitoba ..... "P"

CF/ELK - Pankratz & Moore, Foam Lake, Sask..... "P"

CF/ELM - Hamilton, Don, Cold Lake, Ata..... "P"

CF/ELN - Doug Hanson & A. Holland, Rosetown..... "C"

CF/ELO - Aircraft Services (W) Ltd., Winnipeg ..... "C"

CF/ELP - S. G. Casselman, Fisher Branch, Man. ..... "C"

CF/FLE - E. Bearsworth, Swan River, Man..... "P"

CF/FLF - R. Jensen, Gull Lake, Sask..... "P"

CF/FLG - Chas. C. Thompson, Weyburn, Sask..... "C"

CF/FLH - Rex McCallum, Moose Jaw, Sask..... "C"

CF/FLJ - Aviation Services Ltd, Moose Jaw ..... "C"

CF/FLL - Swift Current Air Services ..... "C"

CF/FLK - Gerald Shook, Swift Current, Sask..... "P"

22

5010-7
2262-326
5008-E-6-22
8-1
8-2
8-3
12-3

5008-E12-7
E12-8
E12-9
E12-10
E12-11
E12-13
E12-14
E12-15

5008-E12-16
E12-5
F12-6
F12-7
F12-8
F12-10
F12-12
F12-11

AVIATION SERVICES LIMITED.
MOOSE JAW, SASK.

~~A12454~~

March 18, 1948.

TRANSPORT-RECORDS
MAR 27 A.M.
File 5008-E8-2

41916

Superintendent,
Air Regulations
#3 Temporary Bldg.,
Ottawa, Ontario.

Re Your File 5010-7
2262-326

Gentlement

In reply to your above referenced letter we are attaching a list of Cessna aircraft sold by us which are equipped with metal fixed pitch propellers.

The thought has occurred to us that some of these aircraft are registered commercially and some of them are registered privately. As you know it will likely be quite a task to have private aircraft owners keep close track of the hours logged on propellers, the same as it is with aircraft and engines, and you may deem it advisable to forego having private aircraft metal propellers use long books.

Trusting this is satisfactory, we are,

Yours truly,

AVIATION SERVICES LIMITED,

R. A. Eastman,
Manager.

Encl.
RAE:da

/mm

2 3

5008-E8-2

Ottawa, Ontario.
March 30th, 1948.

REGISTERED

Mr. Eric T. Taylor,
Keeler,
Saskatchewan.

Dear Mr. Taylor,

Enclosed please find one Airscrew Log Book for your Cessna 140 aircraft, CF-EHB.

Yours very truly,

(S. J. Graham),
Superintendent, Air Regulations.

Encl.

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

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

RUSH COLLECT

WINNIPEG MAN. NOV 22 1948.

TRANSPORT RECORDS
NOV 22 PM
File 580-E-81-2

E. T. TAYLOR
C/O J. POOL
SASKATCHEWAN GOVERNMENT AIRWAYS?
PRINCE ALBERT, SASK.

PERMISSION GRANTED FERRY CF DASH EHB PRINCE ALBERT TO MOOSE JAW

A33567

Stuart Bone

DISTRICT INSPECTOR AIR REGULATIONS.

FWB/CH C.C.HQ.

original on B60x-18218.

25

COLLECT WINNIPEG MANITOBA NOVEMBER 22. 1948.

TRANSPORT-RECORDS
NOV 26 A.M.
File 5008-E-8-2

31544

E. T. TAYLOR

C/O AVIATION SERVICES LIMITED

MOOSE JAW SASKATCHEWAN

RETEL CONTENTS YOUR WIRE AND LETTER DATED TWENTIETH OCTOVER BEING FORWARDED DEPARTMENT HEADQUARTERS STOP YOU MAY ATTEMPT EXAMINATIONS SUBJECT TO FINAL APPROVAL YOUR APPLICATION STOP FERRY AUTHORITY GRANTED FOR CF DASH ~~EHB~~ EHB TO BE FLOWN WINNIPEG PROVIDED INSPECTION COMPLETED IN ACCORDANCE INFORMATION CIRCULAR T THREE FORTY EIGHT.

SGD FRED W. BONE

DISTRICT INPECTION AIR REGULATIONS.

C.C. HW. FWB/CH

A34256

TRANSPORT-RECORDS
NOV 27 A.M.
File 3308-E8-227
NOV 29 1948

AIRCRAFT INSPECTION REPORT

Date of Inspection: November 22/48 — Owner: Eric T. Taylor, Keeler, Sask. — Reg. Marks: CF-EHB

Type: Cessna 140 — Serial No.: 9493 — Purpose: Commercial

C.of R. 5151 — C.of A. 1652 — Date of Last Inspection: September 5, 1946

Previous C.of R. & A. Expires: September 4, 1947 — Present C.of R. & C.of A. Expires: November 21, 1949. ✓

AIRFRAME

Crew: One — Passengers: One — No. of Fuel Tanks: Two

Capacity: 21 Imp.Gals. — No. of Oil Tanks: One — Capacity: 1 Imp. Gal.

Total Hours Since New: 140:00 — Since Overhaul: — — Since Reconditioned: —

WEIGHTS

	Gross	Tare	Empty	Carrying Capacity
Landplane	1450		893	228
Seaplane				
Skiplane				

ENGINE(S)

LEFT	RIGHT
Make: Continental	Make:
Model: C85-12F	Model:
Serial No.: 2442-6-12	Serial No.:
H.P.: 85	H.P.:
Total Hrs. Since New: 798:50	Total Hrs. Since New:
Since C/Overhaul: 5:05	Since c/overhaul:

PROPELLER(S)

LEFT	RIGHT
Make: McCauly	Make:
Model: Metal (B. (H. Fixed CF-7146 (L.	Model: (B. (H. (L.
Diameter: 5' 11 1/8"	Diameter:
Pitch:	Pitch:
Blade Design: (1 (2 (3	Blade Design: (1 (2 (3
Mfg.No.:	Mfg.No.:
Total Hrs.:	Total Hrs.:
Hub Design: 1A90	Hub Design:
Mfg. No.: 4196	Mfg. No.:
Since Last Overhaul:	Since Last Overhaul:
Date of Last Overhaul: New	Date of Last Overhaul:
Date of Last Inspection: Not known	Date of Last Inspection:
Date Purchased: Not known	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: November 22nd, 1948.

Signed- N/A
Resident Inspector, A.I.D., Winnipeg, Man.

C. of A. renewed by J.C. Craton
J.C. Craton,
Inspector, Air Regulations.

F.W. Bone
F.W. Bone,
District Inspector, Air Regulations.

(over)

The following amendments to Certificate of Airworthiness No. 1652 dated November 24th, 1948, were made:-

	Deleted	Inserted
Item 25 (a)	" 867 "	" 893 " ✓
Item 31	" 254 "	" 228 " ✓

Work sheet and weight report attached.

F. W. Bone,
District Inspector, Air Regulations.

JDC/ET
Enc.

2 6

Phone [redacted]377
[redacted]616

P.O. Box 609

SASKATCHEWAN GOVERNMENT AIRWAYS

Airport: Prince Albert

DATE....November 22nd, 1948.....

OVERHAUL AND REPAIR REPORT

Aircraft Registration No. CF-EHB Cessna 140 Maker's Serial No. 9493
Time Since Mfg. 140 hrs. - mins. Since Overhaul - hrs. - mins.

Engine Make Continental Mfg's Serial No. 24142-6-12 Model C85-12F
Time Since Mfg. 798 hrs. 50 mins. Since Overhaul 5 hrs. 05 mins.

Propeller Hub Make McCauly Mfg's Serial No. 4196 Dwg. No. 1A90
Time Since Mfg. 140 hrs. - mins. Since Overhaul ..... hrs. ..... mins.
No. 1 Blade Serial No. ..... Dwg. No. .....
No. 2 Blade Serial No. ..... Dwg. No. .....
No. 3 Blade Serial No. ..... Dwg. No. .....
Time Since Mfg. ..... hrs. ..... mins. Since Overhaul ..... hrs. ..... mins.

Nature of Work Carried Out

Aircraft ferried to Saskatchewan Government Airways for structural repairs. Aircraft dismantled and inspected. Major replacement parts were delivered with aircraft.

FUSELAGE

Undercarriage bulkhead replaced
Belly skin replaced aft of undercarriage bulkhead.
Fuselage checked for truth and found O.K.
Seat pan floor panel and components reattached.
Controls reattached and adjusted; doors reinstalled.
Windscreen modification carried out.
One cabin rear light installed
Instruments calibrated
Engine and mount assembly reinstalled.
Electrical wiring checked.
Cowlings fitted and repaired where required
Exhaust system and heater assembly inspected
Fuel lines and filter checked
Cabin upholstery repaired.

WINGS - Left

Cover removed and front spar assembly installed
Ribs repaired where required, inspected, trammeled and wing recovered and doped.

Right

Cover removed; ribs repaired where required.
Four main ribs replaced
One brace wire replaced
Wing inspected, trammeled, recovered and doped
Wings installed and rigged.

EMPENNAGE

Stabilizer repaired
Spar left replaced; spar stiffner and channel replaced; left lower skin replaced.
Rudder skin at top patched (minor repair)
Elevators checked and found serviceable.

UNDERCARRIAGE

1. brake housing replaced
2 brake discs replaced
Brakes bled and checked
Undercarriage toe in checked to manufacturers specifications.

ENGINE

Overhauled engine No. 24142-6-12 installed and ground tested.

Aircraft checked to C.A. Directives:

(Over)

Applicable	Not applicable
46-44-2	46-44-1
46-44-3	46-44-5
46-44-4	
47-6-10	47-6-11
	47-22-2
47-26-1 checked at overhaul	
47-26-2	47-40-2
47-43-1	47-43-2
47-43-4	47-43-3
47-43-5	
47-43-6	
47-43-7	47-43-8
47-50-2	
48-25-2 at overhaul	
48-25-3 at overhaul	
48-7-1	
48-5-4	

Recommend Directives 47-43-4 Bulletin No. 43 and Directive 47-50-2 be carried out to eliminate continued inspection every 100 hours when parts available at some future date.

NOTE - If to be licensed commercially a turn and bank instrument must be installed.

Aircraft weighed out as a land plane (starter, generator and battery were not installed and are to be installed at Moose Jaw, Sask. by owner as these components are located there.

1st weight		2nd weight	
Right	376	Right	377
Left	391	Left	389
Rear	76	Rear	77
TOTAL	843	TOTAL	843

Former weight 867 lbs.
Present weight 843 lbs.
24 lbs.

Weight of generator, starter and battery as per Directive A-768-8 = 10, 16, 24 respectively = 50 lbs.

Total average weight of aircraft = 843 plus 50 = 893 lbs.
Change in weight = 893 - 867 = 26 lbs.

Test flown and signed in aircraft log book as per Information Circular T/13/48, Paragraph 3.

All Aircraft controls examined in detail for soundness, correct action, and presence of all locking and safety devices.

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

Time 11.50 Date Nov 20 1948

Signed M.L. Hurley Signed W.A. Maxwell Sgd J. Lovell Air Engineer

AVIATION SERVICES LIMITED

28

[illegible] DISTRIBUTORS
[illegible]CE

MOOSE JAW, SASK.

CHARTER FLIGHTS
INSTRUCTION

BOX 804

A44522

February 15, 1949.

TRANSPORT-RECORDS
FEB 16 P.M.
File 5808 E8

2

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

Dear Sir:

In a recent fire which destroyed our offices, several sets of log books for aircraft and engines were destroyed. We immediately advised the District Inspector at Winnipeg, and he advised that we should obtain new logs from the King's Printer. We are requesting these sets of logs today, and are advising you in the event the King's Printer requires confirmation of this request.

The certificates of air-worthiness and registration were in the log books that were destroyed, and we would appreciate information as to whether your department could issue duplicate copies of these certificates, or if it will be necessary for us to make new applications for these certificates before the duplicates could be issued. The logbooks destroyed were as follows:

Reg.	A/c Model	Engine	Reg. Owner	Address	Category	Approx. Expiry Date
CF-EHB	Cessna 140	ContC85	E.T.Taylor	Keeler Sask.	Commercial	Nov. '49
CF-FLI	Cessna 140	ContC85	E.A.Johnson	Elfros Sask.	Private	Jan. 6,'49
CF-FLN	Cessna 195	Jacobs	W.C.Plummer	Flinflon Man.	Private	May '49

Trusting we may have a reply at your earliest convenience, we are,

2 copies
17/2/49
m

ENTERED ON CARDS

Yours truly,

AVIATION SERVICES LIMITED

R.A. Eastman
Manager.

CONFIDENTIAL
5808-F12-9
F12-14

JF/HMC

29

5006-E8-2;
~~5006-F12-9;~~
~~5006-F12-14;~~

Ottawa, Ontario,
February 21, 1949

Aviation Services Limited,
Box 804,
MOOSE JAW, Saskatchewan

Gentlemen:

We are in receipt of your letter of February 15, 1949, requesting information as to the procedure to be followed in order to acquire duplicate copies of Certificates of Airworthiness and Registration destroyed by fire.

Replacement Certificates may be obtained from this office on submission of a statutory declaration stating the circumstances under which these Certificates were destroyed.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

CC DIAR WINNIPEG

30

COPY

A46151

ORIGINAL ON FILE 5008-F12-14
5008-E8-2
COPY FOR FILE F12-9

TRANSPORT-RECORDS
MAR 1 A.M.
File 5008 E8-2

NIATION SERVICES LIMITED
MOOSE JAW SASK

BOX 804
Feb. 23, 1949.

Superintendent, Air Regulations,
Civil Aviation Division,
Department of Transport,
Ottawa, Ont.

Dear Sir: re:file 5008-F12-14

In reply to your letter of Feb. 21/49, we wish to attach the requested statutory declaration of fire loss of aircraft certificates of airworthiness and registration.

They were as follows:

Reg. Owner	Reg.No.	Aircraft	Engine Model	Expiry Date.
E.T.Taylor	CF-EHB	Cessna 140	Continental C85	Nov.49
E.A.Johnson	CF-FLI	Cessna 140	Continental C85	Jan.49
W.C.Plummer	CF-FLN	Cessna 195	Jacobs 300	May 49

Trusting this information is sufficient to have the documents traced, we are

(2) Miss Jones have copies made. HT

Yours truly,

Aviation SERVICES LTD.

R. A. Eastman.
Manager.

RAE/e

ENTERED ON CARDS

8
11-47

/RM

31

5008-E8-2

Ottawa, Canada,
March 2nd, 1949.

REGISTERED

Mr. Eric T. Taylor,
Keeler,
Saskatchewan.

Dear Mr. Taylor,

Enclosed please find Certificate of Registration No. 5151 and Certificate of Airworthiness No. 1652, for your Cessna 140 aircraft, CF-EHB.

These documents are issued to replace the Certificates declared lost by fire.

Yours very truly,

(H. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.C.A.S.,
Att: D.I.A.R. Winnipeg, Man.

Air Services
Civil Aviation Division

Canada
DEPARTMENT OF TRANSPORT

32

Refer to File Number
5008-E8-2

717 Dominion Public Bldg.,
Winnipeg, Man.

March 28th, 1949.

Aviation Services Limited,
Box 804,
Moose Jaw, Saskatchewan.

Re: Cessna 140 CF-EHB

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) (x)

Attached hereto is Official Receipt No. 66603 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 commercial 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 April 27th, 1949.

Yours truly,

F. W. Bone,
District Inspector, Air Regulations.

FWB/AB
Encl.

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. 5151 (Issued to Replace Document Declared Lost)

NATIONALITY AND REGISTRATION MARKS CF-EHB

1. Type and description	Cessna 140
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	9493
4. Name of owner	Eric T. Taylor
5. Address of owner	Keeler, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Keeler, Sask.
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 19 46, 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-EHB and is of Canadian nationality.

Given at Ottawa this 31st day of January 19 47.

H. Statham
Superintendent, Air Regulations.

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

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Date Nov. 25, 1948.

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 Aviation services Limited,
Moose Jaw, Sask.
heirs, executors, administrators and assigns, all right title and interest in and to the following goods and chattels, viz:

Airplane Cessna 140 Registration CF-EHB
Serial No. 9423
Engine Continental C85 Serial No. 24142-6-12

Witness: R. Boatman
Witness: H. L. Lawrence

Eric T. Taylor
Eric T. Taylor.

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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.

AVIATION SERVICES LIMITED

Signature of Applicant..... R.A. Eastman Pres. & Manager.

Date of Application..... March 21, 1949.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
AVIATION SERVICES LIMITED	Box 804, Moose Jaw, Saskatchewan	

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
R.A. EASTMAN	President	Moose Jaw, Sask.	Can.
Mrs. FRANCES THORN	Vice-President	Moose Jaw, Sask.	Canadian.
Mrs. Bertha Drewry	Secretary	Moose Jaw, Sask.	Can.

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

Usual Station Moose Jaw, Sask.

Date and place of manufacture or reconstruction September 1946, Wichita, Kansas. 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: Cessna Aircraft Co.

Type: High wing monoplane model 140 — Maker's No.: 9493

	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): N/A

Weight equipped, but without load, fuel, or oil: Land-893 lbs. Skiplane 897 lbs.

Total weight authorized (fully loaded) in lbs: 1450 lbs. Air Speed: 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Airspeed, compass, turn & bank, rate of climb, sens. altimeter.
2. Gauges: 2 fuel contents, tachometer, ammeter, oil temp & press.
3. Lights: Navigations, left landing light (Grimes retractable)
4. Signals: NIL
5. Fire Extinguishers: One. Hand (1 Qrt) type.
6. Parachutes: NIL.
7. Tools: NIL
8. Other Equipment: McCauley metal propeller, (7146) Safety Belts.

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.	85			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on 22/11/48. A/E. J.Pool Cert. No. A. 1939. C of A valid to the 21/11/49

Particulars accurate as corrected: Yes.

Modifications from type are indicated on annexed sheet: Mod'ns required incorporated.

Registration recommended with the following special conditions: For Day Flying Only.

V. F. R. Conditions. Carrying Capacity as Landplane:- 228 lbs.

Date: 26-3-49

Signature: Friedl Bone
District Inspector, Air Egulations.

Registration approved and Registration Mark C.F.-EHB allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

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TRANSPORT-RECORDS
MAR 31 A.M.
5008-E8-2
File

DEPARTMENT OF TRANSPORT

Intra-Departmental Correspondence

717 Dominion Public Building,
Winnipeg, Manitoba, March 28th, 1949.

Your File	Subject	Our File
	Cessna 140 CF-EHB	5008-E8-2

5045C

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 Aviation Services Limited (x)
2. Bill of Sale between Eric T. Taylor and Aviation Services Limited (x)
3. Certificate of Registration No. 5151 for cancellation. (x)
4. Certificate of Airworthiness No. 1652 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 March 28th, 1949 (x)

2. Fee in the amount of $5.00 has been received, Receipt No. 66603 issued, and the remittance shown in Blotter Cash Book Folio No. 8411, March 1 - 31, 1949.

3. This application appears to be in order and, if approved, it is recommended that formal Certificates of Registration and Airworthiness might issue.

7862 (R)
1652 (A)

Miss Innes for re-reg
Include log B Report
Forward to D.I.A.R.
H.H.
Aircraft log Book

Fred W. Dore

FWB/AB
Encls.

for D. G. Joy,
District Controller of Air Services.

/RM

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2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7862

NATIONALITY AND REGISTRATION MARKS CF-EHB

1. Type and description	Cessna 140
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	9493
4. Name of owner	Aviation Services Ltd.,
5. Address of owner	Box 804, Moose Jaw, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Moose Jaw, Sask.
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 28th day of March 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-EHB and is of Canadian nationality.

Given at Ottawa this 6th day of April 19 49.

Superintendent, Air Regulations.

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

Not valid after November 21st, 1949, unless endorsed.

VALID FOR DAY FLYING ONLY. 14

[redacted]LID IN CANADA ONLY.
[redacted]UED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF [redacted]RWORTHINESS FOR EXPORT E-10259 AND SUBJECT TO THE CONDITIONS CONTAINED THEREIN.

2462
7-45

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/20

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1652

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) ~~Taylor~~ (28.3.49) AVIATION SERVICES LTD.
2. Christian name ~~Eric T.~~
3. Address ~~Keeler, Sask.~~ ---- Box 804, Moose Jaw, Sask.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Company,

NATIONALITY AND REGISTRATION MARKS

6. CF-KEB

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series 140 Constructor's No. 9493
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A. 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) 32' 10"
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6½"

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: McCauley (16-4-47) No:
Pitch: Diameter: (24.11.48) 893 ~~887~~

25. Weight of aircraft empty (including water in the radiators):
(a) Landplane: ~~887~~ lbs.
(b) Seaplane: 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: (24.11.48) lbs.

31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full: 228 ~~254~~ lbs.

32. Maximum total weight authorized: lbs.
Landplane: 1450 lbs.
Seaplane: lbs.
Skiplane: lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Fourteen hundred and fifty 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 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 September 4, 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 January, 19 47.

Superintendent, Air Regulations.

+3

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.

The 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
		September 4, 1947. 21/11/49 28.11.50	

(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.

/RM

39

Ottawa, Ontario. April 6th, 1949.

5008-E8-2 Cessna 140 CF-EHB 5008-E8-2

REGISTERED

District Controller of Air Services,
717 Dominion Public Bldg.,
Winnipeg, Man.

Attention: District Inspector, Air Regulations.

1. Enclosed please find Certificate of Registration No. 7862 and Certificate of Airworthiness No. 1652, for the above-mentioned aircraft owned by Aviation Services Ltd.

2. Please note that we have enclosed the Weight and Balance Report in the Certificate of Airworthiness for the aircraft mentioned above. You should insure that this report has been amended to date before forwarding the Certificate to the new registered owner.

3. Also draw the owner's attention to Information Circular T/8/39.

4. Enclosed is one Airscrew Log Book to be forwarded to the [illegible]

NOTED
APR 16 1949
Revenue Audit
Dept. of Transport

(C.P. Travers),
Assistant Superintendent, Air Regulations.

Encls.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6107

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	X
NIGHT MESSAGE	
NIGHT LETTER	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			20

WINNIPEG MANITOBA NOVEMBER 28

TRANSPORT RECORDS
DEC 1 P.M.
File 5008-E8-7

(COLLECT)

35700

AVIATION SERVICES LIMITED
c/o SASKATCHEWAN GOVERNMENT AIRWAYS
PRINCE ALBERT SASKATCHEWAN

RETEL THIS TELEGRAM CONSTITUTES YOUR AUTHORITY FERRY CESSNA CF DASH EHB FROM PRINCE ALBERT TO MOOSE JAW DAY FLYING ONLY VFR CONDITIONS NO PASSENGERS TO BE CARRIED PROVIDED AIRCRAFT CERTIFIED FIT FOR FLIGHT BY COMPETENT PERSON

for B. F. Burbridge
DISTRICT INSPECTOR AIR REGULATIONS

BFB/AB
c.c. H.Q.

"IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS."

SENDER'S NAME AND ADDRESS (FOR REFERENCE ONLY)

SENDER'S TELEPHONE NUMBER

36820

TRANSPORT - RECORDS
DEC 8 P.M.
File 5008-E8.2

AIRCRAFT INSPECTION REPORT

Date of Inspection Nov. 28/49 Owner Aviation Services Ltd. Moose Jaw, Sask. Reg. Marks CF-EHB

Type Cessna 140 Serial No 9493 Purpose Commercial

C. of R. No 7862 C. of A. No 1652 Present C. of R. & A. Expires 21-11-1949

AIRFRAME

Crew One Passengers One No. of Fuel Tanks 2

Fuel Capacity 21 Imp.Gals. No. of Oil Tanks One Oil Capacity One Imp.Gals.

Total Hours Since New 442:45 Date Last Overhaul - Hours Since Overhaul -

ENGINES

LEFT		RIGHT	
Make Continental	Model C85-12-F	Make	Model
Serial No 24142-6-12	H.P 85	Serial No	H.P
Total Hours Since New 1101:55	Since c/Overhaul 303:05	Total Hours Since New	Since c/Overhaul

PROPELLORS

LEFT		RIGHT	
Make McCauley	Model 1A90	Make	Model

UNDERGEAR

Main Ski Base Federal A1500 Main Ski Pedestals Federal

Floats Float Chassis

Wheels Standard Wheel Chassis Standard

WEIGHTS

	EMPTY	GROSS	COMMERCIAL LOAD
Landplane	920	1450	201
Seaplane			
Skiplane	920	1450	201

AMENDMENTS TO CERTIFICATES & REMARKS

The new weight and balance report inserted in the Certificate of Airworthiness.

Noted 8/21

Aircraft inspected, considered airworthy and recommended for renewal of the Certificate of Airworthiness for 12 months.

Signed
District Aircraft Inspector.

B F Burbridge

C. of A. renewed by B.F. Burbridge
Date 2-12-49
Work Sheets & Copy of Wt. & Bal. Attached.

F W Bone

F. W. Bone,
District Inspector, Air Regulations.

45

Phone 3977
[redacted]16

P.O. Box 609

SASKATCHEWAN GOVERNMENT AIRWAYS

Airport:
Prince Albert

DATE November28th, 1949.

OVERHAUL AND REPAIR REPORT

Aircraft Registration No. CF-EHB Cessna 140 Maker's Serial No. 9493
Time Since Mfg. 442 hrs. 45 mins. Since Overhaul - hrs. - mins.

Engine Make Continental Mfg's Serial No. 24142-6-12 Model C85-12-F
Time Since Mfg. 1101 hrs. 55 mins. Since Overhaul 303 hrs. 05 mins.

Propeller Hub Make McCauley Mfg's Serial No. 7146 Dwg. No. 1490
Time Since Mfg. 257 hrs. 10 mins. Since Overhaul - hrs. - mins.
No. 1 Blade Serial No. Dwg. No.
No. 2 Blade Serial No. Dwg. No.
No. 3 Blade Serial No. Dwg. No.
Time Since Mfg. hrs. mins. Since Overhaul hrs. mins.

Nature of Work Carried Out

Aircraft owned by Aviation Services Ltd., Moose Jaw, and ferried to Saskatchewan Government Airways, Prince Albert, for inspection and renewal of Certificate of Airworthiness.

FUSELAGE

All fairings and inspection openings removed and fuselage inspected in detail for soundness, presence of corrosion, and security of attached components.
Interior of cabin area cleaned and inspected.
Instruments tested and calibrated.
Compass swung on completion of inspection.
Fire extinguisher checked. Placarding checked.
Controls inspected in detail.
Rudder bar control horns modified to Mfg. Service Bulletin.
Bolts replaced. Bolts replaced at elevator rocker assembly.
Door frames inspected; brackets inspected.
Battery removed and checked.
Skin in battery area neutralized and painted with acid proof paint.
Seat and belts inspected.

WINGS

Fuel tanks drained and flushed.
Wing surfaces checked.
Interior inspected through openings.
Controls checked.
Wiring checked and tested.
Aileron and flap surfaces and action checked.
Hinge points lubricated.
Root fittings visually inspected. Struts checked.

EMPENNAGE

Fin, stabilizer and elevators removed.
Stiffner made up and installed in leading edge of right hand side of stabilizer.
Reinforcements installed to elevator spar at hinge points.
Assembly reinstalled and rigged.
Controls checked and tested.

UNDERCARRIAGE

Wheels and tired removed. Tires o.k. Both wheels damaged.
Tire wall flanges to be replaced by owner.
Undercarriage checked.
Wheel bearings lubricated.
Tail wheel assembly removed and inspected, serviced and lubricated.

ENGINE & INSTALLATION

Engine given complete service check. Ref. Engine Log Book.
Engine installation inspected. Mount checked.
Wiring checked. Fuel lines and filter checked. Flexible line replaced.
Controls inspected. Exhaust system inspected.
Both muffs and brackets repaired.
Carb. air intake assembly and bracket repaired.
Cowlings checked.

PROPELLER

Visually inspected and tested for track.

WEIGHT

As per weight and balance report attached.

DIRECTIVES

46-44-1 through and including 49-39-1 checked and incorporated and inspected as required.
Aircraft placarded and conforms to applicable D.O.T. Information Circulars.

NOTE -- Owner to replace damaged main wheel sections as soon as parts available and in meantime will operate on skis.

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 D. Macleod.

Pilot No. 1410

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 unapproved modifications have been incorporated and that the aircraft is airworthy.

Time 1 hr 05 Date Nov 28 1944

Signed J. Cameron Signed R. R. White
A1801

Sgd. J. Dow
A1934
Air Engineer "B"

SASKATCHEWAN GOVERNMENT AIRWAYS
PRINCE ALBERT -- Saskatchewan

WEIGHT AND BALANCE REPORT

Registration: CF-EHB
Date: November 28th, 1949.

Make & Model: Cessna 140
Serial No. 9493.

Information on Weighing of Aircraft and Computed Weight & Balance Statement

A. GENERAL

1. Aircraft weighed after inspection and prior to renewal of Certificate of Airworthiness and Certificate of Registration.
2. Eligibility - Aircraft eligible for endorsation as landplane and skiplane only.
3. Datum - Leading edge of wing.
4. Leveling Means - Top edge of sheet along fuselage side aft of doors.
5. Scales - Fairbanks Morse platform type, last inspected November, 1948.
6. C. of G. Ranges (+13.5) to (+17.7)
   Empty weight C. of G. range (+12.3) to (+14.7).
7. References - all computations to meet requirements of C.A.A. Specification No. A-768, C.A.M. 18, App. II and Information Circular T/14/48 Revision I.

B. AIRCRAFT WEIGHTS

1. Aircraft weighed empty as landplane.

Scale Position	1st weight (3 point)	2nd weight (3 point)	3rd weight (tail up)
Port	413	413	422
Starboard	406	406	430
Tail	101	101	68
Total	920	920	920

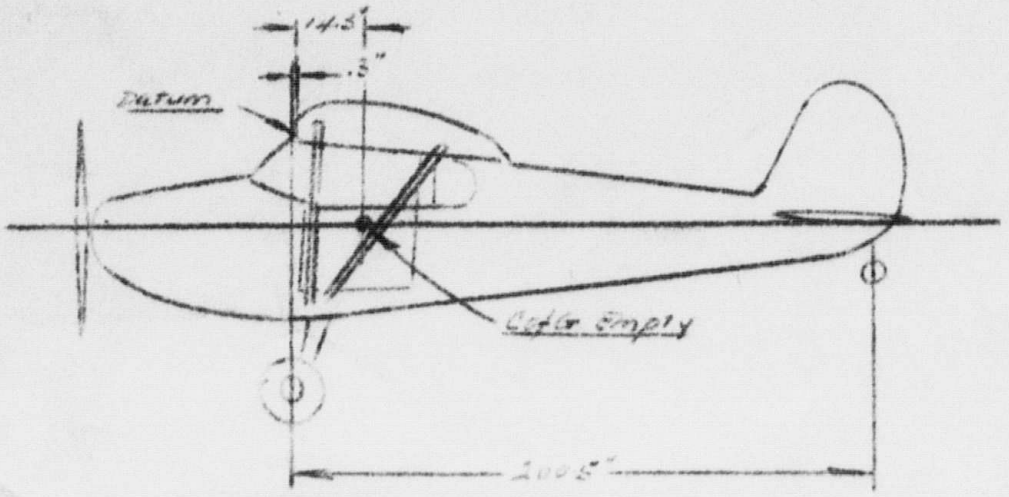
2. Determination of Empty Weight C. of G. Location (landplane)

$$\frac{T \times D}{W}$$

T = Tail scale weight - 68 lbs.
D = Distance between main wheel and tail wheel C/L = 200.5 in.
W = Empty weight of aircraft = 920 lbs.

$\frac{200.5 \times 68}{920} = \frac{13634}{920} = 14.7$ inches aft of main wheel C/L.

Datum = .3 inches aft of main wheel C/L.
Empty C. of G. Location is therefore 14.7 - .3 = (+14.3) in.
Since approved limit is not exceeded empty C. of G. as Landplane is satisfactory.



#3

C. DETERMINATION OF C. OF G. EXTREMES

1. Landplane

(a) Forward Extreme

Item	Wt.(lbs)	Arm	Moment
A/c W.E. as weighed	920	(+14.3)	13156
Oil	9	(-31.5)	284
Fuel (min)	50	(+23)	1150
Pilot	170	(+19.5)	3315
Total	1149		17338

Forward C. of G. Extreme = $\frac{17338}{1149}$ = (+15.0)

(b) Aft. Extreme

Item	Wt. (lbs)	Arm	Moment
A/c W.E. as weighed	920	(+14.3)	13156
Oil	9	(-31.5)	284
Fuel	151	(+23)	3473
Pilot & Passenger	340	(+19.5)	6630
Baggage	30	(+37.5)	1125
Total	1450		24100

Aft C. of G. Extreme = $\frac{24100}{1450}$ = (+16.6)

Since neither forward nor aft limits are exceeded, then forward and aft C. of G. extremes are satisfactory.

2. Skiplane

(a) Determination of C. of G. Location (Skiplane)

Aircraft C. of G. less wheels

Item	Wt. (lbs)	Arm	Moment
A/c as weighed	920	(+14.3)	13156
Wheels	-34	(-1)	-34
Tail wheel	- 2	(+204)	-408
Total	884		12714

C. of G. of empty aircraft less wheels = $\frac{12714}{884}$ = (+14.3)

42

(b) Empty C. of G. Location (Skiplane)

Item	Wt. (lbs)	Arm	Moment
A/c less wheels	884	(+14.3)	12714
Skis	32	(-4)	128
Tail ski	3	(+203)	609
Total	919		13195

Empty skiplane C. of G. Location = $\frac{13195}{919}$ = (14.3)

Since approved limit is not exceeded, empty C. of G. as a skiplane is satisfactory.

3. Computation of Skiplane C. of G. Extremes

(a) Forward Extreme

Item	Wt. (lbs)	Arm	Moment
Skiplane W.E.	919	(+14.3)	13195
Oil	9	(-31.5)	-284
Fuel (min)	50	(+23)	1150
Pilot	170	(+19.5)	3315
Total	1148		17660

Forward C. of G. Extreme = $\frac{17660}{1148}$ = (+15.3)

(b) Aft Extreme

Skiplane W.E.	919	(+14.3)	13195
Oil	9	(-31.5)	284
Fuel	151	(+23)	3473
Pilot & Passenger	340	(+19.5)	6630
Baggage	31	(+37.5)	1162
Total	1450		24176

Aft C. of G. Extreme = $\frac{24176}{1450}$ = (+16.6)

D. SUMMARY OF WEIGHTS

Item	Wt.	Arm
Landplane W.E.	920	(+14.3)
Skiplane W.E.	919	(+14.3)
Main wheels	34	(-1)

+1

D. SUMMARY OF WEIGHTS (Cont'd)

Tail wheel	2	(#204)
Main Skis	32	(-4)
Tail Ski	3	(#203)
Baggage	80	(#37.5)

Maximum weight - Landplane - 1450 lbs.
- Skiplane - 1450 lbs.

Total commercial load authorised with fuel and oil tanks full

Landplane - 200 lbs.
Skiplane - 201 lbs.

Weight & Balance computed by: [illegible]

Supervising Inspector: [signature]

Resident A.I.D.: _____

[signature]
1-12-49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE 2 6-46

717 Dominion Public Bldg.,
Winnipeg, Manitoba. July 17, 1950
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna 140 CF-EHB Accident near Moose Jaw, Sask.	5008-E8-2

14333

TRANSPORT - RECORDS
JUL 19 1950
File 5008-E8-2

Director of Air Services,
Dept. of Transport,
OTTAWA, Ontario.

Attention: Superintendent, Air Regulations

1. On July 8, 1950, the District Superintendent, Air Regulations was advised by a long distance telephone call that the above noted aircraft had met with an accident while attempting a forced landing, while flying from Yellowgrass, Sask. to Moose Jaw, Sask.

2. The Pilot Mr. F. H. Eilertson was alone in the aircraft and was uninjured.

3. Attached hereto please find his written report giving the details of this accident, which are considered self-explanatory.

4. Submitted for Headquarters' information and records.

R/ Burbidge
District Controller of Air Services

FWB/DS
Encl.

COPY ON
5802-12218

MR. PATTERSON
Pilot states aircraft written off.
15-8-50

19/7/50

AVIATION SERVICES LIMITED

C
O
P
Y

July 12th, 1950.

District Superintendent, Air Regulations,
Department of Transport,
717 Dominion Public Bldg.,
WINNIPEG, Manitoba.

Subject:, Accident involving write-off of CF-EHB

Dear Sir:

The following is an account of the accident to Cessna 140, CF-EHB Saturday, July 8th, at 11:25 M.S.T.

I was ferrying a spray aircraft CF-EHB from Yellow-grass, Sask. to Moose Jaw, when after about forty minutes flying time I noticed that the oil temperature was above normal for that machine. It was not exessively high, but high enough that I thought I would land and investigate if a suitable strip presented itself. After a further five minutes, I spotted a stretch of country road, somewhat crosswind but level and free of ditches, fences and poles. ?

The engine was still operating normally as to power and oil pressure, so after crossing the road into wind I began and engine-assissted descending turn to the left to get around and lined-up on the road.

At about seventy to eighty feet, I was maintaining height with three-quarter throttle and an airspeed of sixty m.p.h. The aircraft was in a 35° to 40° banked turn approaching the road when loss of control occurred and the aircraft rolled to the right with loss of height. It struck a telephone pole ? and crashed.

I was uninjured and merely had to undo the seat belt and step out.

Damage to the aircraft was extensive, both wings bent upward near the strut support points. The fuselage aft was bent. The engine, cowlings, firewall and instrument panel were torn free in one piece.

I assume that I must have struck some form of turbelence. The ground was damp after a rain the previous night and it would not have been possible to see a whirlwind for instance. I had tried to stall this aircraft at height, fully loaded with spray in a maximum turn and never been successful. The turn was not steep, by spraying standards, and an air disturbance is the only way I can account for it. Perhaps the

42

best and most accurate summation would be to say that I ran out of height, airspeed and experience all at the same time.

I have since had a check by a D.O.T. approved doctor and passed as absolutely fit.

Hoping that this will fulfil the purpose, I remain,

Yours truly,

(Sdg.) F. H. Eilertson P. T. 612

50

50R 1135-1-7 (11-7-50)

Re: Frederick Hawkins
EILERTSON -AEroplane
Accident - Pasqua
District, Sask.

The District Controller of Air Services,
717 Dominion Public Building,
WINNIPEG, Manitoba.

1. Forwarded for your information.

REGINA, Sask.
18-7-50.

W.H.Williams, Insp.,
In Charge, C.I.B.

The Commissioner, RCMP., OTTAWA.

1. Forwarded for your information, in duplicate.

REGINA, Sask.
18-7-50.

W.H.Williams, Insp.,
In Charge, C.I.B.

ROYAL CANADIAN MOUNTED POLICE

C-237

DIVISION FILE No. 50R-

DIVISION "P"
PROVINCE

SUB-DIVISION Regina
Sask.

DETACHMENT Moose Jaw

DATE July 11th, 1950.

51

FILE REFS.

RE: Frederick Hawkins EILERTSON - Aeroplane Accident - Pasqua district, Saskatchewan. (MOOSE JAW DETACHMENT CASE)

8-7-50

HEADQUARTERS

SUB-DIVISION

1. Relative to the above, this date, the above named, employed as Pilot with Aviation Services Ltd. of Moose Jaw called at this office and reported that he had crashed a Cessna 140 Model Aircraft, equipped with Spray equipment the property of Aviation Services Ltd., on a farmer's field three miles south of Pasqua, Sask. EILERTSON's only injury was a slight bruise to the back of left forearm, and suffered some minor scratches.

DETACHMENT

MJ50-5-

P.C.R.

Moose Jaw
First.

2. Guard was placed over the wreck and S/Sgt. Mears of Regina Sub-Division office notified immediately, via XJE48. Word was received about 7.00 P.M. that guard could be discontinued on aircraft. This accident had occurred about 12.25 P.M. Mountain Daylight Saving time and had been reported here about 3.00 P.M. The cause of the accident, as related by EILERTSON, was asofollows: He had noticed the oil temperature in the aircraft rising steadily and decided he had better land and check the machine, he noticed a level road with no obstructions on it, so circled to attempt a landing on this road. In circling, he had lost control of the plane and the right wing tip had caught an old unused telephone pole, breaking off the pole, this caused the plane to crash into the field on the opposite side of the road, where it bounced on nose and tail several times and finally came to a stop, with the engine assembly almost completely broken apart from the fuselage. The aircraft had landed in a field of unplowed summer fallow, so no crop damage was done. Location of the accident was on the SW¼ of S. 10-16-25 W2nd., land being the property of D.A. Knox, of Pasqua, Saskatchewan. Registration letters of the aircraft were CF-EHB, and EILERTSON was duly registered as a pilot, holding license No. 612, his home address is 444 Hochelaga St. East, Moose Jaw, Sask. Aircraft was a complete loss, and estimated value of loss is $1800.00 EILERTSON reported to Dr. McIntyre of Moose Jaw, and extent of injuries as quoted by the doctor were as mentioned in para. one above. Dr. McIntyre administered no treatment other than a little disinfectant to the scratches.

A. R. V. No.

3. EILERTSON had been employed in crop spraying in the Yellow Grass district and was returning to Moose Jaw at the time of the accident. File is being considered closed here. Patrol was made per p.c. 3933 to scene of the crash on July 8th, 1950.
CONCLUDED HERE.

DIARY DATE

SET FOR.....

EXP: P.C.M.O.

Cst.
(D. Mead) 14031
Moose Jaw Detachment.

Sgt.
(A.A.M.)
11-7-50.

FILE NUMBERS, HEADING AND MARGINAL REFERENCE ARE TO BE PROPERLY FILLED IN.

ROYAL CANADIAN MOUNTED POLICE
HEADQUARTERS

OUR FILE NO. 50 D 1135-1-G 8.

26 July, 1950.

OTTAWA,

YOUR FILE NO.

TRANSPORT - RECORDS
JUL 27 1950
File 5008-E8-2

To: The Deputy Minister, Department of Transport,
(Civil Aviation Division), Ottawa, Ontario.

15040

Report dated Moose Jaw, Sask. - 11/7/50,
forwarded for your information., re: Frederick H. EILERTSON,
Aeroplane Accident - Pasqua district, Saskatchewan.

COPY ON 5802-12218

1 copy 27/7/50

ENTERED ON CARDS No. 8 Bldg.

Encl.

Officer i/c Criminal Investigation Branch,
per

JF/HMC

OTTAWA ONTARIO AUGUST 18, 1950

5008-E8-2 Cessna 140 aircraft CF-EHB 5008-E8-2

District Controller of Air Services,
611 Power Building,
WINNIPEG, Manitoba

Attention: District Superintendent, Air Regulations

1. Please refer to your letter file 5008-E8-2 on the subject of Cessna 140 aircraft, registration CF/EHB, being involved in an accident.

2. From the Pilot's Report it is noted that the aircraft was very badly damaged.

3. We would like to know the owner's intention in respect to disposal of the aircraft and if it is declared a write-off, we require that the certificates of Registration and Airworthiness be forwarded for cancellation.

(C.F. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

60 2 9-49

717 Dominion Public Bldg.,
Winnipeg, Manitoba. September 1st, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna 140 - CF-EHB	5008-E8-2

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

18224

TRANSPORT - RECORDS
SEP 5 1950
File 5008-E8-2

Attention: Superintendent, Air Regulations

1. Reference is made to your letter of August 18th, 1950, covering the above noted aircraft.

2. In this respect please find enclosed a copy of letter received from Aviation Services Limited. In view of the information contained therein the Certificates of Registration and Airworthiness are herewith submitted for cancellation.

Noted
Rm

B F Burkholder
District Controller of Air Services.

BFB/AB
Encl.

Cancel. see folio below flat.

Noted
B F B

59

August 29, 1950.

District Superintendant Air Regulations,
717 Dominion Public Building,
Winnipeg, Manitoba.

Re: File 5008-E8-2.

Dear Sir:

In reply to your letter of August 23rd we wish to advise that the aircraft in question, Cessna 140, CF-EHB, is going to be written off, and we enclose herewith the Certificates of Registration and Airworthiness for cancellation.

Trusting this is satisfactory, we are,

Yours truly,

AVIATION SERVICES LIMITED,

RAE

R. A. Eastman,
Manager.

Encl.
RAE/bw

/RM

58

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7862

NATIONALITY AND REGISTRATION MARKS CF-EHB

1. Type and description	Cessna 140
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	9493
4. Name of owner	Aviation Services Ltd.,
5. Address of owner	Box 804, Moose Jaw, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Moose Jaw, Sask.
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 28th day of March 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-EHB and is of Canadian nationality.

Given at Ottawa this 6th day of April 19 49.

H. L. Watson

Superintendent, Air Regulations.

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

Not valid after November 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

Not valid after December 31st 1950 unless endorsed [illegible] 9/13/49

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.

/RM

VALID IN CANADA ONLY.
ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10259 AND SUBJECT TO THE CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

2462
6-47

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CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1652 (Issued to Replace Document Declared Lost)

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) ~~Taylor~~ (28.3.49) AVIATION SERVICES LTD.
2. Christian name ~~Eric T.~~
3. Address ~~Keeler, Sask.~~ Box 804, Moose Jaw, Sask.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Company,

NATIONALITY AND REGISTRATION MARKS

6. CF-EHB

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series 140 Constructor's No. 9493
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A. 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) 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 McCauley (16.4.47) No. .....
    Pitch ..... Diameter 893 (24.11.48)

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	867 lbs.
	(b) Seaplane	..... lbs.
	(c) Skiplane	..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	150 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 21 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	228 (24.11.48) 254- lbs.
32. Maximum total weight authorized	..... lbs.
Landplane	1450 lbs.
Seaplane	..... lbs.
Skiplane	..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane: Fourteen hundred and fifty 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 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 having regard to the reports furnished to him issues the present Certificate of Airworthiness dated September 4, 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 31st day of January 19 47.

H. Gallerneau

Superintendent, Air Regulations.

SASKATCHEWAN GOVERNMENT AIRWAYS
PRINCE ALBERT -- Saskatchewan

56

WEIGHT AND BALANCE REPORT

Registration: CF-EHB
Date: November 28th, 1949.

Make & Model: Cessna 140
Serial No. 9493.

Information on Weighing of Aircraft and Computed Weight & Balance Statement

A. GENERAL

1. Aircraft weighed after inspection and prior to renewal of Certificate of Airworthiness and Certificate of Registration.
2. Eligibility - Aircraft eligible for endorsation as landplane and skiplane only.
3. Datum - Leading edge of wing.
4. Leveling Means - Top edge of sheet along fuselage side aft of doors.
5. Scales - Fairbanks Morse platform type, last inspected November, 1948.
6. C. of G. Ranges (+13.5) to (+17.7)
   Empty weight C. of G. range (+12.3) to (+14.7).
7. References - all computations to meet requirements of C.A.A. Specification No. A-768, C.A.M. 18, App. II and Information Circular T/14/48 Revision I.

B. AIRCRAFT WEIGHTS

1. Aircraft weighed empty as landplane.

Scale Position	1st weight (3 point)	2nd weight (3 point)	3rd weight (tail up)
Port	413	413	422
Starboard	406	406	430
Tail	101	101	68
Total	920	920	920

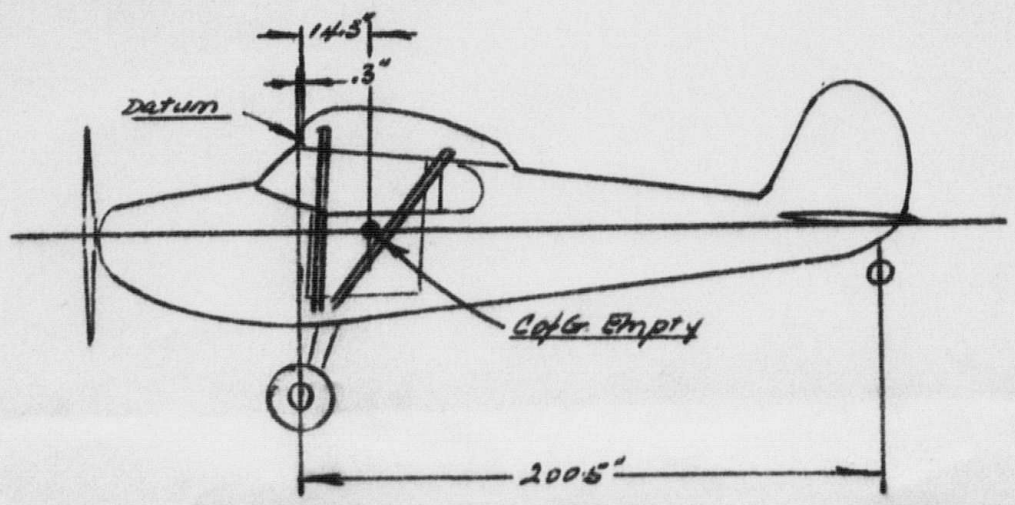
2. Determination of Empty Weight C. of G. Location (landplane)

$\frac{T \times D}{W}$

T = Tail scale weight - 68 lbs.
D = Distance between main wheel and tail wheel C/L = 200.5 in.
W = Empty weight of aircraft = 920 lbs.

$\frac{200.5 \times 68}{920} = \frac{13634}{920} = 14.7$ inches aft of main wheel C/L.

Datum = .3 inches aft of main wheel C/L.
Empty C. of G. Location is therefore 14.7 - .3 = (+14.3) in.
Since approved limit is not exceeded empty C. of G. as Landplane is satisfactory.



C. DETERMINATION OF C. OF G. EXTREMES

1. Landplane

(a) Forward Extreme

Item	Wt.(lbs)	Arm	Moment
A/c W.E. as weighed	920	(⁄14.3)	13156
Oil	9	(-31.5)	284
Fuel (min)	50	(⁄23)	1150
Pilot	170	(⁄19.5)	3315
Total	1149		17338

Forward C. of G. Extreme = $\frac{17338}{1149}$ = (⁄15.0)

(b) Aft. Extreme

Item	Wt. (lbs)	Arm	Moment
A/c W.E. as weighed	920	(⁄14.3)	13156
Oil	9	(-31.5)	284
Fuel	151	(⁄23)	3473
Pilot & Passenger	340	(⁄19.5)	6630
Baggage	30	(⁄37.5)	1125
Total	1450		24100

Aft C. of G. Extreme = $\frac{24100}{1450}$ = (⁄16.6)

Since neither forward nor aft limits are exceeded, then forward and aft C. of G. extremes are satisfactory.

2. Skiplane

(a) Determination of C. of G. Location (Skiplane)

Aircraft C. of G. less wheels

Item	Wt. (lbs)	Arm	Moment
A/c as weighed	920	(⁄14.3)	13156
Wheels	-34	(-1)	-34
Tail wheel	- 2	(⁄204)	-408
Total	884		12714

C. of G. of empty aircraft less wheels = $\frac{12714}{884}$ = (⁄14.3)

(b) Empty C. of G. Location (Skiplane)

Item	Wt. (lbs)	Arm	Moment
A/c less wheels	884	(+14.3)	12714
Skis	32	(-4)	128
Tail ski	3	(+203)	609
Total	919		13195

Empty skiplane C. of G. Location = $\frac{13195}{919}$ = (14.3)

Since approved limit is not exceeded, empty C. of G. as a skiplane is satisfactory.

3. Computation of Skiplane C. of G. Extremes

(a) Forward Extreme

Item	Wt. (lbs)	Arm	Moment
Skiplane W.E.	919	(+14.3)	13195
Oil	9	(-31.5)	-284
Fuel (min)	50	(+23)	1150
Pilot	170	(+19.5)	3315
Total	1148		17660

Forward C. of G. Extreme = $\frac{17660}{1148}$ = (+15.3)

(b) Aft Extreme

Skiplane W.E.	919	(+14.3)	13195
Oil	9	(-31.5)	284
Fuel	151	(+23)	3473
Pilot & Passenger	340	(+19.5)	6630
Baggage	31	(+37.5)	1162
Total	1450		24176

Aft C. of G. Extreme = $\frac{24176}{1450}$ = (+16.6)

D. SUMMARY OF WEIGHTS

Item	Wt.	Arm
Landplane W.E.	920	(+14.3)
Skiplane W.E.	919	(+14.3)
Main wheels	34	(-1)

D. SUMMARY OF WEIGHTS (Cont'd)

Tail wheel	2	(#204)
Main Skis	32	(-4)
Tail Ski	3	(#203)
Baggage	80	(#37.5)

Maximum weight - Landplane - 1450 lbs.
- Skiplane - 1450 lbs.

Total commercial load authorized with fuel and oil tanks full

Landplane - 200 lbs.
Skiplane - 201 lbs.

Weight & Balance computed by: [illegible]

Supervising Inspector: J Beal

Resident A.I.D.: _____

1-12-49

Form ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R052.1.
Approval expires December 31, 1948.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS.—This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) ***For an Aircraft.***—Complete items 1, 2, 3a, 4, 5, 6, and 7, and submit to CAA representative for approval.

(B) ***For a Component Installed in an Aircraft.***—Complete items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) ***For a Spare Component.***—Complete items 3 (b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time items 1, 2, and 4 must be completed by the installing agency which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
	Cessna	140	9493	CF-EHB

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
	Aviation Services, Ltd.	Moose Jaw, Canada

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	893	14.3" aft of datum	557
With Spray	910	14.0" aft of datum	540

* After the repairs and/or alterations described below were made.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☒ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	L. A. Vanderlip	Yingling Aircraft, Inc., Wichita, Kans.	6-4-49

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)

Installed Yingling Y-1 Spray Unit as per ACA-337 approved - Item 607, Spec. A-768.
Items removed: Starter, generator, battery, cabin heater, seat back, co-pilot brakes.

See reverse side for Weight & Balance computations.

I CERTIFY that the above statements are true and correct to the best of my knowledge.

L. A. Vanderlip (Signature of supervising mechanic) — A&E 145149 (Certificate number and rating) — 6-4-49 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	SIGNATURE OF DESIGNEE	NO. 5304	DATE 6-4-49
☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR	☐ ACCEPTED ☐ REINSPECTED	DATE

U. S. GOVERNMENT PRINTING OFFICE 16—54010-1

	Weight	Arm	Moment
Aircraft Empty Weight	893	14.3	12770
Starter	- 16	- 25.	+ 400
Generator	- 9.5	- 25	+ 237.5
Battery	- 23.5	+ 56	- 1316
Cabin Heater	- 4.0	- 26	+ 104
Seat Back	- 10.	+ 30	- 300
Co-pilot brakes	- 2.0	- 11	+ 22
Spray Unit	+ 82.0	+ 10	+ 820
New Empty Weight	910.0	14.0	12737.5

YINGLING AIRCRAFT, INC.
WICHITA, KANSAS

WEIGHT COMPUTATIONS
MODEL Y-1 SPRAY INSTALLATION

DATE 6-4-49 SERIAL NO. 9493

MODEL NO. 140 NC NO. CF-EHB

ITEM	WEIGHT	X ARM	= MOMENT
AIRCRAFT EMPTY WEIGHT			
KIT Y-1 EMPTY WEIGHT	82	10.0	820
NEW EMPTY WEIGHT			

CRITICAL LOADING CONDITIONS

USEFUL LOAD Standard 557 With spray 540 LBS.

MOST FORWARD C.G. LOCATION

ITEM	WEIGHT	X ARM	= MOMENT
AIRCRAFT EMPTY WEIGHT	910	14.0	12738
PILOT	170	19.5	3315
FUEL 7.08 GAL. (MINIMUM)	42.5	23	978
OIL 4.5 QTS.	8.5	-31.5	-268
TOTALS	1131.0	14.8	16763

MOST REARWARD C.G. LOCATION

ITEM	WEIGHT	X ARM	= MOMENT
EMPTY WEIGHT	910	14.0	12738
PILOT	170	19.5	3315
FUEL	81.5	23.0	1874.5
OIL	8.5	-31.5	-268
SPRAY LIQUID	280	19.5	5460
TOTALS	1450.0	15.9	23119.5

TOTAL MOMENT DIVIDED BY TOTAL WEIGHT IS C.G. LOCATION

IT IS THE RESPONSIBILITY OF THE AIRPLANE OWNER AND THE PILOT TO INSURE THAT THE AIRPLANE IS LOADED PROPERLY. THE EMPTY WEIGHT C.G. AND USEFUL LOAD ARE NOTED ABOVE FOR THIS AIRPLANE AS DELIVERED FROM THE FACTORY. IF THE AIRPLANE HAS BEEN ALTERED, REFER TO THE LATEST APPROVED REPAIR AND ALTERATION FORM (ACA-337) FOR THIS INFORMATION.

MAXIMUM WEIGHT - 1450 LBS. (LAND) - 1556 (SEA)
C.G. LIMITS: APPROVED OPERATING C.G. RANGE (LAND) / 13.5 TO / 17.7
APPROVED OPERATING C.G. RANGE (SEA)
AT 1265 LBS. / 13.7 TO / 17.5
AT 1556 LBS. / 15.3 TO / 17.5
EMPTY WEIGHT C.G. RANGE / 12.5 TO / 14.5 at 800 LBS.
AND / 12.6 TO / 15.0 AT 930 LBS.
(AUTOMATICALLY ASSURES COMPLIANCE WITH OPERATING LIMITS)

COMPUTED WEIGHT & BALANCE REPORT

CESSNA AIRCRAFT COMPANY
WICHITA, KANSAS

DATE: 8/6/46 MODEL 140

TYPE CERTIFICATE NO. 768 AIRCRAFT SPECIFICATION A-768-2
PRODUCTION CERTIFICATE NO. 4 (Dated March 28, 1946)

STANDARD AVERAGE WEIGHT 858 (Std) EMPTY C.G. 14.9 SERIAL NO. 9493
ACTUAL EMPTY WEIGHT _____ EMPTY C.G. _____ NC NO. ~~CF EHB~~

This plane has Engine Bonding & Shielding, Cabin Heater.

CORRECTED WEIGHT & HORIZONTAL BALANCE

ITEM	WEIGHT (LBS)	ARM	MOMENT
AIRCRAFT WEIGHT	858	14.9	12784
LESS —			
CORRECTED TOTAL	858	14.9	12784
PLUS +			
Engine Bonding & Shielding	4.5	-5	-22.5
Cabin Heater	4.0	-26	-104
NEW EMPTY WEIGHT	866.5	EMPTY C.G. 14.6	12657.5

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	866.5	14.6	12657.5
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	1087.5	MOST FWD. C.G. 15.3	16682.5

Fuel 6 lbs. Gal.
Oil 7.5 lbs. Gal.
Baggage 80.0 lbs Maximum

$$\text{BALANCE} = \frac{15.3 - .5}{59.0} = 25.1 \quad \%\text{M.A.C.}$$

MOST REARWARD C.G. LOCATION

ITEM	WEIGHT (LBS.)	ARM	MOMENT
EMPTY WEIGHT	866.5	14.6	12657.5
PILOT & PASSENGER	340.0	19.5	6630
FUEL 25 GAL.	150.0	23.0	3450
OIL 4.5 QTS.	8.5	-31.5	-268
BAGGAGE LBS.	80.0	37.5	3000
TOTAL	1445.0	MOST RWD. C.G. 17.6	25469.5

$$\text{BALANCE} = \frac{17.6 - .5}{59.0} = 29.0 \quad \%\text{M.A.C.}$$

PREPARED BY M. C. Stivers APPROVED BY Sherman L. Grimes
DESIGNATED MANUFACTURING INSPECTION REPRESENTATIVE. 5004

5-

EQUIPMENT LIST

Cessna Model 140

SERIAL NO. 9493
NC NO. CF EHB

		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)
	~~Carburetor 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

8/6/46
(DATE)

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:

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 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
		September 4, 1947. November 21, 1949. NOVEMBER 27th 1950	H. Watkins D. Armitage

(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.

FILE No. 5008- E 8- 3 VOLUME NO. 1

VOL. 1 5008- E 8- 3

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946-
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF- EHC - CESSNA 120.

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 29 1949	41840	CAR		GJ	FEB 1 - 1949
		CAE		gm	FEB 1 - 1949
JUN 7 - 1949	9588.	CAR		GJ	JUN 9 - 1949
		CAE		gm	JUN 9 - 1949
FEB 7 1950	45142	CAR		GJ	FEB 9 1950
FEB 13 1950	45986.	CAR		GJ	FEB 13 1950
FEB 21 1950	47216.	CAR		GJ.	FEB 22 1950
		CAE		gm	FEB 22 1950
MAY 15 1951	9133	CAR		RJ	MAY 16 1951
MAY 1 1951	16434	CAR		RJ	MAY 22 1951
MAY 22 1951		CAE		gm	MAY 28 1951
MAY 28 1952	Reg. Miss Jones	CAR		RJ	JUN 3 - 1952
JUN 3 - 1952		RJL		Wms	JUN 3 - 1952
JUN 3 - 1952		CAI			JUN 4 - 1952

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

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

FILE No. 5008 - E8 - 3

VOLUME No. 1

5008 - E8 - 3 VOL. 1

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EHC CESSNA 120

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 10 1946	21602	L.A.R.		LSJ	
SEP 23 1946	23847	L.A.R.		LSJ	SEP 10 1946 SEP 25 1946
NOV 19 1946	51086	L.A.R.	EC 31-IV-46	LSJ	NOV 25 1946
DEC 26 1946	BF Dec 31	L.A.R.		S/	
		CAI ①			APR 8 1947
APR					APR 19 1947
MAY 5 194.	3634	CAR			MAY 6 194
MAY 9 1947	4274	CAR			MAY 10 1947
JUL 11 1947	11544	CAR		LSJ	JUL 24 1947
AUG 1 - 1947		CAE			AUG 2 - 1947
SEP 24 47	17078	CAR		LSJ	SEP 25 47
NOV 21 47	26879	CAR			NOV 24 47
		Cat.			
JAN 26 1948	33899	CAR			JAN 26 1948
FEB 2 - 1948	35115	CAR		LSJ	FEB 5 1948
FEB 5 1948		CAE			FEB 5 - 1948
FEB 26 48	38448	CAR			MAR 5 48
MAR 20 48	41737	CAR			MAR 31 48
MAR 31 48		CAI ①			MAR 31 48
		CAR ②			APR 2 48
MAR 31 48					
APR 2 48		Fun Accent ③			APR 3 48
APR 14 1948	Miss Jones	Cat.		LSJ	APR 14 48
JUN 8 - 48	10019	CAR		LSJ	JUN 9 - 48
JUN 14 48	11256	CAR		LSJ	JUL 2 - 48
AUG 26 48	21426	CAR			SEP - 1 48

ORIGINAL ON FILE 5008-E8-1

COPY

FOR FILE 5008-E8-3

CANADIAN PACIFIC TELEGRAPHS

(TRANSPORT) (AIR) (2221)

OTTAWA ONTARIO AUGUST 1 1946

AVIATION SERVICES LIMITED
REGINA SASKATCHEWAN

AR31 RETEL REGISTRATION MARKINGS CF-EASY HOW ABLE CF-EASY HOW BAKER CF-EASY HOW CHARLIE ALLOTTED CESSNA AIRCRAFT stop REGISTRATION FORMS BEING FORWARDED.

CIVIL AVIATION

c.c. DIAR EDMONTON

HTB/BB

2 copies
HM.M.

2

1-630

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
September 4, 1946.

A21602

TRANSPORT-RECORDS
SEP 9 ...M.
File 500 8 C 8.3

Pilot S. C. Jacklin,
c/o Aviation Services Ltd.,
208 Walter Scott Bldg.,
MOOSE JAW, Sask.

Dear Sir:

This letter constitutes your temporary authority to ferry Cessna 120 aircraft CF-EHC from the Canadian-United States Border to Regina, Saskatchewan. Customs formalities, etc. are to be complied with at Regina.

This ferry flight is to be carried out under Visual Flight Rules, day flying only, with no passengers on board the aircraft, and provided the aircraft has been certified safe for the flight in question by a competent person.

This authority to be not valid after October 3, 1946.

Yours very truly,

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

VS/M

C.D. 21

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 4

TIME FILED

STANDARD TIME

Veuillez expédier la dépêche suivante aux conditions mentionnées au verso, que j'accepte par les présentes.
Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

(TRANSPORT) (AIR) (2221)

OTTAWA ONTARIO SEPTEMBER 12 1946

5708-C 8-3

DISTRICT INSPECTOR AIR REGULATIONS
402 BLOWEY-HENRY BUILDING
EDMONTON ALBERTA

AR95 FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION WASHINGTON QUOTE CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10383 COVERING CESSNA 120 AIRCRAFT SERIAL NO 9878 CANADIAN REGISTRATION CF-EHC PURCHASED BY AVIATION SERVICES LIMITED MOOSE JAW SASKATCHEWAN CANADA BEING PREPARED. UNQUOTE

CIVIL AVIATION

PSW/BB

L-10-51

Numéro de téléphone de l'expéditeur pour référence.
Address or telephone number for reference.

CD UR

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W.D.NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

Canadian Pacific — STANDARD TIME

RAA471 38/27 DL GOVT

WASHINGTON DC 11 4P

1946 SEP 17 PM 5 57

J A WILSON

A22148

DIRECTOR OF ~~AIR~~ SERVICES DEPARTMENT OF TRANSPORT OTTAWA ONT

CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10383 COVERING CESSNA 120 AIRCRAFT SERIAL NO 9878 CANADIAN REGISTRATION CF-EHC PURCHASED BY AVIATION SERVICES LIMITED MOOSE JAW SASKATCHEWAN CANADA BEING PREPARED

CHARLES F EYER CIVIL AERONAUTICS ADMINISTRATION

BA

Copy to W/S Edmonton

ENTERED ON CARDS

5

1-630

AIR MAIL

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

Messrs G. S. Macleod and A. J. Wickens,
1142 3rd Ave. N.W.,
MOOSE JAW, Sask.

Dear Sirs:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Cessna 120 aircraft CF-EHC, for a period of sixty days, to be not valid after November 15, 1946.

The aircraft must be flown within the following conditions:

VFR
Day flying only.
Landplane empty weight..... 774 lbs.
Landplane gross weight.....1450 lbs.

We wish to point out to you at this time that you are not permitted to operate this aircraft for hire or reward unless you are in possession of a Charter from the Air Transport Board, No. 3 Temporary Bldg., Ottawa.

If, upon the expiration date of this temporary authority you are not in possession of the formal Certificates from our Headquarters, you are required to apply to this district office for an extension.

Yours truly,

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

KFS/M

Ch

COMPUTED WEIGHT & BALANCE REPORT

CESSNA AIRCRAFT COMPANY
WICHITA, KANSAS

DATE 8/28/46 MODEL 120

TYPE CERTIFICATE NO. 768 AIRCRAFT SPECIFICATION A-768-2
PRODUCTION CERTIFICATE NO. 4 (Dated March 28, 1946)

STANDARD AVERAGE WEIGHT 774.4 EMPTY C.G. 14.2 SERIAL NO. 9878
ACTUAL EMPTY WEIGHT _____ EMPTY C.G. _____ NC NO. CF-EHC

CORRECTED WEIGHT & HORIZONTAL BALANCE

ITEM	WEIGHT (LBS)	ARM	MOMENT
AIRCRAFT WEIGHT	774.4	14.2	10996
LESS —			
CORRECTED TOTAL	774.4	14.2	10996
PLUS +			
NEW EMPTY WEIGHT	774.4	EMPTY C.G. 14.2	10996

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			3315
PILOT	170.0	19.5	978
FUEL 7.08 GAL.	42.5	23.0	-268
OIL 4.5 QTS.	8.5	-31.5	
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			6630
PILOT & PASSENGER	340.0	19.5	
FUEL GAL.		23.0	-268
OIL 4.5 QTS.	8.5	-31.5	
BAGGAGE LBS.		37.5	
TOTAL		MOST RWD. C.G.	

BALANCE = $\frac{-.5}{59.0}$ = % M.A.C.

PREPARED BY M. C. Stivers APPROVED BY Ellis E. Ripley
ELLIS E. RIPLEY-5001
DESIGNATED MANUFACTURING
INSPECTION REPRESENTATIVE.

EQUIPMENT LIST

Cessna Model 120

SERIAL NO. 9878
NC NO. CF-EHC

		WEIGHT		ARM
1.	Propeller	11.0	Lbs.	(-50)
102.	Carburetor Air Cleaner Installation (Continental)	3.0	Lb.	(-45)
201.	Main Landing Gear Wheels with Brakes (Goodyear L6H/MBD - 6.00 x 6 4 Ply Tires & Tubes)	36.0	Lbs.	(- 2)
202.	Tail Wheel Scott 3-2413 Steerable	5.0	Lbs.	(201)
304.	~~Dry Cell Radio Receiver~~	~~4.0~~	~~Lbs.~~	~~(-26)~~
401.	~~Cabin Heater~~	~~5.0~~	~~Lbs.~~	~~(-11)~~
	~~Pilot Brakes (Cessna Dwg. 0411454)~~	2.0	Lbs.	(- 6)
	Parking Brake	1.0	Lb.	(-24)
	Safety Belt (Air Associates M-264)			0
	~~Upholstery~~			
	~~Ash Trays~~	.5	Lb.	(- 1)
	Compass	.5	Lb.	(- 1)
	Airspeed	.5	Lb.	(- 1)
	Altimeter	~~1.0~~	~~Lb.~~	~~(- 1)~~
	~~Sensitive Altimeter~~	.5	Lb.	(- 1)
	Oil Pressure Gauge	.5	Lb.	(- 1)
	Oil Temperature Gauge	~~.5~~	~~Lb.~~	~~(0)~~
	~~Clock~~	1.5	Lbs.	(-11)
	Tachometer & Shaft	7.0	Lbs.	(-11)
	Dual Brakes Cessna Dwg. 0411455			

ELLIS-E,RIPPEY-5007

Ellis E. Rippey
Designated Manufacturing Inspection Representative

August 28, 1946
(Date)

1

2,000,000-6-45
K.P. 24363

Port of REGINA, SASK. SEPT. 12/46 19

Arriving per AIR

Imported by AVIATION SERVICES LTD.

Goods Exported to Canada Direct from U S A

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 11801

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.	War Exchange Tax $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applies
	1	AIRCRAFT NOT INCLUDING ENGINES.			1564	20	312.	80									44	0L
		ENGINES WHEN IMPORTED FOR USE ONLY IN THE																
		EQUIPMENT OF AIRCRAFT.			497	17½	86.	98									44	0N
				2067.95														
				2067.13x	2061		399.	78	2460.	78	196.	86			0.00			
		CESSNA AIRCRAFT CO, 8/6/46									TOTAL		596.	64				

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 $ 2057.66

The space below this line is reserved for Customs-Excise Officers' use only, and must not be filled in by the importer.

INITIALS		
	DUTY	399 78
	W.E. TAX	196 86
	SALES TAX	
	EXCISE TAX	
	TOTAL	596 64

Sales Tax Licence No.

Power of Attorney No. 7444561 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
DUTY PAID
SEP 13 19[illegible]
Cashier
REGINA, SASK.

Date Sept. 18, 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 G.S.Macleod and A.J.Wickens. heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels, viz:

Airplane Cessna Model 120, Serial 9878

Serial 9878

Engine Continental C-85 Serial 23048-6-12

AVIATION SERVICES LIMITED,

Per. R.A.Bastuan

241.3
6-39

10

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. G.S. Macleod
A.J. Wickens

Signature of Applicant.....

Date of Application Sept. 18, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Macleod, G.S.	1142 3rd Ave. N.W. Moose Jaw	Canadian.
Wickens, A.J.	1142 3rd. Ave. N.W. Moose Jaw.	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.

Date of manufacture or reconstruction Aug. 30, 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.

$10.00 Fee received, Folio #5, Rec.# 35070

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier — made by: Cessna Aircraft Co.

Type: Model ~~140~~ 120 — Maker's No.: 9878

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	32 ft. 10 in	
Length o/a in feet	21 ft. 6 in.	
Height o/a in feet	6 ft. 3⅜ in.	

Cubic Capacity (of Airship or Balloon):

Weight equipped, but without load, fuel, or oil: 770

Total weight authorized (fully loaded) in lbs: 1450 — Air speed: 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Air speed, altimeter, compass
2. Gauges: Tachometer, oil temperature, oil pressure.
3. Lights: Nil.
4. Signals: Nil.
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 Ser. 23048-6-12			
Pusher or Tractor	Tractor.			
Right or Left Hand	Right.			
No. of Cylinders	4			
H.P.	85			
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: Sept 19. 46

Signature:

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alta. Sept. 19, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna 120 CF-EHC Serial No. 9878	1-630

A23847

TRANSPORT-RECORDS
SEP 23 A.M.
File 5708.C

8-3

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration commercially of the subject aircraft in the name of Messrs G. S. Macleod and A. J. Wickens of 1142 3rd Ave. N.W., Moose Jaw, Saskatchewan, together with:

(a) Bill of Sale from Aviation Services Ltd. to Messrs. Macleod and Wickens.
(b) Customs Declaration B.1 as submitted by Aviation Services Ltd.
(c) Weight and Balance Report
(d) Copy of our letter to Messrs Macleod and Wickens granting them temporary authority dated this instant which is self-explanatory.

2. Fee of $10.00 has been received and will be forwarded to Headquarters under Folio #5, Receipt No. 75070.

3. We recommend that formal Certificates of Registration and Airworthiness be issued this aircraft and that they be forwarded direct to the Owners, please.

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

KFS/M
Encls.

Expl Cert'd.

M

12

1-630

TRANSPORT RECORDS
NOV 18 P.M 1946
5008-C 8-3
File

402 Blowey-Henry Bldg.,
Edmonton, Alberta.
November 15, 1946.

Messrs G. S. Macleod and A. J. Wickens,
1142 3rd Ave. E.W.,
MOOSE JAW, Sask.

?

57086

Dear Sirs:

Pending issue by our Headquarters of formal Certificates, this letter constitutes an extension of our temporary authority issued September 19, 1946, for Cessna 120 aircraft CF-EIC, for a further period of sixty days, to be not valid after January 17th, 1947.

Yours truly,

KFS

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

KFS/M
Ch

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 these 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 cylindor. 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 hingaline 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.

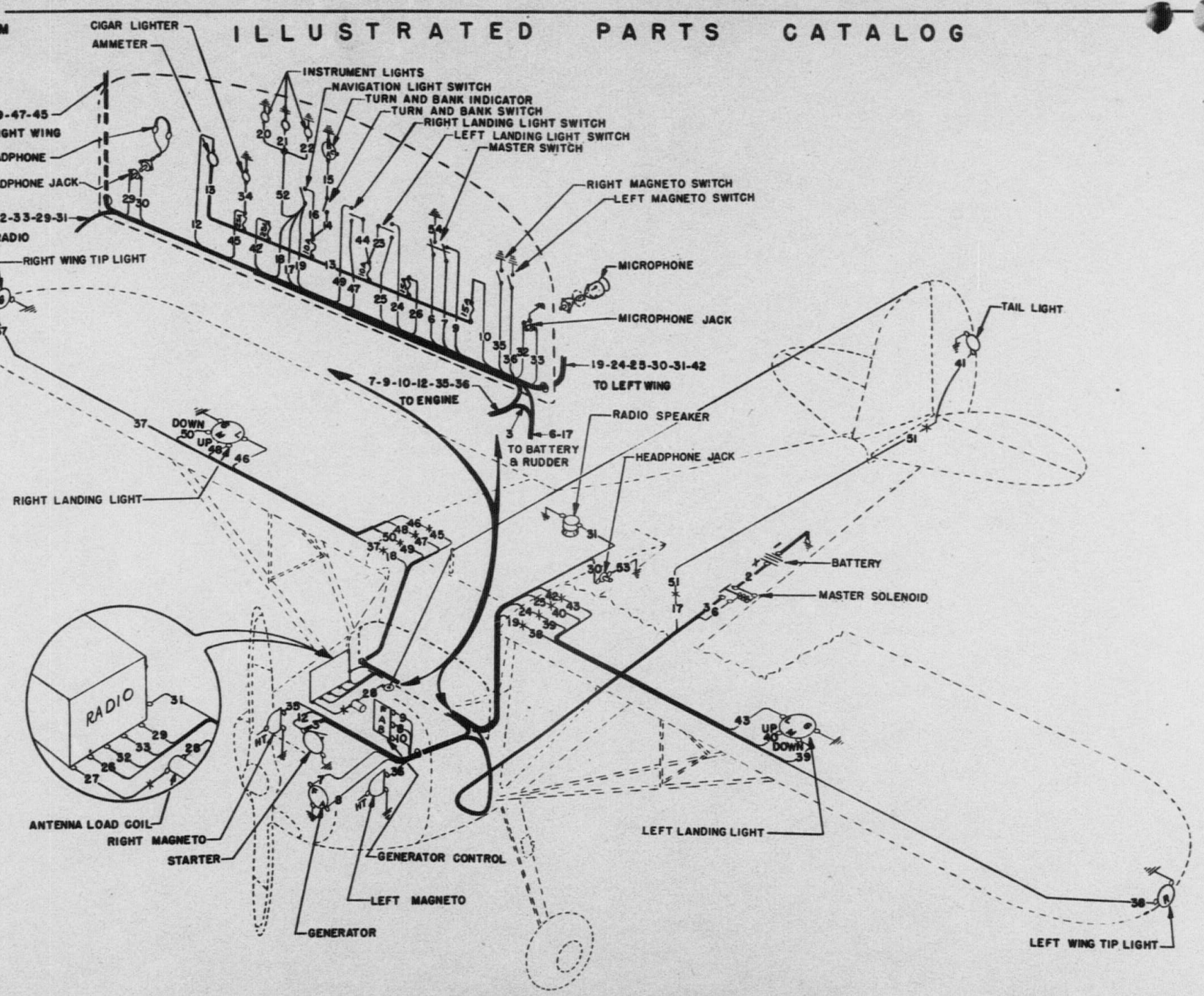


FIGURE 36-ELECTRICAL WIRING DIAGRAM

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

Form 169

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'

INSTRUMENTS (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

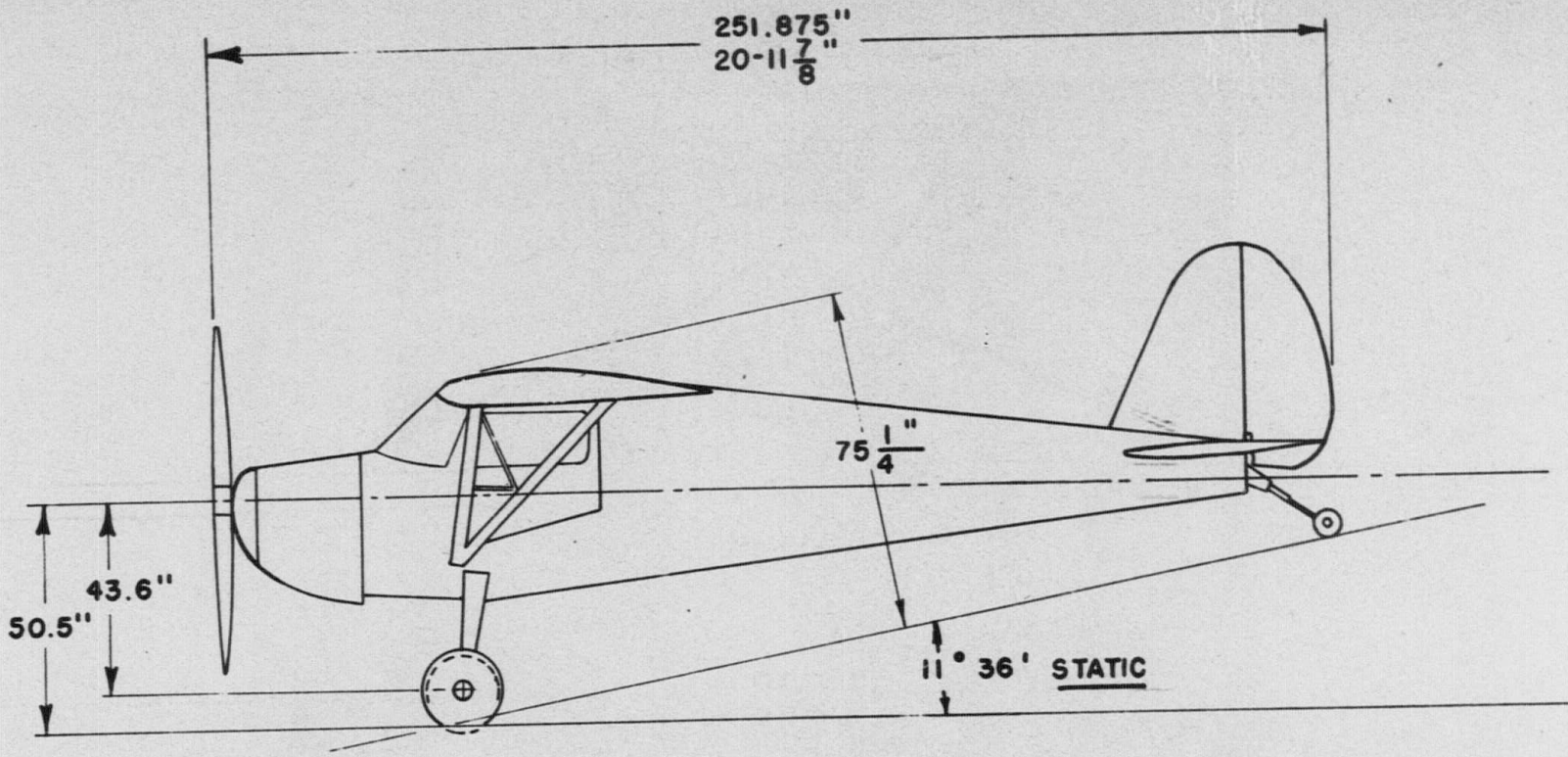
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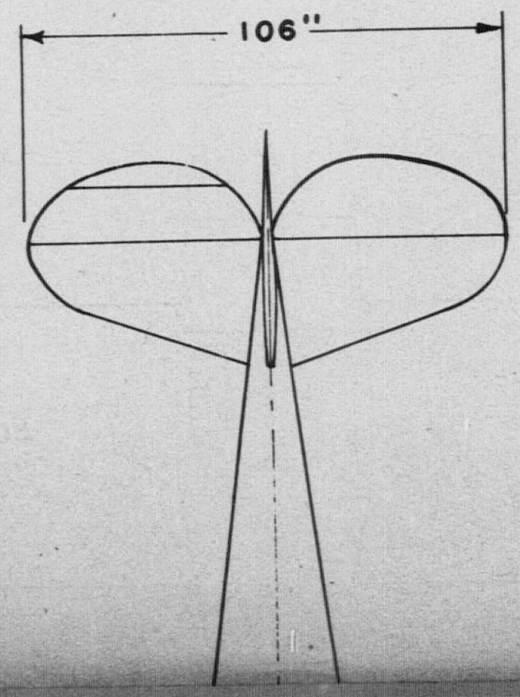
CESSNA AIRCRAFT COMPANY
Wichita, Kansas

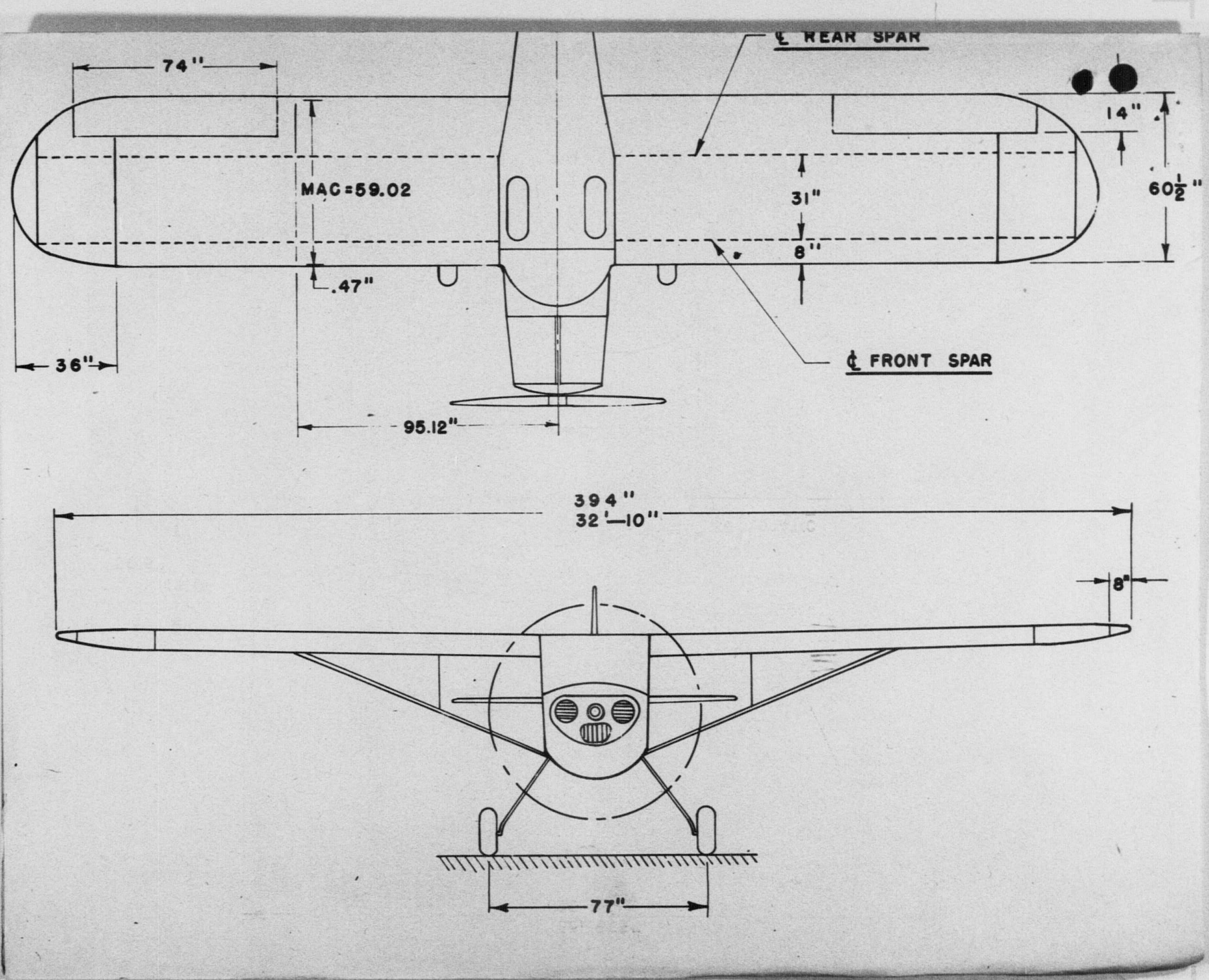
Specifications - Cessna Models 120-140

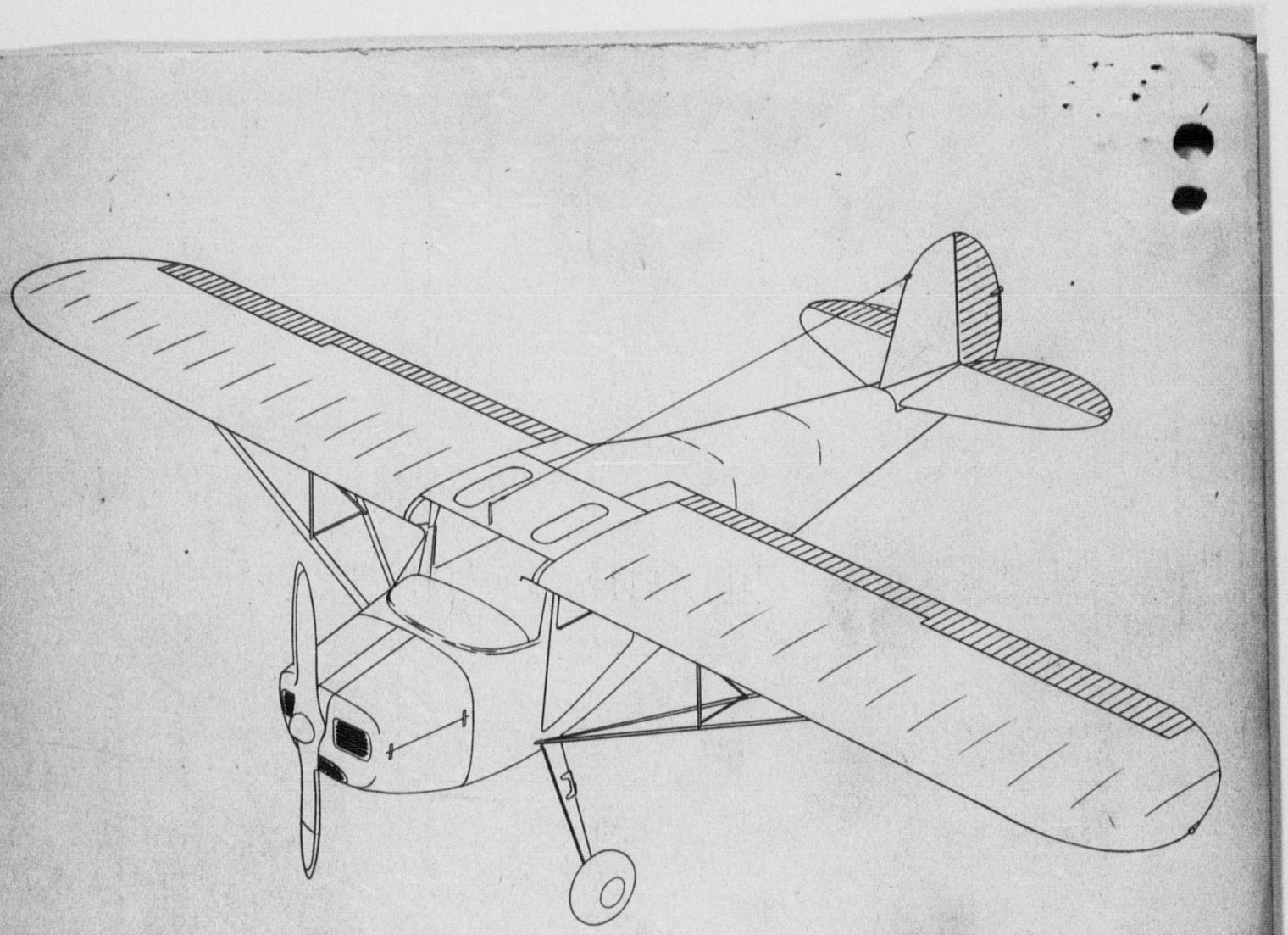





251.875"
20-11 7/8"
75 1/4"
43.6"
50.5"
11° 36' STATIC


106"


℄ REAR SPAR
74"
MAC=59.02
.47"
36"
95.12"
14"
31"
8"
60½"
℄ FRONT SPAR
394"
32'—10"
8"
77"



SPECIFICATIONS MODEL 120

ENGINE: CONTINENTAL	85 h.p.
TOP SPEED	Over 120 m.p.h.
CRUISING SPEED	Over 100 m.p.h.
CRUISING RANGE	Over 4½ hrs.
RATE OF CLIMB	Sea Level—680 ft. per min.
SERVICE CEILING	15,500 ft.
LANDING SPEED	41 m.p.h.
GROSS WEIGHT	1,450 lbs.
EMPTY WEIGHT	770 lbs.
FUEL CAPACITY	25 gallons
SPAN	32 ft. 10 in.
LENGTH	21 ft. 6 in.
HEIGHT	6 ft. 3¼ in.
WING AREA	159.3 sq. ft. including fuselage
WING LOADING	9.1 lbs. per sq. ft.
POWER LOADING	17.1 lbs. per h.p.

STANDARD EQUIPMENT

AIRSPEED
ALTIMETER
COMPASS
GAS GAUGE
CARBURETOR HEATER MUFF
OIL PRESSURE
OIL TEMPERATURE
TACHOMETER
CARBURETOR AIR FILTER
DUAL CONTROL WHEELS
TIRES AND TUBES
WHEELS AND BRAKES
PARKING BRAKE
TWO GAS TANKS
OVERHEAD WINDOWS

SPECIFICATIONS MODEL 140

ENGINE: CONTINENTAL	85 h.p.
TOP SPEED	Over 120 m.p.h.
CRUISING SPEED	Over 100 m.p.h.
CRUISING RANGE	Over 4½ hrs.
RATE OF CLIMB	Sea Level—680 ft. per min.
SERVICE CEILING	15,500 ft.
LANDING SPEED	41 m.p.h.
GROSS WEIGHT	1,450 lbs.
EMPTY WEIGHT	890 lbs.
FUEL CAPACITY	25 gallons
SPAN	32 ft. 10 in.
LENGTH	21 ft. 6 in.
HEIGHT	6 ft. 3¼ in.
WING AREA	159.3 sq. ft. including fuselage
WING LOADING	9.1 lbs. per sq. ft.
POWER LOADING	17.1 lbs. per h.p.

STANDARD EQUIPMENT

AIRSPEED
ALTIMETER
AMMETER
COMPASS
GAS GAUGE
OIL PRESSURE
OIL TEMPERATURE
TACHOMETER
CARBURETOR AIR FILTER
BATTERY
DUAL CONTROL WHEELS
GENERATOR
NAVIGATION LIGHTS
STARTER
STEERABLE TAIL WHEEL
TIRES AND TUBES
WHEELS AND BRAKES
CARBURETOR HEATER MUFF
GLOVE COMPARTMENT
LANDING LIGHT WIRING AND BRACKETS
PARKING BRAKE
REAR WINDOWS (TWO)
SHOCK MOUNTED INSTRUMENT PANEL
WING FLAPS
OVERHEAD WINDOWS
TWO GAS TANKS

Form ACA 26
(Rev. 10-15-40)

2/10/46

14

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10383

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: 774.4 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 - AUGUST, 1946
Type	LAND MONOPLANE
Model	CESSNA 120
Serial No.	9878
Date	SEPTEMBER 10, 1946

Charles F. Dycer
Charles F. Dycer, Director
Aircraft & Components Service

5292(R)
1774(A)

CF-EHC

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)

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)

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.

20431

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

* 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	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
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

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
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:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

2 of 32

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 H-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 "0" 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 8/28/46

CESSNA AIRCRAFT COMPANY
WICHITA, KANSAS

MODEL 120

TYPE CERTIFICATE NO. 768

AIRCRAFT SPECIFICATION A-768-2
PRODUCTION CERTIFICATE NO. 4 (Dated March 28, 1946)

STANDARD AVERAGE WEIGHT 774.4 EMPTY C.G. 14.2 SERIAL NO. 9878
ACTUAL EMPTY WEIGHT _____ EMPTY C.G. _____ NC NO. CF-EHC

CORRECTED WEIGHT & HORIZONTAL BALANCE

ITEM	WEIGHT (LBS)	ARM	MOMENT
AIRCRAFT WEIGHT	774.4	14.2	10996
LESS —			
CORRECTED TOTAL	774.4	14.2	10996
PLUS +			
NEW EMPTY WEIGHT	774.4	EMPTY C.G. 14.2	10996

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

$$\text{BALANCE} = \frac{-.5}{59.0} = \quad \%\text{M.A.C.}$$

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.	

$$\text{BALANCE} = \frac{-.5}{59.0} = \quad \%\text{M.A.C.}$$

PREPARED BY M. C. Stivers

APPROVED BY Ellis E. Shipley 5007
DESIGNATED MANUFACTURING
INSPECTION REPRESENTATIVE.

E Q U I P M E N T L I S T

Cessna Model 120

SERIAL NO. 9678
NC NO. CF-EHC

		WEIGHT		ARM
1.	Propeller	11.0	Lbs.	(-50)
102.	Carburetor Air Cleaner Installation (Continental)	3.0	Lb.	(-45)
201.	Main Landing Gear Wheels with Brakes (Goodyear L6H/MBD - 6.00 x 6 4 Ply Tires & Tubes)	36.0	Lbs.	(- 2)
202.	Tail Wheel Scott 3-2413 Steerable	5.0	Lbs.	(201)
304.	~~Dry Cell Radio Receiver~~			
401.	~~Cabin Heater~~	~~4.0~~	~~Lbs.~~	~~(-26)~~
	~~Pilot Brakes (Cessna Dwg. 0411454)~~	~~5.0~~	~~Lbs.~~	~~(-11)~~
	Parking Brake	2.0	Lbs.	(- 6)
	Safety Belt (Air Associates M-264)	1.0	Lb.	(-24)
	~~Upholstery~~			
	~~Ash Trays~~			0
	Compass	.5	Lb.	(- 1)
	Airspeed	.5	Lb.	(- 1)
	Altimeter	.5	Lb.	(- 1)
	~~Sensitive Altimeter~~	~~1.0~~	~~Lb.~~	~~(- 1)~~
	Oil Pressure Gauge	.5	Lb.	(- 1)
	Oil Temperature Gauge	.5	Lb.	(- 1)
	~~Clock~~	~~.5~~	~~Lb.~~	~~(0)~~
	Tachometer & Shaft	1.5	Lbs.	(-11)
	Dual Brakes Cessna Dwg. 0411455	7.0	Lbs.	(-11)

Ellis E. Rippey ~~ELLIS E. RIPPEY FOOT~~
Designated Manufacturing Inspection Representative

August 28, 1946
(Date)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

14 2 8-45

Edmonton, Alberta, January 17, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna 120 CF-EHC Accident	1-630

66828

TRANSPORT - RECORDS
JAN 21 A.M.
File 5008-E-8-3

Controller of Civil Aviation,
OTTAWA.

1. Herewith copy of accident report dated January 14, 1947, A. J. Wickens on EHC, together with wires on the same subject.

2. It is pointed out that their ferrying the aircraft after the accident could have resulted in a serious accident and as there is a considerable amount of this type of flying being carried on in Saskatchewan, we believe that a sharp letter of caution would do a lot of good.

3. You will note that they state the flying was for pleasure and, judging from the number of unauthorized charter flights going on, we do not willingly accept his statement.

COPY ON
5-802-7342

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

ENTERED IN ACCIDENT RECORDS

KFS/mp
Encs.

MR. SAUNDERS.
For any action you may deem necessary in connection with para. 2 & 3.
No further action on our part.

COPY

Regina College,
Regina, Sask.,
Jan. 14, 1947.

The District Inspector,
Department of Transport,
Edmonton, Alberta.

Refer to your file numbers: 1-630, 0-86

Dear Sir:

The following is a report of a taxiing accident which occurred on January 10, 1947, involving a Cessna 120, reistration CF-EHC owned by G. S. Macleod and A. J. Wickens.

The snow was very sticky on the day in question, consequently assistance was required to keep the machine in motion. At the time of the accident the machine was headed directly down wind. We were trying to break the skis loose when the upraised tail was caught by a gust of wind. The aircraft went up on its nose and hesitated in that position for an instant and then went completely over on its back. The next day the machine was righted and following damage was noted:

1. The right front wing strut was kinked about one foot from the wing fitting. This kink was straightened and the strut reinforced for ferry.
2. The leading edge ribs on the right wing were bent slightly for about five bays in from the wing tip resulting in loose fabric in this region.
3. The propeller was cracked on the front lamination.
4. The fin and rudder were bent on the top but not enough to interfere with the controls.

After a thorough inspection the aircraft was considered airworthy for ferry to the farm of Mr. Macleod at Sintaluta, Saskathcewan, at which point the main plaines were removed. A thorough inspection of the airframe revealed no further damage. We accredited the slight damage to the deep snow and the comparative slowness with which the machine nosed

District Inspector, Dept. of Transport January 14, 1947

over. The damage to the right wing was caused by a hard snow drift.

Please advise by wire if we may go ahead with repairs. We intend to send the fin and rudder to Macdonald Bros. and to repair the wing ourselves if inspection by a B & D permit.

As you probably realize we are attempting to obtain a charter to fly out of Moose Jaw so we are anxious to get our machine repaired as soon as possible.

Yours truly,

A. J. Wickens
A & C Engineer # A-1789

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	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

EDMONTON ALBERTA JANUARY 16 1947

Mr. A. J. WICKENS
REGINA COLLEGE
REGINA SASK

REFERENCE ACCIDENT EHC REPAIRS TO BE MADE IN APPROVED REPAIR SHOP UNDER B ENGINEER STOP NEAREST YOU WE BELIEVE PRINCE ALBERT STOP YOUR UNAUTHORIZED FERRY FLIGHT AFTER ACCIDENT BEING REFERRED TO OTTAWA

COLLECT

D I A R

PHONE 24141

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

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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 JANUARY 16 1947

MR A J WICKENS
REGINA COLLEGE
REGINA SASK

ADVISE IF YOU WERE ENGAGED IN PLEASURE INSTRUCTIONAL OR CHARTER FLYING

WHEN ACCIDENT OCCURRED

DISTRICT INSPECTOR AIR REGULATIONS

PREPAID

402 Blowey-Henry Bldg.

PHONE 24141

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

1947 JAN 17 PM 12 37

REGINA SASK 17 1233P

DISTRICT INSPECTOR AIR REGULATIONS

402 BLOWEY-HENRY BUILDING EDMN

ENGAGED IN PLEASURE FLYING ONLY AS WE HAVE NO CHARTER

A J WICKENS

COPY

/TE

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5292

NATIONALITY AND REGISTRATION MARKS CF-EHC

1. Type and description	Cessna 120
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	9878
4. Name of owner	MacLeod, G. S. Wickens, A. J.
5. Address of owner	1142 3rd Ave., N. W. Moose Jaw, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Moose Jaw, Sask.
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 19th 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-EHC 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.

/RK

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5008-E8-3

Ottawa, Ontario.
April 8th, 1947.

REGISTERED

Messrs. G.S. MacLeod, and A.J. Wickens,
1142 3rd Ave., N.W.,
Moose Jaw, Sask.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5292 and Certificate of Airworthiness No. 1774, together with Engine and Journey and Aircraft Log Books, for your Cessna 120 aircraft, CF- EHC.

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.

CLASS OF SERVICE

Full Rate	
Day Letter	
Night [illegible]	
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

TIME FILED

STANDARD TIME

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

EDMONTON ALBERTA MAY 1 /47

A 3634

TRANSPORT-RECORDS
MAY 5 A.M.
File 5018-C8-3

A J WICKENS
SINTALUTA SASKATCHEWAN

THIS WIRE YOUR AUTHORITY TO HAVE PILOT WITH VALID CERTIFICATE FERRY EASY HOWE CHARLIE TO PRINCE ALBERT VALID TO MAY FIVE FORTY SEVEN

DISTRICT INSPECTOR AIR REGULATIONS

PREPAID

Ch ✓

Our file 1-630

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 61-2

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

TRANSPORT-RECORDS
MAY 8 P.M.
File 5008 E 8-3

Sent by KFS at 1000 hrs.

EDMONTON ALBERTA MAY 4, 1947

26

A J WICKENS
PRINCE ALBERT SASK A 4274

PENDING OUR INSPECTION THIS WIRE CONSTITUTES
YOUR TEMPORARY AUTHORITY TO OPERATE EASY HOWE CHARLIE DAY FLYING
VFR BUT TO BE NOT VALID AFTER JUNE THIRTY FORTY SEVEN

DISTRICT INSPECTOR AIR REGULATIONS

COLLECT

copy to H.O. file: 5008-E8-3 ✓
Our file: 1-630

1948

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

27

2
5-45

Edmonton, Alberta, July 4th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-ES-3	Cessna 120 CF-EHC Serial No. 9878	1-630

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected in detail as a Landplane at Moose Jaw on June 26th, 1947.

AIRCRAFT: Total time since new: 99:35

ENGINE: Continental No. 20348-6-12
Total time since new: 109:15

PROPELLOR: McCauley - Metal.

2. The aircraft and engine was found in good condition and considered airworthy on this date. It is therefore recommended that the formal Certificates of airworthiness and registration be issued to the owners.

J J Currie
M.

J. J. Currie,
Resident Inspector AID

JJC/M
C/CAE

29

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-630
H.Q. file: 5008-E8-3
Place .....Edmonton

Date.....July 5.....1947....

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

TRANSPORT-RECORDS
JUL 10
5008-E8-3
File

Aircraft Type .....Cessna 120..... A11544

Registration Markings ...CF-EHC.....

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

Date of Inspection .....June 26/47.....

Previous C. of A. Expires ..Sept. 19, 1947.....

Present C. of A. Expires ...Sept. 19, 1947.....

Remarks ....Attached hereto, AID report dated July 4/47...
covering inspection as Landplane at Moose Jaw on June 26/47
C. of A. No. 1774 endorsed as follows:.....
Item 25: Skiplane empty weight.....779 lbs. ✓
Item 31: Skiplane, commercial weight.....340 lbs. ✓
Items 32 & 33: Skiplane gross.....1450 lbs. ✓
Log amended accordingly.....

Attached also, copy of M. & S. Aviation Co. work and inspection report covering aircraft submitted by Engineer Pool, and which is self-explanatory.....

per

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

KFS/M
Enc.

M & C AVIATION COMPANY LIMITED

Prince Albert, Saskatchewan

.....

28

Cessna 120 Registration CF-EHC, owned by
G. C. MacLeod and A. J. Wickens, Moose Jaw.

Aircraft

Registration CF-EHC
Mfg. Serial No. 9878
Time since Mfg. 73 hours 15 minutes.

Engine

Continental C 85-21
Mfg. Serial No. 23048-6-12
Time since Mfg. 79 hours 30 minutes.

Propeller

Make - Sensenich
Serial No. L 1290

Aircraft damaged taxiing. The following components were damaged, right wing, right wing left struts, and rudder, and minor damage to propeller.

Replacements
The following replacements were made - one right wing and both right lift struts. These parts were supplied by MacDonald Bros. aircraft shipping order B 08425 and covered by release certificate No. X376, signed by J. R. Humble of MacDonald Bros.

Repairs
Vertical fin repared by MacDonald Bros. aircraft Ltd. and covered by their shipping order B08425 and Release Certificate No. X377 signed by J. R. Humble. Propeller was replaced, loaned for ferry flight a new propeller is to be installed on return to Moose Jaw. The above components were installed by A.J. Wickens, engineer's licence No. A1789. The aircraft was ferried to M & C Aviation Co. Ltd., Prince Albert and given the following inspection.

1. All fairings and inspection covers removed.
2. All attachment fittings inspected for proper attachment, security locking, etc.
3. All controls inspected in detail for action, security, safety and locking.
4. Aircraft tested for truth, outer skin checked for signs of warp, etc., caused by accident.
5. Aircraft rigging checked.
6. Undercarriage attachment at fuselage checked.
7. Internal fuselage bulkheads checked.
8. Engine mount and attachment inspected.
9. Aircraft weighed empty as a land plane

1st Weighing		2nd Weighing	
Right	363 lbs.	Right	363 lbs.
Left	358 lbs.	Left	357 lbs.
Rear	80 lbs.	Rear	81 lbs.
Total	801 lbs.	Total	801 lbs.

Weighed in flying position - right front 380, left front 375, rear 46, total 801

.....I hereby certify that to the best of my knowledge all manufacturer's service bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and from documentary evidence produced, the parts and repairs were carried out in an authorized aircraft overhaul plant and that the Aircraft is airworthy.

Signed: [illegible]
Air Engineer Certificate No.
Date.....May 31st.....1947.

M & C AVIATION CO. LTD.
PRINCE ALBERT, SASK.
All Aircraft controls examined in detail for soundness, correct action, and presence of all locking and safety devices.
Time 11 a.m. Date May 31st 1947
Signed [illegible]

30

1-630

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Sept. 17, 1947.

17078

TRANSPORT-RECORDS
SEP 22 A.M 1947
File 5008 E83

Mr. G.S. MacLeod and Mr. A.J. Wickens,
1142 3rd Ave. N.W.,
MOOSE JAW, Sask.

Dear Sir:

Pending our inspection and renewal Pending ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Cessna 120
Serial No.: 9878
Registration Marks: CF-EHC

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....152 lbs.
Oil..... 9 lbs.
Crew.....170 lbs.

	Empty	Commercial	Gross
Landplane	775 lbs.	344 lbs.	1450 lbs.
Seaplane			
Skiplane	779 lbs.	340 lbs.	1450 lbs.

Minimum number of crew..... one
Number of passengers permitted..... one
Commercial Yes
Private N.A.
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after.....October 16, 1947.....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,

R.S. Keetley
for K. F. Saunders,
District Inspector,
Air Regulations.

KFS/M
Ch 5008-E 8-3

P.S. We will be in Regina over the week-end for the purpose of inspecting aircraft, and you are requested please to bring the aircraft there then.

Your Money Order in the amount of $5.00 is returned to you herewith as there is no fee charged for renewal of formal Certificates.

36

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-630
Hqs. 5008-E8-3
Place ....Edmonton,..Alta.

Date....January 29,....194..8..

TO: Superintendent, Air Regulations.

A35115

FROM: District Inspector. Air Regulations

SUBJECT: Aircraft Inspection Report.

TRANSPORT-RECORDS
FEB 2 A.M.
File 5008-C8-3

Aircraft Type ..... Cessna 120

Registration Markings ..... CF-EHC

Private or Commercial ..... Commercial ✓

Date of Inspection ..... January 17, 1948.

Previous C. of A. Expires ..... 19 Sept., 1947. ✓

Present C. of A. Expires ..... 17 Jan., 1949. C of R #5292 C of A #1774

Remarks C of A #1774 amended as follows:

Item 25. Weight of landplane empty changed from 775 lbs. to 806 lbs. ✓
Weight of skiplane empty changed from 779 lbs. to 810 lbs. ✓

Item 31. Commercial load landplane changed from 344 lbs. to 313 lbs. ✓
Commercial load skiplane changed from 340 lbs. to 309 lbs. ✓

Log books were amended accordingly.

Attached hereto, Engineer Morrison's report dated Jan. 16/48 covering weighing and AID report dated Jan. 29/48 covering inspection.

G V Pinsent

G.V. Pinsent
District Inspector
Air Regulations.

GVP/M

Mrs Jones
To motor P.A
Hdd 3-2-48

Noted
WJ

GVP*LC

35

2
8-45

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Edmonton, Alta., January 29, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna 120, CF-EHC, Serial #9878	1-630

District Inspector, Air Regulations,
Edmonton, Alta.

1. The subject aircraft was inspected in detail as a skiplane at Regina, Sask. on January 17, 1948.

Aircraft: Total time: 158:20 hrs.

Engine: Continental 85,
#23048-6-12
Total time: 158:20 hrs.

Propeller: Metal, McCauleys.
Dwg. #1A90, CF-7146,
Serial #1173
Total time: 158:20 hrs.

2. The aircraft and engine were found in good condition and considered airworthy on this date. The aircraft was checked to CAA Air Directive #AD-768-5 and found conforming.

3. No records have been kept of the metal propeller installed on this aircraft. The owners were instructed to obtain a propeller log book and debit the airscrew with the total aircraft time.

J. J. Currie

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

JJC*LC
C*CAE

Regina Flying Club

1944]

Airport

Regina - Sask.

34

MAIL ADDRESS
P.O. BOX 70

January 16,1948.

Aircraft - Cessna 120 CF-EHC
Property of Wickens & MacLeod,Sintaluta

This is to certify that the above aircraft was weighed and that the weights are as follows:

	1st Weighing	2nd Weighing	3rd Weighing
Left front	370	370	368
Right front	370	369	371
Tail Wheel	70	71	71
	810	810	810

Mean weight 810 lbs.

	Port	Stbd	Tail
Tail up position	385	386	49

Aircraft weighed with skiis on.

Since previous weighing the following have been installed; Fire extinguisher, Turn & Bank, Vertical speed and Metal Propellor.

Signed...Wm L Morrison...
Air Engineer
Lisc. A2508

Dated...Jan.16/48.....

C.D. 2

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 33

TIME FILED

STANDARD TIME

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

Jan. 14/48 19

To: AVIATION SERVICES LTD.
MOOSE JAW, Sask.

A-3899

Providing your Pilot's Licence is valid this your authority ~~to Ferry aircraft CF-EHC Moose Jaw to Regina VFR~~ day flying no passengers, to be not valid after Jan. 16/48.

TRANSPORT-RECORDS
JAN 21 A.M.
File 5008-E8-3

Civil Aviation

CH 5008-E8-3
Our file 1-630

$4.75

Sender's address or telephone number for reference.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

32 2 8-45

Edmonton, Alta., November 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-3	Cessna 120 CF-EHC	1-630

A26879

TRANSPORT-RECORDS
NOV 21 A.M.
File 5008. E 8-3

Controller of Civil Aviation,
Ottawa.

1. We enclose herewith for your information and records copy of A.I.D. Inspection Report, dated November 17, 1947, which is self-explanatory.

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

KFS/LG
Enc.

NW

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21

2
8-45

EDMONTON (PLACE) ALBERTA NOVEMBER 17, 1947. (DATE)

YOUR FILE	SUBJECT	OUR FILE
	Cessna 120 CF-EHC Serial No. 9878.	1-630

District Inspector, Air Regulations,
EDMONTON, Alberta.

1. The subject aircraft was inspected at Moose Jaw on the 6th instant.

2. This aircraft is to be thoroughly inspected and all mandatory service notes are to be complied with. The elevator spars are cracked at the hinge fitting attachment points, and the tail wheel assembly is unserviceable.

3. This aircraft should not be flown until all necessary work is completed.

H E Davenport

HED/H
C/CAE

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

37

Eric T. Taylor,
Wabowden,
Man..
-*-

Feb. 19th. 1948.
Wabowden, Man..

A38448

Superintendent, Air Regulations,
Department Of Transport,
Ottawa Ontario.

TRANSPORT-RECORDS
FEB 26 A.M.
File 5008-C8-3

Dear Sir:

Please find enclosed, former Certificate of Registration, Bill Of Sale, and $5.00., for transfer.

Additional Information:

4. Eric T. Taylor.
5. Wabowden, Manitoba.
6. Canadian.
7. Wabowden, Man..
8. Commercial.

COPY FOR DEPT'L. FILE
Received $ 5.00
O. No. 78182
Date 25/2/48
Clerk E.O.

Trusting that the above information is satisfactory,

Yours truly,

M.O. 5. 1.

Eric T Taylor

RECEIVED FEB 24 1948 TRANSPORT TREASURY AIR

5.00

ENTERED ON CARDS

01-001-001-05-245

HTP/HMC

OTTAWA ONTARIO MARCH 4, 1948

38

1-630

Cessna 120 CF-EHC

5008-E8-3

AIR MAIL REGISTERED

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

1. Enclosed herewith is copy of a letter and enclosed documents received from Mr. Eric T.Taylor for the re-registration of Cessna 120, CF-EHC.

2. The required re-registration fee of $5.00 has been received and is covered by Headquarters receipt No. 78182.

3. May the necessary action be taken at your office, please.

(S. Graham),
Superintendent, Air Regulations

Encl.

W

FORM No. 368—BILL OF SALE (Sask.)—g-12-43 THE WILLSON STATIONERY CO., LTD.—16761

This Indenture

made in duplicate the 9 day of February in the year of our Lord one thousand nine hundred and forty -eight

Between

GEORGE S. MACLEOD, of Regina, in the Province of Saskatchewan,
and ALEXANDER JOHN WICKENS, of Moose Jaw, in the Province of Saskatchewan

hereinafter called the "bargainor" of the first part

And

ERIC T. TAYLOR, of Wabowden, 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 Two Thousand Seven Hundred & Fifty--------- dollars

Now This Indenture Witnesseth that, in pursuance of the said agreement, and in consideration of the sum of Two Thousand Seven Hundred & Fifty ($2750.00) ---------- 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:

one Cessna 120 aircraft, registration CF EHC

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 Moose Jaw / Municipal Airport
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

B Estaurel

H Macdonald

E L Macleod.

A. J. Wickins Jr.

Canada
Province of Saskatchewan
To Wit:

I,
of the of
in the Province of Saskatchewan

make oath and say:

1. **That** I am
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
of
in the Province of Saskatchewan
this day of
A.D. 194 .

.....

A.....
in and for the Province of Saskatchewan

Canada
Province of Saskatchewan
To Wit:

I,
of the of
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 over 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
of
in the Province of Saskatchewan
this day of
A.D. 194 .

A.....
in and for the Province of Saskatchewan

Dated FEBRUARY 9th A.D. 194 8

GEORGE S. MACLEOD AND
ALEXANDER JOHN WICKENS
TO
ERIC T. TAYLOR

Bill of Sale

THE WILLSON STATIONERY CO., LTD.

[illegible], K.C.
Barrister, Solicitor, Notary, etc.
MOOSE JAW, SASK.

Canada
Province of Saskatchewan
To Wit:

I, Edward Hansely
of the city of Regina
in the Province of Saskatchewan Farmer.
make oath and say:

That I was personally present and did see the within Bill of Sale duly signed, sealed and executed by GEORGE S. MACLEOD one of the the parties thereto.

That I am a subscribing witness to the said execution of the said Bill of Sale.

That the same was executed at the City of Regina in the Province of Saskatchewan, on the 9th day of February A.D. 194 8

And That I know the said GEORGE S. MACLEOD and he is in my belief of the full age of twenty-one years.

Sworn before me at the City of Regina
of
in the Province of Saskatchewan
this 9th day of February
A.D. 194 8

Edd S Lamont

A Commissioner for Oaths
in and for the Province of Saskatchewan
and Barr a Solicitor

CANADA
PROVINCE OF SASKATCHEWAN
TO WIT:

I, FLORENCE MARGARET MacDONALD, of the city of Moose Jaw, in the Province of Saskatchewan, Secretary, make oath and say:

1. That I was personally present and did see the within Bill of Sale duly signed, sealed and executed by ALEXANDER JOHN WICKENS one of the parties thereto.

2. That I am a subscribing witness to the said execution of the said Bill of Sale.

3. That the same was executed at the city of Moose Jaw, in the Province of Saskatchewan, on the 7th day of February A.D. 1948.

4. That I know the said ALEXANDER JOHN WICKENS and he is in my belief of the full age of twenty-one years.

SWORN BEFORE ME at Moose Jaw,
in the Province of Saskatchewan,
this 10th day of February A.D. 1948 } Florence MacDonald

H. B. Drewry

A Commissioner for Oaths in and for Saskatchewan
My commission expires December 31, 1949

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5292

NATIONALITY AND REGISTRATION MARKS CF-EHC

1. Type and description	Cessna 120
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	9878
4. Name of owner	MacLeod, G. S. Wickens, A. J.
5. Address of owner	1142 3rd Ave., N. W. Moose Jaw, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Moose Jaw, Sask.
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 19th 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-EHC 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.

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 Sept 19. 1947.

Renewed, To be not valid after Jan 17, 1949 17/1/48

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.

2413

CANADA

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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..... Eric T Taylor

Date of Application..... March 10/1948

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ERIC TRAVIS TAYLOR.	Wabowden, Manitoba.	Canadian. (Br).

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
	NON-APPLICABLE.		

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

Commercial Registration. Am awaiting decision of Air Transport Board ted, on my application for charter. My chances are good.

Usual Station.....Wabowden, Man.....

Date and place of manufacture or reconstruction Wichita, Kansas, U.S.A. August., 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.

Noted
GS

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cessna Aircraft Company.

Type Cessna "120" Maker's No.

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	32 Ft. 10 ins.	Non-folding
Length o/a in feet	20 Ft. 11 ins.	
Height o/a in feet	6 Ft. 3 ins.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 806 (Land Plane) 810 (Ski Plane).

Total weight authorized (fully loaded) in lbs 1450 lb Air speed 110 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Air Speed Indicator, Sensitive Altimeter, Compass, Turn and Bank Indicator, Tacometer, Clock(8 day). Rate of Climb Ind..
2. Gauges Oil Temperature Gauge. Oil Pressure Gauge.
3. Lights Nil.
4. Signals Nil.
5. Fire Extinguishers One. (Pyrene).
6. Parachutes Nil.
7. Tools Pliers, Side Cutters, Small box and open wrenches etc..
8. Other Equipment No Radio

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental C-85-12.			
Pusher or Tractor	Tractor.			
Right or Left Hand	Left (from front.)			
No. of Cylinders	Four			
H.P.	85			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on Formals expire Jan. 17/49

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 owner.

Date 15.3.48 Signature [signature]

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

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
		113

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

402 BLOWEY-HENRY BLDG.
EDMONTON ALBERTA
MARCH 15 1948

ERIC T TAYLOR
WABOWDEN MANITOBA

THIS YOUR TEMPORARY C OF R AND A CHARLIE FOX DASH EASY HOW CHARLIE DAY FLYING ONLY EMPTY LANDPLANE 806 LBS SKIPLANE 810 LBS GROSS BOTH 1450 LBS COMMERCIAL REGISTRATION NOT VALID AFTER APRIL 29 1948 COMMERCIAL REGISTRATION PROVIDING YOU HAVE CHARTER AS ISSUED BY AIR TRANSPORT BOARD AND OPERATING CERTIFICATE AS ISSUED BY THIS DEPARTMENT

DISTRICT INSPECTOR AIR REGULATIONS

COLLECT
NIGHT LETTER

cc: Wpg.
cc: HQ.

noted
4/1

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

EDMONTON ALBERTA (PLACE) MARCH 15, 1948. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E8-3	Cessna 120 ..... CF-EHC Serial No..... 9878.	1-630

44

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..... N.A.

of the subject aircraft in the name of..... Eric T. Taylor, Wabowden, Man.

2. Attached also, the following documents in connection with the application:

(a) Bill of Sale from George S. MacLeod and Alexander John Wickens.

TRANSPORT-RECORDS
MAR 19 PM
File 5008-E8-3

(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 March 15/48.
Inspection report dated.. N.A.
Weighing report dated N.A.
C of R No. 5292.....for Cancellation
C of A No. 1774.....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.R.

A41737

6834(R)
1774(A)

3. Fee of $.5.00.....has been received ~~xxx~~ by H.Q. under Folio #.....Receipt No..78182...

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

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

cc: DIAR Wpg.

KFS/ H - Encl.

/RM

2462A
5-47

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CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6834

NATIONALITY AND REGISTRATION MARKS CF-EHC

1. Type and description	Cessna 120
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	9878
4. Name of owner	Eric Travis Taylor
5. Address of owner	Wabowden, Manitoba.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Wabowden, Manitoba.
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 15th 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-EHC and is of Canadian nationality.

Given at Ottawa this 25th day of March 19 48.

Superintendent, Air Regulations.

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

Not valid after January 17th, 1949, unless endorsed.

VALID IN CANADA ONLY.
THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT NO. E-10383 AND IS SUBJECT TO CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

22

2462
7-45

47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1774

(Heavier than air)

FIRST PART

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

(15-3-48)

1. Surname of owner (or name of Company) TAYLOR ~~Macleod~~ Wiskens
2. Christian name Eric Travis G. S. A. J.
3. Address Wabowden, Man. ~~1142 3rd Ave., N.W. Moose Jaw, Sask.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Company

NATIONALITY AND REGISTRATION MARKS

6. CF-EHC

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series 120 Constructor's No. 9878
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A., Aug., 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land and marine (12-6-48) 1
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 and e
15. Maximum span (in flying position) 32' 10"
16. Maximum length (in flying position) 20' 11"
17. Total height (with and without trolley in case of seaplanes) 6' 5"

ENGINES

18. Number installed: **One**

19. Makes: **Continental**

20. Types: **C-85-12**

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: **Fixed** Diameter .....

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	~~806~~ 809 (15.2.50) ~~779~~ lbs. (29.1.48)
(b) Seaplane	~~935~~ 935 (15.2.50) lbs. (12.6.48)
(c) Skiplane	~~779~~ 779 lbs. (26.6.47)

WEIGHT OF FUEL AND OIL

~~26. Fuel~~ (at 7·2 lbs. per gallon)	~~810~~ 819 (15.2.50) ~~152~~ lbs. (29.1.48)
(a) Number of tanks: **Two**	
(b) Capacity of tanks: **21** Imp. gals.	**9** lbs.
27. Oil (at 9·0 lbs. per gallon)	
(a) Number of tanks: **One**	
(b) Capacity of tanks: **5** Imp. ~~gals~~ Qts.	**170** lbs.
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	313 (29.1.48) ~~344~~ lbs. (12.6.48)
32. Maximum total weight authorized	lbs.
Landplane	**1450** lbs.
Seaplane	1556 lbs. (12.6.48)
Skiplane	1450 lbs. (26.6.47)

DELETED (15.2.50)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: **Fourteen Hundred and Fifty Pounds**
Seaplane: ~~Fifteen hundred and fifty~~ Fourteen hundred & fifty six Pounds (12.6.48) (26.6.47)
Skiplane: ~~Fourteen hundred & 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 **13.5** inches and **17.7** 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 **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 **19 Sept., 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.

21

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

Life Preservers must be carried for each occupant on board when operating as a seaplane (12.6.48)

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.

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (30.5.41)

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
		19 Sept., 1947 Jan 17/49 16/1/50 8.2.51	9/

(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

5-60

5008-E8-3

REGISTERED

OTTAWA, March 25th, 1947, 1948.

Mr. E.T. Taylor,
Wabowden,
Manitoba.

49

Dear Sir:

Enclosed please find Certificate of Registration No. 6834 and Certificate of Airworthiness No. 1774 for your Cessna 120 aircraft CF-HHG, Serial No. 9878.

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 17th, 1949.

Yours truly,

NOTED

APR 2 1948

Revenue Audit
Dept. of Transport

(H. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Winnipeg, Man.

CAS

50

AIRCRAFT USING METAL FIXED-PITCH PROPELLERS.

CF/EFV - Keith Hornseth, Nipawin, Sask. ..... "P"

CF/EHA - Radville Air Taxi, Radville, Sask..... "C"

CF/EHB - Eric T. Taylor, Wabowden, Man. ..... "C"

CF/EHC - " " " " ". ..... "C"

CF/ELC - G. D. English, Grayburn, Sask..... "P"

CF/ELC - Doug Johnstone, Yellowgrass, Sask..... "P"

CF/ELH - Eric T. Taylor, Wabowden, Man. (Landplane..... "C"

CF/ELH - " " " " " (seaplane prop)..... "C"

CF/ELI - Swift Current Air Services..... "C"

CF/ELJ - Jim Syme, Flin Flon, Manitoba ..... "P"

CF/ELK - Pankratz & Moore, Foam Lake, Sask..... "P"

CF/ELM - Hamilton, Don, Cold Lake, Ata..... "P"

CF/ELN - Doug Hanson & A. Holland, Rosetown..... "C"

CF/ELO - Aircraft Services (W) Ltd., Winnipeg ..... "C"

CF/ELP - S. G. Casselman, Fisher Branch, Man. ..... "C"

CF/FLE - E. Bearsworth, Swan River, Man..... "P"

CF/FLF - R. Jensen, Gull Lake, Sask..... "P"

CF/FLG - Chas. C. Thompson, Weyburn, Sask..... "C"

CF/FLH - Rex McCallum, Moose Jaw, Sask..... "C"

CF/FLJ - Aviation Services Ltd, Moose Jaw ..... "C"

CF/FLL - Swift Current Air Services ..... "C"

CF/FLK - Gerald Shook, Swift Current, Sask..... "P"

5-1

5010-7
2262-326
5008-E-6-22
8-1
8-2
8-3
12-3

5008-E12-7
E12-8
E12-9
E12-10
E12-11
E12-13
E12-14
E12-15

5008-E12-16
E12-5
F12-6
F12-7
F12-8
F12-10
F12-12
F12-11

AVIATION SERVICES LIMITED.
MOOSE JAW, SASK.
March 18, 1948.

TRANSPORT-RECORDS
MAR 27 A.M.
File 5008. E 8-3

Superintendent,
Air Regulations
#3 Temporary Bldg.,
Ottawa, Ontario.

Re Your File 5010-7
2262-326

4/9/6

Gentlement

In reply to your above referenced letter we are attaching a list of Cessna aircraft sold by us which are equipped with metal fixed pitch propellers.

The thought has occurred to us that some of these aircraft are registered commercially and some of them are registered privately. As you know it will likely be quite a task to have private aircraft owners keep close track of the hours logged on propellers, the same as it is with aircraft and engines, and you may deem it advisable to forego having private aircraft metal propellers use long books.

Trusting this is satisfactory, we are,

Yours truly,

AVIATION SERVICES LIMITED,

R. A. Eastman,
Manager.

Encl.
RAE:da

/MM

5008-E8-3

Ottawa, Ontario,
April 1st, 1948.

REGISTERED

Mr. E.T. Taylor,
Wabowden,
Manitoba.

Dear Mr. Taylor,

Enclosed please find one Airscrew Log Book for your Cessna 120 aircraft CF-MHC.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encl.

CC. D.I.A.R. Winnipeg, Man.

5008-E8-3

A10019

717 Dominion Public Bldg.,
Winnipeg, Man.

June 5, 1948.

TRANSPORT-RECORDS
JUN 8 A.M.
5008-E8-3
File

Eric Taylor, Esq.,
Wabowden, Man.

Dear Sir: Re: Cessna 120 CF-EHC

This letter constitutes your temporary authority to operate the above noted aircraft as a SEAPLANE for commercial purposes, under the following terms and conditions:

Maximum all-up weight authorized -	1556 lbs.
Empty weight, without load, fuel or oil-	922 lbs.
Fuel capacity, 25 U.S.gals. @ 6 lbs. -	150 lbs.
Oil capacity, 1 1/8 U.S.gals. @ 7.5 lbs.-	9 lbs.
Crew to be carried, pilot only -	170 lbs.
Carrying capacity, when fuel and oil tanks are full -	305 lbs.

Number of passengers authorized - One (1).
Day Flying only, VFR conditions.

This authority is valid for a period of thirty (30) days, and will expire on the 4th day of July, 1948, unless extended or renewed.

Yours truly,

Department of Transport
Civil Aviation Division

F. W. Bone
District Inspector, Air Regulations.

RLB/MC
c.c. H.Q.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

54 2 6-47

717 Dominion Public Bldg.,
Winnipeg, Man., June 12, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna 120 CF-EHC	5008-E8-3

TRANSPORT-RECORDS
JUN 14 P.M.
File 5008-E8-3

A11256

Controller, Civil Aviation, Ottawa.

1. It is desired to advise that the following amendments have been made to the Certificate of Airworthiness No. 1774 for the above noted aircraft, dated June 12, 1948:

Item 9 - "and Marine" inserted. ✓
Item 25(b) - "922" inserted. 303 lbs
Item 31 - "Seaplane 305 lbs." inserted. ✓
Item 32 - Seaplane - "1556" inserted.
Item 33 - " - "Fifteen hundred and fifty-six pounds" inserted.

Page 3, Second Part -
D. - "Life preservers must be carried for each occupant on board when operating as a seaplane." inserted. ✓

Fred W Bone dated May

F. W. Bone,
District Inspector, Air Regulations.

FWB/MC

Mrs Jones
To note HH

Eric T. Taylor,
Wabowden,
Man..
-*-

5'5'

TRANSPORT-RECORDS
AUG 27 A.M.
File 5008-E8-3

A21426

Superintendent Air Regulations,
Civil Aviation,
Department Of Transport.
Ottawa, Can..

Aug. 20th/48.

Dear Sir:

Would you please send me another Aircraft and Journey Log-Book, for Aircraft CF-EHC, as the present log-book is almost filled. I would also appreciate a pilots log-book.

Thanking you,

P.S. Please C.O.D. any charges. Yours truly,

Eric T Taylor

HTP/HMC

5008-E8-3; 56

Ottawa, Ontario,
August 31, 1948

Mr. Erie T. Taylor,
WABOWDEN, Manitoba

Dear Sir,

Receipt is acknowledged of your letter of August 20, 1948, in which you make enquiry concerning the procurement of an Aircraft and Journey Log Book and Pilot Log Book.

Additional Log Books may be obtained by directing your request to the:

Public Printing and Stationery,
Distribution Branch,
Printing Bureau,
OTTAWA, Ontario.

The price of Aircraft and Journey Log Book is $1.75 each, and the Pilot Log Book is .35 cents each.

Yours truly,

CC DIAR WINNIPEG

(S. Graham),
Superintendent, Air Regulations.

C

TRANSPORT-RECORDS

58

AIRCRAFT INSPECTION REPORT

Date of Inspection 17/1/49 ✓ Owner Eric T. Taylor, Wabowden, Man. Reg. Marks CF-EHC

Type Cessna 120 Serial No. 9878 Purpose Commercial

C.of R. 6834 C.of A. 1774 Date of Last Inspection 17/1/48
Previous C.of R. & A. Expires 17/1/49 Present C.of R. & C.of A. Expires January 16, 1950. ✓

AIRFRAME

Crew One Passengers One No. of Fuel Tanks Two

Capacity 21 Imp.gals. No. of Oil Tanks One Capacity 5 Imp. qts.
Total Hours Since New 1117:50 Since Overhaul -- Since Reconditioned

WEIGHTS

	Gross	Tare	Empty	Carrying Capacity
Landplane	1450		806	313
Seaplane	1550		922	305
Skiplane	1450		810	309

TRANSPORT-RECORDS
JAN 29 M.
File 5708-E8.3

ENGINE(S)

A41840

LEFT		RIGHT	
Make	Continental	Make	
Model	C-85-12	Model	
Serial No.	23048-6-12	Serial No.	
H.P.	85	H.P.	
Total Hrs. Since New	886:10	Total Hrs. Since New	
Since C/Overhaul	7:00	Since c/overhaul	

PROPELLER(S)

LEFT		RIGHT	
Make	McCauley	Make	
Model	Metal (F. (M. (E. Fixed CF7146	Model	(B. (H. (L.
Diameter	71 1/8"	Diameter	
Pitch		Pitch	
Blade Design	—	Blade Design	
Mfg.No.	(1 — (2 (3	Mfg.No.	(1 (2 (3
Total Hrs.	—	Total Hrs.	
Hub Design	— 1A90	Hub Design	
Mfg. No.	174	Mfg. No.	
Since Last Overhaul	9:20	Since Last Overhaul	
Total Hrs.	Not known	Total Hrs.	
Date of Last Overhaul	Not known.	Date of Last Overhaul	
Date of Last Inspection	Dec. 12, 1948.	Date of Last Inspection	
Date Purchased	Not known.	Date Purchased	

UNDERGEAR

Skis	Federal A1500	Pedestals	Federal
Floats	Edo 88-1650	Chassis	Edo
Wheels	Standard	Chassis	Standard

Aircraft inspected, considered airworthy and recommended for renewal of Certificate of Airworthiness for 12 months.

Date: January 17, 1949.

Signed- N/A
Resident Inspector, A.I.D., Winnipeg, Man.

C. of A. renewed by R.L.Bolduc,
Inspector, Air Regulations.

F.W.Bone,
District Inspector, Air Regulations.

RLB/MC

Work Sheet attached.

57

Phone [redacted]3977
[redacted]616

SASKATCHEWAN GOVERNMENT AIRWAYS

Airport:
Prince Albert

P.O. Box 609

DATE... Jan. 17, 1949.

OVERHAUL AND REPAIR REPORT

Aircraft Registration No. ... CF-EHC ... Cessna 120 ... Maker's Serial No. ... 9878 ...
Time Since Mfg. ... 1117 ... hrs. ... 50 ... mins. Since Overhaul ... - ... hrs. ... - ... mins.

Engine Make ... Continental ... Mfg's Serial No. ... 23048-6-12 ... Model ... C85-12 ...
Time Since Mfg. ... 886 ... hrs. ... 10 ... mins. Since Overhaul ... 7 ... hrs. ... - ... mins.

Propeller Hub Make ... McCauley ... Mfg's Serial No. ... 174 ... Dwg. No. ... 1A90CF7146 ...
Time Since Mfg ~~Not Known hrs.~~ ... mins. Since Overhaul ... 9 ... hrs. 20 ... mins.
No. 1 Blade Serial No. ... Dwg. No. ...
No. 2 Blade Serial No. ... Dwg. No. ...
No. 3 Blade Serial No. ... Dwg. No. ...
Time Since Mfg. ... hrs. ... mins. Since Overhaul ... hrs. ... mins.

Nature of Work Carried Out

Aircraft received for change over from floats to land gear, inspection for Certificate of Airworthiness, repairs required, and engine overhaul.

GENERAL

Aircraft beached, float gear removed, and land gear installed.
Propeller and engine removed, engine overhauled.

FUSELAGE

Given detailed inspection and the following repairs carried out:
Brace plate fittings Part No. 0411132 and 0411132-1 repaired as per Service Bulletin #47.
Sheared rivets on port and starboard door posts at instrument panel ends replaced with 3/16 aircraft bolts.
All other doubtfull areas checked and rivets replaced.
Windshield channel port and starboard side replaced.
Intrument panel painted.
Instruments calibrated; compass swung on completion of repairs.
Controls inspected in detail.
Port and starboard rudder cable replaced.
Tunnel fairing front cabin area repaired.
Door catch starboard side replaced.
Plywood bulkhead at rear of cabin replaced.
Former at rear starboard float fitting repaired.
Fire extinguisher checked.
Safety belts cleaned and inspected. Engine controls checked.
Heater system checked. Fuel drained and system cleaned.
Fuselage cleaned and polished. Venturi replaced.
Left door window Replaced

WING

Inspected through inspection openings. Fabric surfaces checked; repaired where necessary.
Aileron controls, hinges, checked and lubricated. Aileron travel checked.
Wing root fairings removed and wing root fittings and bolts inspected.
Struts checked. Left front strut repaired as per S.G.A. Engineering Bulletin No. R107. Struts cleaned and painted.

TAIL SURFACES

Cleaned and inspected.
Cracks at port and starboard elevator hinge brackets repaired.
Hinge points checked, lubricated, and tested for travel.
Crack at lower rudder hinge fitting repaired.
Rudder hinge points checked, lubricated, and tested for correct travel.
Security of fin and stabilizer checked.

UNDERCARRIAGE

Main and tail undercarriage inspected and installed.
Main struts painted, wedges installed for correct wheel rigging.
Clamp replaced on tail spring.
Skis cleaned and inspected rivets - replaced where required - and skis painted.
Ski safety cables replaced and skis installed.

ENGINE AND EXHAUST SYSTEM

Engine overhauled as per reports in engine log and on file at S.G.A. and D.O.T. Office, Winnipeg, Release Certificate No. 318 dated Dec. 23, 1948.
Engine cowlings inspected and repaired where required.
Engine mount inspected - controls checked, fuel filters and fuel lines checked.
Exhaust system and heater muffs inspected.
Engine ground tested after installation.

PROPELLER

Visually inspected and tested for track.

DIRECTIVES

Applicable and incorporated	Not Applicable
47-26-2	46-44-1
47-43-3	46-44-2
47-43-4	46-44-3
47-43-5	46-44-4
47-43-6	46-44-5
47-43-7	47-6-10
47-50-2	47-6-11
48-5-4	47-10-1 superseded by 48-5-4
48-25-2	47-22-2
48-25-3	47-26-1 " " 48-25-3
	47-40-2
	47-43-2
	47-43-8

Aircraft placarded in accordance with D.O.T. Information Circulars.

Aircraft weighed out empty as a land plane fitted with skis

1st weight		2nd weight	
Right	376	Right	376
Left	376	Left	377
Rear	68	Rear	68
Total	820	Total	821

Present average weight		820
Former " "		810
Change of weight -	plus	10 lbs.

GENERAL

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 W. A. Mullan

Pilot No. 280

All Aircraft controls examined in detail for soundness, correct action, and presence of all locking and safety devices.

Propeller

Time 1400 Date Jan 7 1949

Signed W. L. Harley W. A. Maximchuk

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 unapproved modifications have been incorporated and that the aircraft is airworthy.

Sgd. J. Deal A1939. Air Engineer "B"

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

59 2 2-48

717 Dominion Public Bldg.,
Winnipeg, Manitoba. May 31st, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna 120 - CF-EHC	5008-E8-3

9588

TRANSPORT-RECORDS
JUN 7 A.M.
File 5008-E8-3

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

Attention: Superintendent, Air Regulations

1. Please be advised that Certificate of Airworthiness No. 1774 covering the above noted aircraft has been endorsed on page three thereof, dated May 30th, 1949, as follows:

> "Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight".

2. Attached is copy of Weight and Balance Report.

Dated

for D. G. Joy,
District Controller of Air Services.

RLB/AB
Att.

C

SASKATCHEWAN GOVERNMENT AIRWAYS

Prince Albert, Saskatchewan.

Weight and Balance Report

Registration: CF-EHC.
Date: May 13th, 1949.

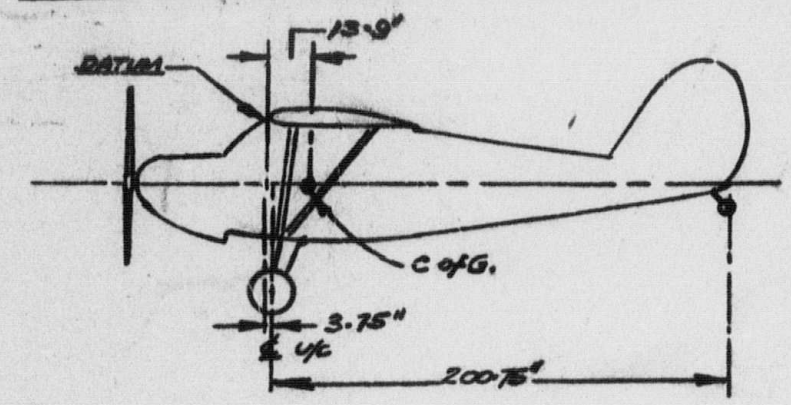
Make: Cessna 120
Serial No. 9878.

Weight Report Empty as a Land Plane.
Three point position after inspection.

Position	Scale Reading	Take	Net
Port Wheel	365	0	365
Stbd. Wheel	366.5	0	366.5
Tail Wheel	77.5	0	77.5
Total	809		809

Weight Report for Determination of C. of G.

Position	Scale Reading	Take	Net
Port Wheel	384	0	384
Stbd. Wheel	384	0	384
Tail Wheel	111	70	41
Total	879		809



To determine C. of G. $\frac{T \times D}{W}$ =

T = Tail weight.
D = Distance between tail and main wheels.
W = Actual empty weight of Aircraft.

$\frac{41 \times 200.75}{809} = 10.17$

DATUM - Leading edge of wing.
Undercarriage 3.75 aft of datum.
Therefore distance of empty weight C. of G. aft of datum =
10.17 + 3.75 = 13.9 inches.

To determine C. of G. extremes.

(a) Forward C. of G. Extreme

Item	Weight	Arm	Moment
A/c W.E. as weighed	809	⁄13.9	11245.1
Oil 5 qts.	11	-31.5	-346.5
Fuel min. (7 gal)	50.4	⁄23	1159.2
Pilot	170	⁄19.5	3315.0
Total	1040.4		15372.8

Forward C. of G. Extreme = $\frac{15372.8}{1040.4}$ = ⁄14.7

Forward C. of G. Limit (C.A.A. Directive No. A-768) Normal category Landplane = 13.5

(b) Aft C. of G. Extreme

Item	Weight	Arm	Moment
A/c W.E. as weighed	809	13.9	11245.1
Oil 5 qts.	11	-31.5	-346.5
Fuel 21 gals.	151.2	⁄23	3477.6
Pilot & Co-Pilot	340	⁄19.5	6630.0
Baggage (Placarded capacity)	80	⁄37.5	3000
Total	1391.2		24006.2

Aft C. of G. Extreme = $\frac{24006.2}{1391.2}$ = ⁄17.2 inches aft of datum.

Aft C. of G. Extreme (from C.A.A. Directive A-768) = ⁄17.7

Since approved limits are not exceeded forward and aft extremes are considered satisfactory.

J. Pool, Engineer,
Saskatchewan Government Airways

Witness:

Draftsman.

HM-ts

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 61C

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE MESSAGE	
DAY LETTER	X
NIGHT MESSAGE	
NIGHT LETTER	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

TRANSPORT - RECORDS
FEB 7 P.M.
File 500-C8-3

60

WINNIPEG MANITOBA FEBRUARY 3 1950

(COLLECT)

E TAYLOR
WABOWDEN MANITOBA

45142

THIS TELEGRAM CONSTITUTES YOUR AUTHORITY FERRY CESSNA CF DASH EHC FROM WABOWDEN TO PRINCE ALBERT DAY FLYING ONLY VFR CONDITIONS NO PASSENGERS TO BE CARRIED PROVIDED AIRCRAFT CERTIFIED FIT FOR FLIGHT BY COMPETENT PERSON

F W Bone

DISTRICT SUPERINTENDENT AIR REGULATIONS

FWB/AB
c.c. H.Q.

noted

"IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS."

SENDER'S NAME AND ADDRESS (FOR REFERENCE ONLY)

SENDER'S TELEPHONE NUMBER

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	X
NIGHT MESSAGE	
NIGHT LETTER	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

TRANSPORT - RECORDS

FEB 12 A.M.

15986 WINNIPEG MANITOBA FEBRUARY 9 1950

(COLLECT)

File 5008-E 8-3

E TAYLOR
c/o SASKATCHEWAN GOVERNMENT AIRWAYS
PRINCE ALBERT .SASKATCHEWAN

RETEL PENDING RENEWAL OF FORMAL CERTIFICATES OF REGISTRATION AND AIRWORTHINESS THIS TELEGRAM CONSTITUTES YOUR AUTHORITY OPERATE CESSNA CF DASH EHC IN ACCORDANCE WITH SAID CERTIFICATES FOR PERIOD THIRTY DAYS VALID UNTIL MARCH TWELFTH NINETEEN FIFTY

Fredw Bone

DISTRICT SUPERINTENDENT AIR REGULATIONS

FWB/AB

c.c. H.Q.

Noted
ESJ

"IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS."

SENDER'S NAME AND ADDRESS (FOR REFERENCE ONLY)

SENDER'S TELEPHONE NUMBER

47216

TRANSPORT - RECORDS
FEB 21 A.M.
5008-E-8-3
File

67

AIRCRAFT INSPECTION REPORT

Date of Inspection Feb. 8/50 Owner E. T. Taylor Reg. Marks CF-EHC

Type Cessna 120 Serial No 9878 Purpose Commercial

C. of R. No 6834 C. of A. No 1774 Present C. of R. & A. Expires Feb. 8th, 1951.

AIRFRAME

Crew One Passengers One No. of Fuel Tanks Two

Fuel Capacity 21 Imp.Gals. No. of Oil Tanks 1 Oil Capacity 5 Imp.Gals.

Total Hours Since New 1473:05 Date Last Overhaul Hours Since Overhaul

ENGINES

LEFT	RIGHT
Make Continental Model C-85-12	Make Model
Serial No 23048-6-12 H.P 85	Serial No H.P
Total Hours Since New 1222:50 Since c/Overhaul 63:40	Total Hours Since New Since c/Overhaul

PROPELLORS

LEFT	RIGHT
Make McAuley Model 1A 90	Make Model

UNDERGEAR

Main Ski Base Federal A-1500 Main Ski Pedestals Federal

Floats Edo 88-1650 Float Chassis Edo

Wheels Standard Wheel Chassis Standard

WEIGHTS

	EMPTY	GROSS	COMMERCIAL LOAD
Landplane	809	1450	311
Seaplane	935	1556	291
Skiplane	819	1450	311

AMENDMENTS TO CERTIFICATES & REMARKS

The Certificate of Airworthiness has been amended dated February 15th, 1950, as follows:

Item 25 (a) "806" deleted "809" inserted
(b) "922" deleted "935" inserted
(c) "810" deleted "819" inserted.

Items 26 - 32 - deleted en bloc.

Appendix I to Weight and Balance Report inserted in Certificate of Airworthiness to cover Skiplane and Seaplane C. of G.

NOTED

Aircraft inspected, considered airworthy and recommended for renewal of the Certificate of Airworthiness for 12 months.

Signed N/A
District Aircraft Inspector.

C. of A. renewed by F. W. Bone
Date February 15th, 1950.

Work Sheets & Copy of Appendix I Att.

Fred W Bone
F. W. Bone,
District Inspector, Air Regulations.

FWB/AB

Phone [illegible]7
[illegible]16

P.O. Box 609

SASKATCHEWAN GOVERNMENT AIRWAYS

Airport: Prince Albert

DATE..February 8th, 1950.....

OVERHAUL AND REPAIR REPORT

Aircraft Registration No. ..CF-EHC..... Maker's Serial No....9878.....
Time Since Mfg..1437....hrs....05.....mins. Since Overhaul..Progressive..hrs.....mins.

Engine Make Continental.....Mfg's Serial No. 23048-6-12..... Model..C-85-12.....
Time Since Mfg..1222....hrs....50.....mins. Since Overhaul...44.....hrs..10.....mins.

Propeller Hub Make .McAuley.....Mfg's Serial No. ...174.....Dwg. No. ...1A90.....
Time Since Mfg....563....hrs....40....mins. Since Overhaul.....63...hrs...40.....mins.
No. 1 Blade Serial No.....Dwg. No.....
No. 2 Blade Serial No.....Dwg. No.....
No. 3 Blade Serial No.....Dwg. No.....
Time Since Mfg.....hrs.....mins. Since Overhaul.....hrs.....mins.

Nature of Work Carried Out

Aircraft owned by E. T. Taylor of Wabowden, Manitoba. Received for inspection at renewal of Certificate of Airworthiness.

FUSELAGE

All inspection panels removed for internal inspection throughout fuselage structure.
Security of attached components checked.
Controls inspected.
Rudder cross shafts removed and horns modified as per C.A.A. Directive 47-43-4.
Pins replaced in rudder cables at horns.
Stiffener assembly at St. 20.5 left removed and doubler reinforcement installed at upper end.
Undercarriage bulkhead assembly inspected.
Cabin area cleaned and inspected.
Seat and straps checked.
Instruments tested and calibrated.
Cabin ventilation and heater system checked.
Fire extinguishers inspected and checked.

WINGS

All inspection panels removed and wings internally inspected.
Controls inspected.
Brace wires checked.
Wing root fittings inspected.
False spar at inboard aileron left side repaired (minor).
Fabric inspected and repaired as necessary.
Fuel tanks drained, cleaned, and flushed.
Drain plugs replaced.
Wing root fairing felt replaced.
Ailerons inspected; action checked; hinge points inspected.
Struts checked for truth.

EMPENNAGE

Fin inspected; checked for security of attachment.
Elevators inspected and checked for correct operation.
Hinge points checked.
Rudder inspected and checked for correct operation.
Hinge points checked.
Elevator trim tab jack removed and serviced.
Tail ski and tail spring assembly inspected.

UNDERCARRIAGE

Struts inspected; checked for security of attachment.
Step fittings removed to facilitate inspection of legs for cracks.
Ski installation checked.

PROPELLER

Removed and inspected.

ENGINE AND ENGINE INSTALLATION

Inspected.
Mount checked.
Cowlings inspected and repaired as required.
Electric wiring, fuel lines, filters, etc. checked.
Engine serviced as per engine log.

WEIGHT AND BALANCE

Aircraft weighed and weight found to be within 2% of previous weight and present weight and balance report modified to include skis and floats.

DIRECTIVES

Previously carried out (ref. former reports) with exception of 47-43-4 previously inspected but now incorporated.
Directive 49-39-1 not modified but inspected in accordance with the directive.

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

Pilot No. C 5'05'2

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 unapproved modifications have been incorporated and that the aircraft is airworthy.

Sgd. Air Engineer "A"

A1939.

SASKATCHEWAN GOVERNMENT AIRWAYS
PRINCE ALBERT -- Saskatchewan

65

APPENDIX I -- WEIGHT & BALANCE REPORT

Registration: CF-EHC
Date: Feb. 8, 1950.

Make: Cessna 120
Serial No. 9878.

Computation of Skiplane & Seaplane C. G. Extremes and Check of Balance

A. GENERAL

1. Eligibility - aircraft eligible for endorsation as landplane, skiplane and seaplane.

2. Datum - Wing leading edge.

3. Levelling Means - Top edge of sheet along fuselage side aft of doors.

4. C. of G. Ranges
Land and skiplane = (+13.5) to (+17.7)
= (+13.7) to (+17.5)

Empty weight C. of G. range
(a) Land and skiplane = (+12.3) to (+14.7)
(b) Seaplane = (+12.7) to (+14.7).

5. References - All computations meet requirements of C.A.M. 18 App. II, C.A.A. Specification No. A-768 and Information Circular T/14/48 Rev. I.

B. CHECK OF BALANCE

Aircraft weighed empty as landplane.

Item	Weight	Arm	Moment
Port	373		373
Starboard	389		389
Tail	68		68
Less Oil 9 gal.	9		-9
Total	830		821

Previous weight = 809
Since previous weight is not exceeded by more than 2% it may, therefore, be considered that the changes in C. of G. locations will be negligible and do not necessitate a further C. of G. check (Information Circular T/14/48 Para. 4).

C. COMPUTATIONS TO DETERMINE C. OF G. EXTREMES

1. Skiplane

Item	Weight	Arm	Moment
Aircraft	809	(+13.9)	11245
Wheels	-34	(-3.75)	- 127.5
Tail wheel	-1	(+201)	- 201
Total	774		10917

Aircraft C. of G. (less wheels) = $\frac{10917}{774}$ = (+14.0)

44

Item	Weight	Arm	Moment
Aircraft less wheels	774	(/14)	10836
Skis, main	32	-1	-32
Ski, Tail	3	(/198)	594
Total	809		11398

Aircraft C. of G. as skiplane (empty) = $\frac{11398}{809}$ = (/14).

Determination of Skiplane C. of G. Extremes

Item	Weight	Arm	Moment
Aircraft (skiplane)	809	(/14)	11326
Pilot	170	(/19.5)	3315
Oil	9	(-31.5)	-283
Fuel	50	(/23)	1150
Total	1038		15508

Forward skiplane C. of G. = $\frac{15508}{1038}$ = (/14.5)

Aft C. of G. Extreme

Item	Weight	Arm	Moment
Skiplane	809	(/14)	11326
Oil	9	(-31.5)	-283
Pilot & Passenger	340	(/19.5)	6630
Fuel	151	(/23)	3473
Baggage	80	(/37.5)	3000
Total	1389		24146

Aft skiplane C. of G. Extreme = $\frac{24146}{1389}$ = (/17.3)

Since neither forward nor aft extremes exceed approved limits skiplane forward and aft extremes are satisfactory.

2. Seaplane

Item	Weight	Arm	Moment
Aircraft	809	(/13.9)	11245
Main u/c	-92	(-3.75)	-345
Tail wheel	-6	(/201)	1206
Total	711		9694

Aircraft less undercarriage = $\frac{9694}{711}$ = (/13.6)

63

Item	Weight	arm	Moment
A/c less u/c	711	(+13.6)	9469
Floats	224	(+13)	2912
Total	935		12381

Seaplane C. of G. Empty = $\frac{12381}{935}$ = (+13.2)

Determination of Seaplane Extremes

(a) Forward Extreme

Item	Weight	Arm	Moment
Seaplane	935	(+13.2)	12342
Pilot	170	(+19.5)	3315
Oil	9	(-31.5)	-283
Fuel	50	(+23)	1150
Total	1164		16524

Forward seaplane C. of G. Extreme = $\frac{16524}{1164}$ = (+14.1)

(b) Aft C. of G. Extreme

Item	Weight	Arm	Moment
Seaplane	935	(+13.2)	12342
Pilot & Passenger	340	(+19.5)	6630
Oil	9	(-31.5)	-283
Fuel	151	(+23)	3473
Baggage	80	(+37.5)	3000
Total	1515		25162

Seaplane aft C. of G. Extreme = $\frac{25162}{1515}$ = (+16.6)

Since neither forward nor aft extremes exceed approved limits, seaplane forward and aft extremes are satisfactory.

D. SUMMARY OF WEIGHTS

Item	Wt. (lbs)	Arm
Landplane	809	(+13.9)
Skiplane	809	(+14)
Seaplane	935	(+13.2)
Pilot & Passenger	340	(+19.5)
Fuel 21 gal.	151	(+23)
Oil 1 gal.	9	(-31.5)
Baggage	80	(+37.5)
Wheels	34	(+3.75)
Tail wheel	1	(+201)
Skis	32	(-1)
Tail ski	3	(+198)
Floats	224	(+13)

62

Maximum Weight

Landplane & skiplane	1450 lbs.
Seaplane	1556 "

Maximum Commercial Load (with crew and fuel and oil tanks full)

Landplane & skiplane	311 lbs.
Seaplane	291 "

Weight & Balance computed by: [signature]

Supervising Officer: [signature]

Resident A.I.D. [signature]

14 - 2 - 50

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	X
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

WINNIPEG MANITOBA MAY 12 1951

(COLLECT)

MR. ERIC TAYLOR
c/o SASKATCHEWAN GOVERNMENT AIRWAYS
PRINCE ALBERT SASKATCHEWAN

C9133

RETEL PENDING RETURN FOR FORMAL CERTIFICATES OF REGISTRATION AND AIRWORTHINESS THIS TELEGRAM CONSTITUTES YOUR AUTHORITY OPERATE CESSNA CF DASH EHC IN ACCORDANCE WITH SAID CERTIFICATES FOR PERIOD THIRTY DAYS VALID UNTIL JUNE ELEVENTH NINETEEN FIFTYONE

FWB/AB
c.c. H.Q.

Fredw Bone

DISTRICT SUPERINTENDENT AIR REGULATIONS

TRANSPORT - RECORDS
MAY 15 A.M. 1951
File 5008- E8-3

BY MESSENGER
CAL 9 25361

"IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS."

SENDER'S NAME AND ADDRESS (FOR REFERENCE ONLY)

SENDER'S TELEPHONE NUMBER

69

Phone [redacted]977
616

P.O. Box 609

SASKATCHEWAN GOVERNMENT AIRWAYS

Airport:
Prince Albert

DATE April 25th, 1951.

OVERHAUL AND REPAIR REPORT

Aircraft Registration No. CF-EHC Cessna 120 Maker's Serial No. 9878
Time Since Mfg. 1863 hrs. 40 mins. Since Overhaul. Progressive mins.

Engine Make Continental Mfg's Serial No. 23895-6-12 Model C85-12
Time Since Mfg. 418 hrs. - mins. Since Overhaul 7 hrs. 10 mins.

Propeller Hub Make McAuley Mfg's Serial No. 7142 Dwg. No. 1A90
Time Since Mfg. 537 hrs. - mins. Since Overhaul NIL hrs. mins.
No. 1 Blade Serial No. Dwg. No.
No. 2 Blade Serial No. Dwg. No.
No. 3 Blade Serial No. Dwg. No.
Time Since Mfg. hrs. mins. Since Overhaul hrs. mins.

Nature of Work Carried Out

Aircraft owned by Eric T. Taylor of Wabowden, Manitoba ferried to our shops October 27/51, for winter storage and renewal of Certificate of Airworthiness. Time since last C. of A. renewal 426:35 hours. Aircraft removed from storage and the following work carried out.

GENERAL

Aircraft washed down - all fairings, inspection covers and cowlings removed to facilitate inspection - repaired where found necessary and painted.

FUSELAGE

Structure inspected for soundness, security of attached components, corrosion, loose rivets and skin condition.
Seats removed, inspected, repaired and re-finished.
Safety harness inspected.
Cabin area cleaned.
Instrument and dash board painted.
Cover plates made up and installed at rear of foot wells to prevent dirt and foreign matter, from passing through to belly area.
Rear of fuselage area inspected and cleaned out.
Stainless steel plate made up for magneto switches.
Placars replaced.
Instruments tested and callibrated.
Fire extinguisher inspected.
All flying controls inspected and serviced.
Cabin heat system inspected.
Doors removed and hinges repaired.
Port door reinforced at door latch area.
Wind screens and windows inspected.

WINGS

Surfaces inspected and repaired as required.
Fabric rejuvenated where necessary and refinished.
Drag and anti-drag wires inspected for tension and locking.
Internal structure of wings inspected through openings.
Struts insepcted for truth.
Wing root and strut fittings and bolts inspected.
Fuel tanks flushed.
Ailerons inspected.
Hinge points checked and aileron control system inspected and serviced.

EMPENNAGE

All surfaces inspected for condition of structure and skin, loose rivets and corrosion.
Security of attachment inspected.
Rudder and elevator hinge points lubricated.
New bushings installed in control horn.
Elevator trim tab jack removed and overhauled.
Attachment of controls inspected for security of attachment, safety, locking, etc.

continued..

Continued..

FLOATS AND FLOAT GEAR

Floats inspected for damage, loose rivets, etc.
Rigging checked.
Cables and brace wires checked.
Struts checked for condition and truth.
Assembly checked for corrosion, wear and safety.

PROPELLER

Overhauled by manufacturer.

ENGINE AND INSTALLATION

Ref. engine log book.

WEIGHT AND BALANCE

As no major repair or additional equipment added, existing weight and balance report considered in order.

PLACKARDING

Aircraft checked and plackarded in accordance with D. O. T. requirements.

D.O.T. CIRCULARS

Aircraft inspected in accordance with Circular 50-2 (T/ special A768/CAN 1).

CAA DIRECTIVES

All directives affecting this aircraft previously carried out. Inspection covering the following directives carried out this date. 47-6-11; 47-43-5; 47-43-6; 47-43-7; 47-50-2; 48-5-4; 48-7-1; 48-25-2; 48-25-3; and 50-31-1.

Flight test as per form 2444 attached.

SASKATCHEWAN GOVERNMENT AIRWAYS
All Aircraft controls examined in detail for soundness, correct action, and presence of all locking and safety devices.

Time _____ Date _____ 19__

Signed W. H. Hurley Signed C. H. Jackson 1839
A2345

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 unapproved modifications have been incorporated and that the aircraft is airworthy.

Sgd. _____ Air Engineer "B"

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

Att'n: Superintendent, Air Regs

70

2444
8-50

CANADA

10434

TRANSPORT - RECORDS
MAY 21 P.M. 1951
5008-E8-3

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EHC SERIAL No. 9878

1. C. of A. No. 1774 Expires Feb. 8/51 C. of R. No. 6834 Expires Feb. 8/51

AIRCRAFT DATA—Manufacturer Cessna Aircraft Company Limited Model Cessna 120

Hours flown—Since New 1863:40 Since Overhaul Progressive

ENGINE DATA—Manufacturer Continental Motors Corporation Model C85-12

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	23895-6-12	418:00	7:10
(2)			
(3)			
(4)			

Date May 10/51 Signature of Applicant J.M. Lawson For Laylor Airways

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 May 12/51 Signed J. Abel "B" ENGINEER Orenda

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 MAY 12/51 Signed J.M. McLaren 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. 6834 and C. of A. No. 1774 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, 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.

Date May 16 1951 Signed [illegible] DISTRICT AIRCRAFT INSPECTOR

DEPARTMENT OF TRANSPORT AERONAUTICAL D.A.I. CANADA

7. C. of A. and C. of R. renewed, not valid after (Date) 11-5-1952

Permissible Gross Weights— Wheels 1450 lbs
Skis 1450 lbs
Floats 1556 lbs

Date 16-5-1951

Other Action:—

Signed [illegible] DISTRICT SUPERINTENDENT, AIR REGULATIONS

8. H.Q. Action— C.A.R.
C.A.E.

WVG/SEK

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

82 3 5-51

Ottawa, Ontario, May 23rd, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	A. M. LARSEN (C-5482) Cessna 120 Aircraft, CF-EHC	~~5002-309~~ (CAR) 5008-E8-3 ~~5802-19971~~

MEMORANDUM TO: 1. C.A.R. (Licensing)
2. C.A.R. (Aircraft Licensing)
3. C.A.I.

1. The subject pilot was killed in an aircraft accident on January 30th, 1952.

2. May cancellation action be taken on the pilot's flying licence, 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.

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CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

5008-E8-3

509 Power Building,
Winnipeg, Manitoba.

May 17th, 1951.

Mr. E. T. Taylor,
Wabowden, Manitoba.

Dear Sir:

Returned herewith Certificate of Registration No. 6834 and Certificate of Airworthiness No. 1774 covering your Cessna 120 aircraft, CF-EHC, which have been renewed valid until May 16th, 1952.

Yours truly,

F. W. Bone,
District Superintendent, Air Regulations.

BFB/AB
Encl.

Registered.

Miss. Jones
Please cancel
C of R and C of A. a/c
destroyed in an accident
Jan 30/1952. (5002-309)

/RM

80

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6834

NATIONALITY AND REGISTRATION MARKS..... CF-EHC

1. Type and description	Cessna 120
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	9878
4. Name of owner	Eric Travis Taylor
5. Address of owner	Wabowden, Manitoba.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Wabowden, Manitoba.
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 15th 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-EHC and is of Canadian nationality.

Given at Ottawa this 25th day of March 1948.

H. L. Watson

Superintendent, Air Regulations.

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

Not valid after January 17th, 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."

Department of Transport Civil Aviation Division CANADA

ENDORSEMENTS

26-1-49 Certificate renewed not valid after January 16th 1950

9/2/50 Certificate renewed to be not valid after the 8th February. 1951

Renewed not valid after 11th May 1952 B+B 16/5/51

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.

CANADA ONLY.
THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT NO. E-10383 AND IS SUBJECT TO CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

79

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1774

(Heavier than air)

FIRST PART

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

(15-3-48)

1. Surname of owner (or name of Company) ~~MacLeod~~ TAYLOR ~~Wickens~~
2. Christian name ~~G. S.~~ Eric Travis ~~A. J.~~
3. Address ~~1142-3rd Ave., N.W. Moose Jaw, Sask.~~ Wabowden, Man.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Company

NATIONALITY AND REGISTRATION MARKS

6. CF-EHC

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series 120 Constructor's No. 9878
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A., Aug., 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land & Marine MB 12/6/48
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 and e
15. Maximum span (in flying position) 32' 10"
16. Maximum length (in flying position) 20' 11"
17. Total height (with and without trolley in case of seaplanes) 6' 3"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: C-85-12

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 Fixed Diameter .....

25. Weight of aircraft empty (including water in the radiators):
(a) Landplane 809 JHB
(b) Seaplane 935 14/2/50
(c) Skiplane 819

~~776~~ ~~845~~ qnP 17/1/48
~~925~~ JHB 12/6/48
~~913~~ ~~779~~ lbs 26.6.47
~~810~~ qnP 17/1/48

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		152 lbs.
(a) Number of tanks	Two	
(b) Capacity of tanks	21 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		9 lbs.
(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	SKIPLANE ~~344~~ ~~K15~~ 309 qnP 17/1/48 L.P. Seaplane 305 lbs.	~~344~~ 313 qnP 17/1/48 lbs. JHB 12/6/48 lbs.
32. Maximum total weight authorized		
Landplane		1450 lbs.
Seaplane		1556 JHB lbs. 12/6/48
Skiplane	~~K15~~	1450 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Fourteen Hundred and Fifty Pounds
Seaplane Fifteen hundred and fifty six pounds. JHB 12/6/48
Skiplane FOURTEEN HUNDRED AND FIFTY POUNDS K15

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 13.5 inches and 17.7 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 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 19 Sept., 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

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.

77.

SASKATCHEWAN GOVERNMENT AIRWAYS

Prince Albert, Saskatchewan.

Weight and Balance Report

Registration: CF-EHC.
Date: May 13th, 1949.

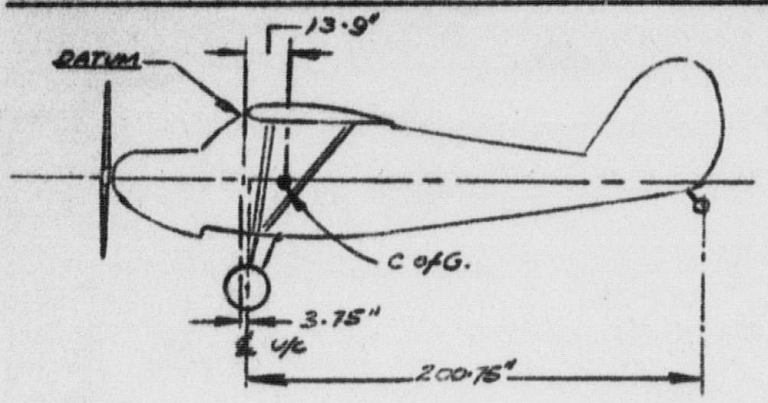
Make: Cessna 120
Serial No. 9878.

Weight Report Empty as a Land Plane.
Three point position after inspection.

Position	Scale Reading	Take	Net
Port Wheel	365	0	365
Stbd. Wheel	366.5	0	366.5
Tail Wheel	77.5	0	77.5
Total	809		809

Weight Report for Determination of C. of G.

Position	Scale Reading	Take	Net
Port Wheel	384	0	384
Stbd. Wheel	384	0	384
Tail Wheel	111	70	41
Total	879		809



To determine C. of G. $\frac{T \times D}{W}$ =

T = Tail weight.
D = Distance between tail and main wheels.
W.- Actual empty weight of Aircraft.

$\frac{41 \times 200.75}{809} = 10.17$

DATUM - Leading edge of wing.
Undercarriage 3.75 aft of datum.
Therefore distance of empty weight C. of G. aft of datum = 10.17 + 3.75 = 13.9 inches.

To determine C. of G. extremes.

(a) Forward C. of G. Extreme

Item	Weight	Arm	Moment
A/c W.E. as weighed	809	+13.9	11245.1
Oil 5 qts.	11	-31.5	-346.5
Fuel min. (7 gal)	50.4	+23	1159.2
Pilot	170	+19.5	3315.0
Total	1040.4		15372.8

Forward C. of G. Extreme = $\frac{15372.8}{1040.4}$ = +14.7

Forward C. of G. Limit (C.A.A. Directive No. A-768) Normal category Landplane = 13.5

(b) Aft C. of G. Extreme

Item	Weight	Arm	Moment
A/c W.E. as weighed	809	13.9	11245.1
Oil 5 qts.	11	-31.5	-346.5
Fuel 21 gals.	151.2	+23	3477.6
Pilot & Co-Pilot	340	+19.5	6630.0
Baggage (Placarded capacity)	80	+37.5	3000
Total	1391.2		24006.2

Aft C. of G. Extreme = $\frac{24006.2}{1391.2}$ = +17.2 inches aft of datum.

Aft C. of G. Extreme (from C.A.A. Directive A-768) = +17.7

Since approved limits are not exceeded forward and aft extremes are considered satisfactory.

J. Pool

J. Pool, Engineer,
Saskatchewan Government Airways

Witness:

Draftsman.

HM-ts

75.

SASKATCHEWAN GOVERNMENT AIRWAYS
PRINCE ALBERT -- Saskatchewan

APPENDIX I -- WEIGHT & BALANCE REPORT

Registration: CF-EHC
Date: Feb. 8, 1950.

Make: Cessna 120
Serial No. 9878.

Computation of Skiplane & Seaplane C. G. Extremes and Check of Balance

A. GENERAL

1. Eligibility - aircraft eligible for endorsation as landplane, skiplane and seaplane.

2. Datum - Wing leading edge.

3. Levelling Means - Top edge of sheet along fuselage side aft of doors.

4. C. of G. Ranges
Land and skiplane = (ƒ13.5) to (ƒ17.7)
= (ƒ13.7) to (ƒ17.5)

Empty weight C. of G. range
(a) Land and skiplane = (ƒ12.3) to (ƒ14.7)
(b) Seaplane = (ƒ12.7) to (ƒ14.7).

5. References - All computations meet requirements of C.A.M. 18 App. II, C.A.A. Specification No. A-768 and Information Circular T/14/48 Rev. I.

B. CHECK OF BALANCE

Aircraft weighed empty as landplane.

Item	Weight	Arm	Moment
Port	373		373
Starboard	389		389
Tail	68		68
Less Oil 9 gal.	9		-9
Total	830		821

Previous weight = 809
Since previous weight is not exceeded by more than 2% it may, therefore, be considered that the changes in C. of G. locations will be negligible and do not necessitate a further C. of G. check (Information Circular T/14/48 Para. 4).

C. COMPUTATIONS TO DETERMINE C. OF G. EXTREMES

1. Skiplane

Item	Weight	Arm	Moment
Aircraft	809	(ƒ13.9)	11245
Wheels	-34	(-3.75)	- 127.5
Tail wheel	-1	(ƒ201)	- 201
Total	774		10917

Aircraft C. of G. (less wheels) = 10917 = (ƒ14.0)

74

Item	Weight	Arm	Moment
Aircraft less wheels	774	(+14)	10836
Skis, main	32	-1	-32
Ski, Tail	3	(+198)	594
Total	809		11398

Aircraft C. of G. as skiplane (empty) = $\frac{11398}{809}$ = (+14).

Determination of Skiplane C. of G. Extremes

Item	Weight	Arm	Moment
Aircraft (skiplane)	809	(+14)	11326
Pilot	170	(+19.5)	3315
Oil	9	(-31.5)	-283
Fuel	50	(+23)	1150
Total	1038		15508

Forward skiplane C. of G. = $\frac{15508}{1038}$ = (+14.5)

Aft C. of G. Extreme

Item	Weight	Arm	Moment
Skiplane	809	(+14)	11326
Oil	9	(-31.5)	-283
Pilot & Passenger	340	(+19.5)	6630
Fuel	151	(+23)	3473
Baggage	80	(+37.5)	3000
Total	1389		24146

Aft skiplane C. of G. Extreme = $\frac{24146}{1389}$ = (+17.3)

Since neither forward nor aft extremes exceed approved limits skiplane forward and aft extremes are satisfactory.

2. Seaplane

Item	Weight	Arm	Moment
Aircraft	809	(+13.9)	11245
Main u/c	-92	(-3.75)	-345
Tail wheel	-6	(+201)	1206
Total	711		9694

Aircraft less undercarriage = $\frac{9694}{711}$ = (+13.6)

73

Item	Weight	arm	Moment
A/c less u/c	711	(+13.6)	9469
Floats	224	(+13)	2912
Total	935		12381

Seaplane C. of G. Empty = $\frac{12381}{935}$ = (+13.2)

Determination of Seaplane Extremes

(a) Forward Extreme

Item	Weight	Arm	Moment
Seaplane	935	(+13.2)	12342
Pilot	170	(+19.5)	3315
Oil	9	(-31.5)	-283
Fuel	50	(+23)	1150
Total	1164		16524

Forward seaplane C. of G. Extreme = $\frac{16524}{1164}$ = (+14.1)

(b) Aft C. of G. Extreme

Item	Weight	Arm	Moment
Seaplane	935	(+13.2)	12342
Pilot & Passenger	340	(+19.5)	6630
Oil	9	(-31.5)	-283
Fuel	151	(+23)	3473
Baggage	80	(+37.5)	3000
Total	1515		25162

Seaplane aft C. of G. Extreme = $\frac{25162}{1515}$ = (+16.6)

Since neither forward nor aft extremes exceed approved limits, seaplane forward and aft extremes are satisfactory.

D. SUMMARY OF WEIGHTS

Item	Wt. (lbs)	Arm
Landplane	809	(+13.9)
Skiplane	809	(+14)
Seaplane	935	(+13.2)
Pilot & Passenger	340	(+19.5)
Fuel 21 gal.	151	(+23)
Oil 1 gal.	9	(-31.5)
Baggage	80	(+37.5)
Wheels	34	(+3.75)
Tail wheel		(+201)
		(-1)

Page 4.

Maximum Weight

Landplane & skiplane	1450 lbs.
Seaplane	1556 "

Maximum Commercial Load (with crew and fuel and oil tanks full)

Landplane & skiplane	311 lbs.	Std. Wheel Installation
Seaplane	291 "	Skis - Federal AADOA
		Float - Edo 98-1650

Weight & Balance computed by: [signature]

Supervising Officer: [signature]

Resident A.I.D. [signature]

14 - 2 - 50

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 preservers must be carried for each occupant on board when operating this aircraft as a SEAPLANE. CWB 12/6/48.

~~any one engine.~~

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

NOTE: The total number of passengers authorized cannot be carried when operating as a SEAPLANE unless a suitable reduction in the amount of fuel is made. CWB 12/6/48. Deleted 13/6/48 CWB

Weight and balance report forms part of this certificate of airworthiness and must be carried in the aircraft during flight CWB 30/5/49

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
		19 Sept., 1947	
Regina, Sask. 17/1/48.	Satisfactory	Jan 17, 1949	
9th Feb. 1950		JAN. 16. 1950 8 Feb. 1951 11th May 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.

83

HTP/MJL/MM

OTTAWA, Ontario, May 25th, 1952.

5002-24

Cessna 120 Aircraft, CF-EHG

5006-E5-3
5002-309(C.A.R.)

REGISTERED

District Controller of Air Services,
612 Power Building,
WINNIPEG, Man.

Attn:- District Supt., Air Regulations.

1. Enclosed are the Journey and Aircraft and Engine Log Books covering Cessna 120 aircraft, CF-EHG, owned by E.T. Taylor which was destroyed in an accident at Setting Lake, Manitoba, on January 30th, 1952.

2. The Log Books have served their purpose for a Board of Inquiry and when returning them to the owner, his attention should be drawn to Para. 5.2.4.1 of The Air Regulations.

(C.T. Travers),
Superintendent, Air Regulations.

Encls.

27

FILE No. 5008 - E 8 - 4 VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM AUG. 1946

TO

5008 - E 8 - 4 VOL. 1

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EHD ~ GRUMMAN G-44A

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
OCT 22 1952	37155	CAE			OCT 22 1952
MAR 31 1953	61253	CAR		bj	APR 2 1953
APR 2 1953		CAE			APR 4 19
APR 4		RFL			APR - 9 1953

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

FILE NO. 5008- E 8- 4

VOLUME NO. 1

DEPARTMENT OF TRANSPORT

FROM AUG. 1946-

TO

CROSS REFERENCES

SUBJECT AIRCRAFT- INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF- EHD GRUMMAN.

5008- E 8- 4

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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
FEB 18 1949	44695	CAR			FEB 19 1949
		CAE			FEB 19 1949
OCT 29 1949	30725	CAR			NOV 2-1949
		CAE			NOV 2-1949
OCT 31 1950	23306	CAR			NOV 24 1950
		CAE			NOV 24 1950
APR 26 1951	5031	CAR			MAY 1-1951
MAY 1-1951		CAE			MAY 1 1951
MAY 1 1951		CAE (2)			MAY 2 1951
MAY 2 1951		CAR (3)			MAY 7 1951
MAY 7 1951		Trans (4)			MAY 8 1951
MAY 8 1951		RFL			MAY 9 1951
MAY 25 1951	11537	CAR			MAY 26 1951
MAY 26 1951		CAE			MAY 28 1951
JUL 12 1951	20714	CAR			JUL 12 1951
JUL 12 1951		CAE			JUL 13 1951
AUG 23 1951	28752	CAR			AUG 27 1951
AUG 27 1951		CAE			AUG 28 1951
SEP 22 1951	BF 24/9/51 Letter 5/10 Mr Gordon	CAR			OCT 6-1951
		CAR			OCT 6-1951
OCT 22 1951	37121	CAR			OCT 30 1951
	H.T. Patterson -	CAE			OCT 30 1951
OCT 30 1951	39018	CAR			NOV 1 1951
NOV 3 1951	BF 5/11/51	Car			NOV 6 1951
JUL 21 1952	22406	CAR			JUL 28 1952
AUG 18 1952	27737	CAR			AUG 27 1952
		CAE			AUG 28 1952
AUG 27 1952		R&L			AUG 29 1952
AUG 28 1952		Cas			
AUG 29 1952					

DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

1.
3-46
P. S°825
D.L.&.Co.

FILE NO. 5008 - E8 - 4

VOLUME NO. 1

VOL. 1
5008 - E8 - 4

DEPARTMENT OF TRANSPORT

FROM AUGUST 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - EHD GRUMMAN

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 - 2 1946	16238	S.A.R. ①			
	Attn: Mr. Main.	Secy.			AUG 8 1946
AUG 10 1946	Requested	S.A.R.			AUG 19 19
AUG 30 1946	Requested	S.A.R.	9-11-46		SEP 16 1946
OCT 2 1946	Requested	S.A.R.			OCT 24 1946
OCT 25 1946	Miss Jones memo 23/46	S.A.R.			OCT 29 1946
OCT 31 1946	B-1-11-46	S.A.R.			NOV 7 - 19
NOV 19 1946	57193	S.A.R.			
OCT 1 1947	60544	S.A.R.			MAR 1 1947
		CAI ①			MAR 20
JAN 17 1947		Trans.			JUN 23 1947
OCT 9 48	27887	CAR			OCT 12 4
OCT 27 48	30356	CAR			OCT 30 4
OCT 30 48		CAE ②			NOV - 4
NOV 1 NOV 48 NOV 9 948		CAR ②			
NOV 13 948		Secy Accounts ③			
NOV 8 - 48	31425	CAR ①			NOV 26 948
NOV 1 - 948		CAE			

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	B
NIGHT LETTER	
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 AUGUST 1 1946

HAMILTON & CARMICHAEL
BARRISTERS SOLICITORS & CO
SAULT STE MARIE, ONTARIO

AR37 REGISTRATION MARKINGS CF-EASY HOW DOG ALLOTTED

ALGOMA STEEL CORPORATION GRUMMAN AIRCRAFT stop

LETTER FOLLOWING

CIVIL AVIATION

HTP/HB

Private or Commercial
Correct Ser. No ?.

#5

HAMILTON & CARMICHAEL
BARRISTERS, SOLICITORS, &c.

HARRY S. HAMILTON, K.C. TRACY E. CARMICHAEL, K.C.

TRANSPORT-RECORDS
AUG 1 A.M.
File

2

SAULT STE. MARIE
CANADA
July 29th, 1946.

A16238

COPY FOR DEPT. FILE
Received $ 10.00
C. R. No. 65-140
Date July 30-46
Clerk M.B.B.

A. D. McLean, Esq.,
Controller of Civil Aviation,
Department of Transport,
O t t a w a, Canada.

Dear Sir:-

Re: Algoma Steel Corporation, Limited

The above Company has acquired by purchase, an Aircraft from the Grumman Engineering Corporation in New York. The Company wishes to have the same registered and on its behalf we are enclosing herewith a formal application for registration with the required information as to the purchaser and the specifications, etc. of the aircraft. We enclose herewith the Company's cheque for Ten ($10.00) Dollars to cover the registration of the aircraft and also the Certificate of airworthiness. We presume the latter will involve some type of inspection and if you will instruct us, we will arrange for having that inspection.

Later this Aircraft will likely be operated by a recently formed subsidiary of the Algoma Steel Corporation namely, Algoma Airways Limited. Could you advise us if there is any regulation against the Algoma Steel Corporation, Limited renting this Aircraft to its subsidiary Algoma Airways Limited for the purpose of commercial operation by the latter? Does the operating Company or concern have to be the owner of the Aircraft?

The Aircraft is now practically ready for delivery and we are most anxious to have the registered number so that it can be painted on it before we take delivery which but for that could be any day now.

$10.00 and. 10.00
Ltr.

RECEIVED
JUL 31 1946
TRANSPORT DEPARTMENT

Yours very truly,

ENTERED
ON CARDS

HAMILTON & CARMICHAEL

Per, H.S. Hamilton

HSH/JT

Encls.

CF-EHD

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.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. Algoma Steel Corp. Ltd.,

Signature of Applicant.....Secretary

Date of Application.....July 23, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ALGOMA STEEL CORPORATION LTD.,	SAULT STE. MARIE, ONT.	

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

DIRECTORS

Sir James H. Dunn, Bart.	- Bathurst, New Brunswick.	British
W. C. Franz	- Sault Ste. Marie, Ontario.	British
John A. McPhail	- Sault Ste. Marie, Ontario	British
E. G. McMillan	- 38 King St. W., Toronto, Ontario	British
John W. Hobbs	- 241 Spadina Ave., Toronto, Ontario.	British
Joseph Simard	- Suite 500, Marine Building, 1405 Peel Street, Montreal, Quebec.	British
Leo H. Timmins	- 1010 Canada Cement Building, Montreal, Quebec.	British
T. A. Crerar	- Senate Chambers, Ottawa, Ontario.	British
J. Gordon Fogo	- 172 Wellington St., Ottawa, Ontario.	British

Usual Station.....SAULT STE. MARIE, ONT.

Date of manufacture of ~~XXXXXXXXX~~ 1946

Crew required.....PILOT

Accommodation for what number of passengers.....4 PASSENGERS AND PILOT

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 Grumman Aircraft Engineering Corp.

Type Widgeon Amphibian Maker's No. Model G44 A

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	40'	
Length o/a in feet	31'	
Height o/a in feet	9'	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 3240 lbs.

Total weight authorized (fully loaded) in lbs. 4525 Air speed 130 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Bank & turn Ind. Rate of Climb, Altimeter, Direction Ind.
2. Gauges Directional Gyro, Artificial Horizon, Clock, Air Temp. Gauge.
3. Lights Landing, navigation, moving.
4. Signals None
5. Fire Extinguishers Two
6. Parachutes Four
7. Tools Engine tool kit, medical kit, paddle.
8. Other Equipment Bilge pump, Anchor & line, Life preservers, Rations.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	2 - Ranger 6440C-5	same		
Pusher or Tractor	Tractor			
Right or Left Hand	right	left		
No. of Cylinders	6			
H.P.	200			
Bore	4 1/8			
Stroke	5 1/2			

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

4

5008-E8-4

CTT/ZZ

Ottawa, August 7th, 1946.

Hamilton & Carmichael,
Barristers, Solicitors, & c.,
Sault Ste. Marie, Ontario.

Dear Sirs:-

In reply to your letter dated July 29th, 1946, regarding the registration of an aircraft in the name of the Algoma Steel Corporation Limited, this will confirm our telegram AR37 allotting registration markings CF-EHD for this aircraft and will also acknowledge the Company's cheque for ten dollars to cover registration and Certificate of Airworthiness.

Aircraft imported from the United States may be registered in Canada and issued with Canadian Certificates of Airworthiness provided United States Civil Aeronautics Administration has issued an Export Certificate of Airworthiness for the aircraft. It is customary for the Civil Aeronautics Administration to advise this Department by telegram that this certificate will be issued and on the basis of this telegram we will issue temporary authority for the operation of the aircraft in Canada until the Canadian certificates have been prepared. It is hoped that you will keep in touch with this Department and not fail to request temporary permission for the operation of the aircraft when it is brought into Canada.

Your enquiry regarding the commercial operation of Algoma Steel Corporation Limited by a subsidiary Algoma Airways Limited has been referred to the Secretary, Air Transport Board. It is understood that, until a decision has been given on this point, it is the intention to register this aircraft as a commercial aircraft to be used solely in the business of Algoma Steel Corporation Limited and not for hire or reward. Your confirmation of this point is requested.

Yours truly,

C.T.T.

(S. Graham),
Superintendent, Air Regulations.

C.T.T.

FORM "6199

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

1946 AUG 10 AM 9 29

(27)

RXRA69 50/48=CNT SAULTSTEMARIE ONT 10 850A

CHARLES TRAVERS, INSPECTOR AIR REGULATIONS:

0100 CIVIL AVIATION DEPT TRANSPORT CNT OTTAWA ONT=

A-8715

REFERENCE AIRCRAFT REGISTRATION AR37 MARKINGS CF EASY HOW DOG BEING BROUGHT FROM GRUMMAN NEW YORK BY ALGOMA STEEL CORPORATION LIMITED STOP UNDERSTAND CERTIFICATE AIR WORTHINESS SENT YOU BY GRUMMAN STOP BEHALF OF ALGOMA STEEL CORPORATION LIMITED HEREBY APPLY FOR PERMIT OR LICENSE TO OPERATE SAME FOR PRIVATE USES=

HAMILTON AND CARMICHAEL.

ENTERED ON CARDS

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG, GENERAL MANAGER
TORONTO

(29)

1946 AUG 13 PM 12 31

MOA210 33/27 DL=WUX TDN GRUMMAN AIRCRAFT BETHPAGE NY 13 1154A

C TRAVERS, INSPECTOR OF AIR REGULATIONS=

0306 CIVIL AVIATION DEPT OF TRANSPORT OTTAWA=

A10714

GRUMMAN MODEL G-44A AMPHIBIAN AIRPLANE HAS ATC PRODUCTION NO 734. THIS IS THE MODEL AIRPLANE SOLD TO ALGOMA STEEL CORPORATION, LIMITED, OF SAULT STE. MARIE, ONTARIO CANADA=

GRUMMAN AIRCRAFT ENGR CORP W L SUTTON.

ENTERED ON CARDS

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6107 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
RIE/M			TRANSPORT (2221)

8

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-E8-4 ✓

OTTAWA ONTARIO AUGUST 19th 1946

GRUMMAN AIRCRAFT ENGINEERING CORPORATION
BETHPAGE
LONG ISLAND NEW YORK

AR 37 PLEASE EXPEDITE CERTIFICATE OF AIRWORTHINESS FOR EXPORT THROUGH CAA FOR GRUMMAN G44A SOLD TO ALGOMA STEEL CORPORATION SAULT STE MARIE ONTARIO

CIVIL AVIATION

R.L.B.

CAA
30

FORM 6122

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

(25)

1946 AUG 9 AM 10 28

MOA 136 18/10=WUX TDN AIRCRAFT BETHPAGE NY 9 957A

INSPECTOR OF CIVIL AIRCRAFT ATTN MR TRAVERS=

OTTAWA= 0163

A18713

ATC NO ON GRUMMAN MODEL G-44A WIDGEON AMPHIBIAN IS A-734=

=GRUMMAN AIRCRAFT ENGR CORP W L SUTTON.

C.A.E. L3

C.A.R. 9/8 D.

Bethpage, Long Island N.Y.

ENTERED ON CARDS

9

CD 1R

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

STANDARD TIME

W.D.NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

WASHINGTON DC 29 259P

1946 AUG 29 PM 3 40

J A WILSON 619

DIRECTOR OF AIR SERVICES DEPT OF TRANSPORT OTTAWA

CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10282 COVERING GRUMMAN G-44A AIRCRAFT SERIAL NUMBER 1441 CANADIAN REGISTRATION CF-EHD PURCHASED BY ALGOMA STEEL CORPORATION LTD SAULTSTE MARIE ONTARIO CANADA BEING PREPARED

CHARLES F DYCER CIVIL AERONAUTICS ADMINISTRATION

CCA

CAR 30 8

5008-EA-4

10

PSW/BB

5008-E8-4

Ottawa, Ontario,
September 9, 1946.

REGISTERED

Algoma Steel Corporation Ltd.,
Sault Ste. Marie, Ontario.

Gentlemen:-

Information has been received from Civil Aeronautics Administration, Washington, D.C., that Certificate of Airworthiness for Export covering Grumman G-44A registration CF-EHD is being prepared.

This letter, therefore, constitutes your temporary authority to operate Grumman aircraft CF-EHD, for private purposes, valid for day flying only, for a period of one month ending October 9, 1946.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

See AMTR-12
Standard

8

Weight & Balance Report
and Operating Manual
removed from file
and forwarded to
D.I.H.R. Toronto
4/4/49.

orm ACA 26
Rev. 10-15-40)

23/9/46

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10282

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, including Loading Schedule and Equipment List, is attached and made part of the certificate.

Approved Operating Manual is attached and made part of the certificate.

Engines: 2 Rangers 6-440-C5.

Propellers: Curtiss 55518-10.

Actual empty weight: 3311 pounds.

Standard weight: 4,525 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	GRUMMAN AIRCRAFT ENGINEERING CORPORATION - FEBRUARY 27, 1946
Type	AMPHIBIAN MONOPLANE
Model	G-44A
Serial No.	1441
Date	AUGUST 21, 1946

Charles F. Dyer

Charles F. Dyer, Director
Aircraft & Components Service

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-734-2
GRUMMAN
G-44 (Navy J4F-2)
G-44A

AIRCRAFT SPECIFICATION

December 29, 1945

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: Grumann Aircraft Engineering Corporation
Bethpage, Long Island, New York

I - Model G-44 (Navy J4F-2, See NOTE 5), G-44A (See NOTE 6)5 PCL-Am-FbM (See Note 3).
Approved April 5, 1941 and October 4, 1945.

Engines	2 Rangers 6-440-C5
Fuel	87 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 2450 rpm (200 hp)
Airspeed limits	Level flight or climb 175 mph (152 knots) True Ind. Glide or dive 210 mph (183 knots) True Ind. Flaps extended 104 mph (90 knots) True Ind.
Propeller limits (With Item 101)	Static rpm at maximum permissible throttle setting - not more than 2035 not less than 2035 Diameter - not more than 82 in. not less than 80 in.
Usable ceiling	(See Approved Operating Manual)
C.G. range	(+14.85)(16.5% MAC) to (+22.5)(26% MAC)
Datum	Wing leading edge at center section
MAC	76.5 in. L.E. MAC (+2.62)
Leveling means	Leveling lugs on horizontal stringers left side of cockpit (Serial numbers 1202 to 1207, inclusive.); built-in spirit level at right front seat (Serial numbers 1208 and up.)
Standard weight	4525 lbs.
No. seats	5 (Two at (-6), one at (+19), two at (+52))
Baggage	Rear compartment - 400 lbs. maximum (+90) Bow compartment - miscellaneous seaplane equipment 20 lbs.(-50)
Fuel capacity	108 gals. (Two tanks: 54 gals. each in center section) (+21)
Oil capacity	7 gals. (Two tanks: 3½ gals. each in nacelles) (+10)
Control surface movements	Wing flaps Down 38° Elevator trim tab Up 10°, Down 33° Elevator Up 31°, Down 21° Aileron Up 20°, Down 21° Rudder trim tab Right 25° Left 25° Rudder Right 30° Left 27° Stabilizer aux. tab Down 30°
Serial Nos. eligible	1201 and up (See NOTE 6)
Required equipment	101, 102, 103, 104, 105, 106, 107, 108, 109, 110, and 111

Specifications Pertinent to all Models

Certification basis	Type Certificate No. 734
Production basis	Production Certificate No. 23
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook:

(a) Canada - Landplane
- Amphibian
- Flying boat
- Skiplane - not eligible

(b) All other countries except Great Britain, Australia and New Zealand.

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.

Propellers and Propeller Accessories

1.	2 metal propellers, fixed pitch (62") (Curtiss 55518-10) (See NOTE 7)(+26 lbs. each) Static rpm at max. permissible throttle setting: not more than 1975; not less than 1975 Diameter - not more than 84 in.; not less than 82 in.	+52 lbs.	(-47)
101.	2 wood propellers, fixed pitch, and hubs	54 lbs.	(-47)

Engines and Engine Accessories-Fuel and Oil Systems

104.	2 starters (electric)(Eclipse Y-150)	39 lbs.	(+1)
105.	4 fuel pumps		
	(a) 2 engine driven (Pesco 227-D)	1 lb.	(0)
	(b) 2 wobble (Type D-2)	3 lbs.	(+5)
106.	2 oil coolers (U.A.P. #3150, 5 in. diameter)	24 lbs.	(-1)
110.	2 hydraulic pumps		
	(a) 1 engine driven (Pesco 204A)	4 lbs.	(+3)
	(b) 1 hand (Air Associates HC-1077-1)	3 lbs.	(-15)
112.	4 fuel pumps (a) 2 engine driven (Romec G-4360-4) (b) 2 wobble (Type D-2)	No weight change.	
113.	2 hydraulic pumps (a) 1 engine driven (Pesco 204A) (b) 1 hand (Bowser 176)	No weight change.	
114.	2 starters (electric)(Eclipse E-80)	No weight change.	

Landing Gear and Floats

102.	7.50-10 wheels (Hayes G3-45-A) with brakes and 7.50-10, 6 ply heavy duty tires (Retracted)	80 lbs.	(+6)
103.	10 in. tail wheel (Hayes B-14-161) with 10.5 in. 6 ply streamline tire	5 lbs.	(+164)
206.	7.50-10 wheels (Hayes G-3-175A) with brakes and 7.50-10, 6 ply heavy duty tires.	No weight change.	

| 207. 10 inch tail wheel (Hayes B-3-127A) with 10.5 inch 6-ply streamline tire. — No weight change.

Electrical and Radio Equipment		
107. Generator - 10 amp. (Ranger NA-16631)	15 lbs.	(+2)
108. Battery - 38 amp. - hr. (Exide 6 TAS-9-1)	36 lbs.	(+22)
109. Landing light (Grimes ST-250)	4 lbs.	(+35)
201. Radio equipment:		
(a) Receiver and transmitter (Lear AMTR-12) dynamotor, and antenna reel (Receiver and transmitter on right side under wing beam. Dynamotor under right pilot's seat and antenna reel on panel over pilot's head.)	28 lbs.	(+1)
(b) Alternate receiver and transmitter (Lear T30-RBCC)	36 lbs.	(-1)
(c) Equivalent radio equipment in same location	50 lbs.	(-1)
203. Extra landing light (See Item 109) (Grimes ST-250)	4 lbs.	(+35)
301. Generator - 25 amp. (Eclipse 309-9)	+6 lbs.	(+2)
Interior Equipment		
202. Dual rudder controls complete with removable rudder pedal (Grumman Drawing 17819)	7 lbs.	(-33)
204. Pressure fire extinguisher (Lux, 2 engine type)	25 lbs.	(-40)
Miscellaneous (Not Listed Above)		
111. Anchor and rope (Northill)	19 lbs.	(-87)
200. Miscellaneous items as noted in the pertinent approved weight and balance report		
205. Heavier finish	40 lbs.	(+46)

NOTE 1. Deleted - April 30, 1943

NOTE 2. Weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be submitted for each aircraft with original inspector's report and each subsequent report covering changes in equipment.

NOTE 3. (a) Landplane - The wing tip floats may be removed provided the airplane is placarded for use as landplane only. The decrease in empty weight is approximately 45 lbs.

(b) Flying boat - The landing gear and tail wheel, their external retracting mechanism, and the brake operating system may be removed, provided the airplane is placarded as a flying boat, and the support tubes, attaching bolts, etc. are installed so as to maintain hull water tightness, and provided the unused hydraulic tubes are plugged. The decrease in weight empty is approximately 185 lbs.

NOTE 4. The following placard shall be placed on the instrument panel in full view of the pilot: "This airplane shall be operated in accordance with the C.A.A. Approved Operating Manual for Grumman Model G-44 (G-44A), which shall be carried in the pilot's compartment at all times."

NOTE 5. Prior to civil certification of J4F-2 aircraft, bomb racks, if installed, should be removed. The three through bolts in the front and rear wing beam flanges should be left in place or short bolts installed to preserve the fuel tight properties of the integral fuel tanks.

NOTE 6. Model G-44A, Serial Nos. 1401 and up, is identical to the Model G-44 except for revised hull bottom lines, relocation of the electrical distribution panel in the cockpit, relocation of airspeed pitot installation and other minor changes.

NOTE 7. When Item 1 is installed the following Airspeed Limits must be used:

Level flight or climb	168 mph (146 knots) True Ind.
Glide or dive	201 mph (175 knots) True Ind.
Flaps extended	104 mph (90 knots) True Ind.

A. A. Vollmecke
Chief, Aircraft Engineering
Division

ECM:VPH
MRP. 1/9/46.

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

AD-352
GRUMMAN
G-44 TC 734

March 15, 1945

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.

- -

No "INSPECTION NOTES" are pertinent.

The following NOTE need be complied with once only.

SPECIAL NOTE 1. (March 15, 1945)(Applies to airplanes equipped with Jack & Heintz Automatic Pilot servo unit, Type A-3A, installations)
TO BE ACCOMPLISHED AS SOON AS PRACTICAL BUT IN ANY CASE NOT LATER THAN AUGUST 1, 1945.

Inspect Jack & Heintz Automatic Pilot servo unit overpower valves equipped with valve bodies Part No. JH-3003 or 3003-1 (rear valve body) and Part No. JH-3028 or 3028-1 (front valve body), to determine if the threaded travel of the "spring adjusting screw," (Part No. JH-3002), exceeds 1.745 in. In cases where this condition is found to exist, a threaded cylinder insert 3/8 in. long should be installed to restrict the travel of the "spring adjusting screw" to 1.745 in. This insert will prevent inadvertent adjustment of the overpower relief valve spring to a "solid" spring condition. (Jack & Heintz Service Bulletin No. P-4, dated December 20, 1944, covers this same subject.)

CAA-21695

A. A. Vollmecke
Chief, Aircraft Engineering Division

JS:cs

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-216-2
RANGER

6-440-C2 (Military L-440-1)
6-440-C3
6-440-C4
6-440-C5 (Military L-440-2,3,5,7)

December 20, 1944

AIRCRAFT ENGINE SPECIFICATION

Engine 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: Ranger Aircraft Engines, Division of Fairchild Engine & Airplane Corp.
Farmingdale, L. I., New York

Model 6-440-	C2 6LIA	C3 --	C4 --	C5 --
Rating Max., except take-off, hp, rpm, at sea level pressure altitude	175-2450-S.L.	180-2450-S.L.	190-2450-S.L.	200-2450-S.L.
Take-off (one minute) hp, rpm, at full throttle	175-2450	180-2450	190-2450	200-2450
Fuel (Minimum octane aviation gasoline)	65	73	80	87
Bore and stroke, inches	4.125 x 5.50	--	--	--
Displacement, cubic inches	440	--	--	--
Compression ratio	6.0:1	6.2:1	6.8:1	7.5:1
Weight (dry), lbs.	372	--	--	--
Propeller shaft, SAE No.	20	--	--	--
Carburetion	Stromberg NAR-4B carburetor, setting No. 8038	--	--	Stromberg NAR-4B carburetor, setting No. 8038, or Marvel MA4-5 carburetor, setting No. C-1417
Ignition, dual	Edison-Splitdorf Type RM, SB6RD-1 or -2 magnetos with impulse coupling (retard 45°), or Bendix Type SB6R-8, -10, or SB6RN-8, -10, magnetos	--	--	--
Spark Plugs	C-26, BG 417, 417S	--	--	--
Ignition timing, °BTC	22	25	--	--
NOTES	1,2,3,4	1,2,3,4	1,2,3,4	1,2,3,4

"--" indicates "same as preceding model".
"__" indicates "does not apply".

Certification basis: Type Certificate No. 216
Production basis: Production Certificate No. 6

NOTE 1. Maximum permissible cylinder head, barrel, and oil inlet temperatures, 500°F, 300°F and 200°F, respectively.

NOTE 2. Eligible with aluminum parts replacing all magnesium parts except crankshaft oil plugs with a weight increase of 14 lbs.

CAA-21394

NOTE 3. The following accessories are eligible at the indicated weight increases:

Accessory	Model	Weight
Starters	(Hand) Eclipse Type 393, Model 4	12
	(Electric) Eclipse Type 396 or 397, Model Y-150	18
Generators	Ranger (Electric Specialties Co.) NA-1	18
	Champion Aviation Products W-128	9
	Eclipse Type 309	22
Regulators	Delco Remy No. 118254	5
	Eclipse Type 320, Model 1 or 2	4
Fuel Pumps	Romec RB-4360	2
	Pesco 227-D or DA	2
Hydraulic Pump	Pesco IP-203-RA or IP-204-LC	4
Vacuum Pumps	Pesco 3P-207-D	5
	Eclipse Type B2A, Model 548-3A	4
	Romec Type B2A, Model R-D-2112	4
Wood Propeller Hub	Warner Part No. 8599	11

NOTE 4. The indicated military models are identical to the pertinent commercial model and are characterised as follows:

Military	Commercial	Characteristics
L-440-1	6-440C-2	Stromberg Carburetor - unshielded ignition
L-440-2	6-440C-5	Stromberg Carburetor - shielded ignition
L-440-3	6-440C-5	Marvel Carburetor - unshielded ignition
L-440-5	6-440C-5	Stromberg Carburetor - shielded ignition
L-440-7	6-440C-5	Marvel Carburetor - shielded ignition

These military models are eligible for installation in certificated aircraft; however, a new nameplate should be incorporated which bears the commercial model designation and/or Type Certificate No. 216. The manufacturer will furnish the new nameplate in exchange for the old one.

A. A. Vollmecke
Chief, Aircraft Engineering Division

EJB:hmb
CAA 21394

SUPERSEDES P-496

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

P-512
CURTISS
Single Piece
Propellers

January 10, 1941

PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and authenticated 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.

These propellers which are of fixed-pitch, single-piece, two-blade, aluminum alloy construction, constitute all propellers of this type manufactured by Curtiss Propeller Division under Type Approvals issued by the Civil Aeronautics Administration.

The actual allowable "take-off rating" (one minute) is 10% in excess of the indicated "maximum, except take-off, rating." The maximum weight is given for each propeller model. This weight includes the weight of the inserted sleeve or hub (if any) and the weight of a propeller of the maximum diameter. The diameter and pitch in feet and inches appear on the propeller except for some early models discussed in NOTE 2 below. Limitations set forth herein apply to all propellers listed except as modified by pertinent notes.

Manufacturer: Curtiss Propeller Division
Curtiss-Wright Corporation
Caldwell, New Jersey

Model	Spec. Basis	Max., Except Take-off HP	Max., Except Take-off RPM	Eng. Bore Inches	Dia.	Eng. Shaft	Max. Weight (lbs.)	Notes
X-31900	ATC 136	225	2000	--	9'0"	SAE 20 (a)	--	2,3
32909	2-70	102	1400	--	8'6"	--	49	2,3,4
32923	ATC 117	180	1800	--	8'6"	SAE 2T (a)	67	2,3
32934	ATC 116	160	1750	--	9'0"	--	70	2,3
33073	ATC 113	225	2000	--	8'9"	SAE 2 (a)	84	2,3
33079	ATC 114	525	1775	--	9'3"	--	80	2,3
33505	ATC 112	525	1600	--	10'0"	--	97	2,3
33525	ATC 115	220	2000	--	9'0"	--	87	2,3
33570	ATC 132	250	2000	--	8'10"-7'6"	--	74	2,3,4
55500	ATC 175	100	2100	--	7'0"	--	--	3
55501	ATC 539	300	2150	--	8'6"-7'0"	b,c,d,e,f,g	56	1,2
55501	ATC 539	250	2200	--	8'6"-7'0"	b,c,d,e,f,g	56	1,2

2359

Model	Spec. Basis	Max., Except Take-off HP	Max., Except Take-off RPM	Eng. Bore Inches	Dia.	Eng. Shaft	Max. Weight (lbs.)	Notes
55502	ATC 177	240	2000	--	8'10"	SAE 30	--	2,3
55503	ATC 186	420	2200	--	8'10"-7'0"	c,e,f,g	62	2,4
55511	ATC 649	160	1975	5.0	8'0"-6'6"	b,d	47	2,4
55511	ATC 649	150	2260	5.0	8'0"-6'6"	b,d	47	2,4
55511	ATC 649	150	2350	4.0	8'0"-6'6"	b,d	47	2,4
55518	TC 717*	165	2100	4.625	8'0"-6'6"	b,f	53	2
55518	TC 717*	160	2260	5.0	8'0"-6'6"	b,f	53	2
55518	TC 717*	150	2350	4.0	8'0"-6'6"	b,f	53	2

* Production Certificate No. 8

NOTE 1. Propellers bearing the following serial numbers are eligible, with an aluminum alloy insert machined, to fit an SAE No. 20 spline crankshaft; M-4007, M-4010, M-4011, M-4012, M-4014, M-4018, M-4026, M-4027, M-4028.

NOTE 2. On certain of the earlier model propellers, the pitch is indicated in inches following the model designation number. This pitch varies from 48" to 96" and is indicated by a dash and a number between, -48 and -96, following the model designation; as for example, a propeller stamped 55501-60 would indicate this particular model as having a pitch of 60". On current production, the manufacturer does not use this system, but in order to indicate the engine shaft size of the propeller, has added a dash and a number. This number will be -1 to -6 and propellers are stamped as for example 55501-4.

This explanation is given for reference purposes only, and although any dash number should be listed as part of the propeller model designation at the time of the inspection of an airplane, the engine shaft size dash number may be disregarded in determining the eligibility of the propeller for any specific installation.

The integral hub of the propeller is machined to fit directly on the engine shaft, or is provided with a steel insert or sleeve for this purpose.

Eligibility for the installation of a model propeller on a specific engine may be determined by reference to the HP and RPM ratings and ascertaining that the integral hub, with or without the metal insert, as the case may be, is of a design to fit the engine shaft as listed on the engine specification. The engine shaft sizes for which each propeller is eligible are shown by letters of the alphabet listed in the column above marked "engine shaft". These alphabetical letters do not appear upon the propeller in question, but refer only to the following table.

(a) Wood sections of suitable thickness are used on the faces of the hub section to allow the propeller to be fitted with a standard type wood propeller hub.

(b) An inserted sleeve to fit on *SAE No. 1 taper shaft
(c) An inserted sleeve to fit on *SAE No. 2 taper shaft
(d) An inserted sleeve to fit on *SAE No. 10 splined shaft
(e) An inserted sleeve to fit on *SAE No. 20 splined shaft
(f) The propeller hub machined to fit on *SAE No. 20 splined shaft.
(g) The propeller hub machined to fit on *SAE No. 30 splined shaft.

* The SAE number of the engine shaft is given on the pertinent engine specification.

NOTE 3. Approval expired. No propeller manufactured after the date specified or with a serial number larger than the serial number listed is eligible for use on certificated aircraft.

Approval No.	Date Expired	Last Serial Number
2-70	April 4, 1936	M2933
112	April 4, 1936	M2908
113	July 1, 1935	--
114	April 4, 1936	M2033
115	July 1, 1935	--
116	April 4, 1936	M1795
117	July 1. 1935	--
132	January 10, 1941	--
136	April 4, 1936	--
175	January 10, 1941	--
177	July 1, 1935	--

NOTE 4. The following propellers are rejected and are not eligible for use on certificated aircraft.

Model 32909	serial	numbers	M568, M672
Model 33570	"	"	2338, 2344
Model 55503	"	"	14522
Model 55511	"	"	M-4009

J. T. Gray, Chief
Aircraft Airworthiness Section

JCM:HTM

2359

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W.D.NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

R NA353 32/22 COUNT -S

SAULTSTEMA

3080 try 47861 [illegible] OCT [illegible] 12

IE ONT 1 522P 5008 E8-4

S GRAHAM

SUPT AIR REGULATIONS DEPT TRANSPORT OTTAWA ONT

REQUEST EXTENSION TEMPORARY C OF A ON AIRCRAFT CF-EHD YOUR

FILE NUMBER 5008-E8-4 AND VALID OCTOBER NINTH FORTY SIX [illegible]

PLEASE REPLY

ALGOMA STEEL J A MCKAYE

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
			G/LK FILE 5008-E8-4

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

13

OTTAWA ONT OCT 7 1946

J A MCKAYE
ALGOMA STEEL CORPORATION LTD.
SAULT STE MARIE ONTARIO

AR12 RETEL TEMPORARY AUTHORITY OPERATE GRUMMAN CF DASH EASY HOW DOG FOR PRIVATE PURPOSES EXTENDED TO NOVEMBER NINTH NINETEEN FORTY SIX

CIVIL AVIATION

CHG: TRANSPORT AIR (3080)

Orig 30

Min Town. 14

This appears OK to
issue as soon as
Customs receipt has
been obtained & this
office. Mr Meagher
the company's pilot will
see to this.

C. Thawes.
23/10/46.

6

15

5008-E8-4

GTT/ZG

Ottawa, November 7th, 1946.

Mr. J. A. McKaye,
Algoma Steel Corporation Ltd.,
Sault Ste. Marie, Ontario.

Dear Sir:-

With reference to your application for registration of Grumman G44A aircraft, Serial No.1441, it is requested that Customs receipts for this aircraft be submitted to this office.

It is understood from Mr. Meagher at the time of his recent visit to this office that you may consider the desirability of operating this aircraft as a 'Commercial' aircraft and not as a 'Private' aircraft. It is requested that you will advise us further in this matter.

Pending the issue of formal Certificates of Registration and Airworthiness, this letter will constitute temporary authority for operation of your aircraft under the marking CF-EHD until December 9th, 1946.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

2

16

A. SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E8-4

Ottawa, November 7th, 1946.

Mr. J. A. McKaye,
Algoma Steel Corporation Ltd.,
Sault Ste. Marie, Ontario.

Dear Sir:-

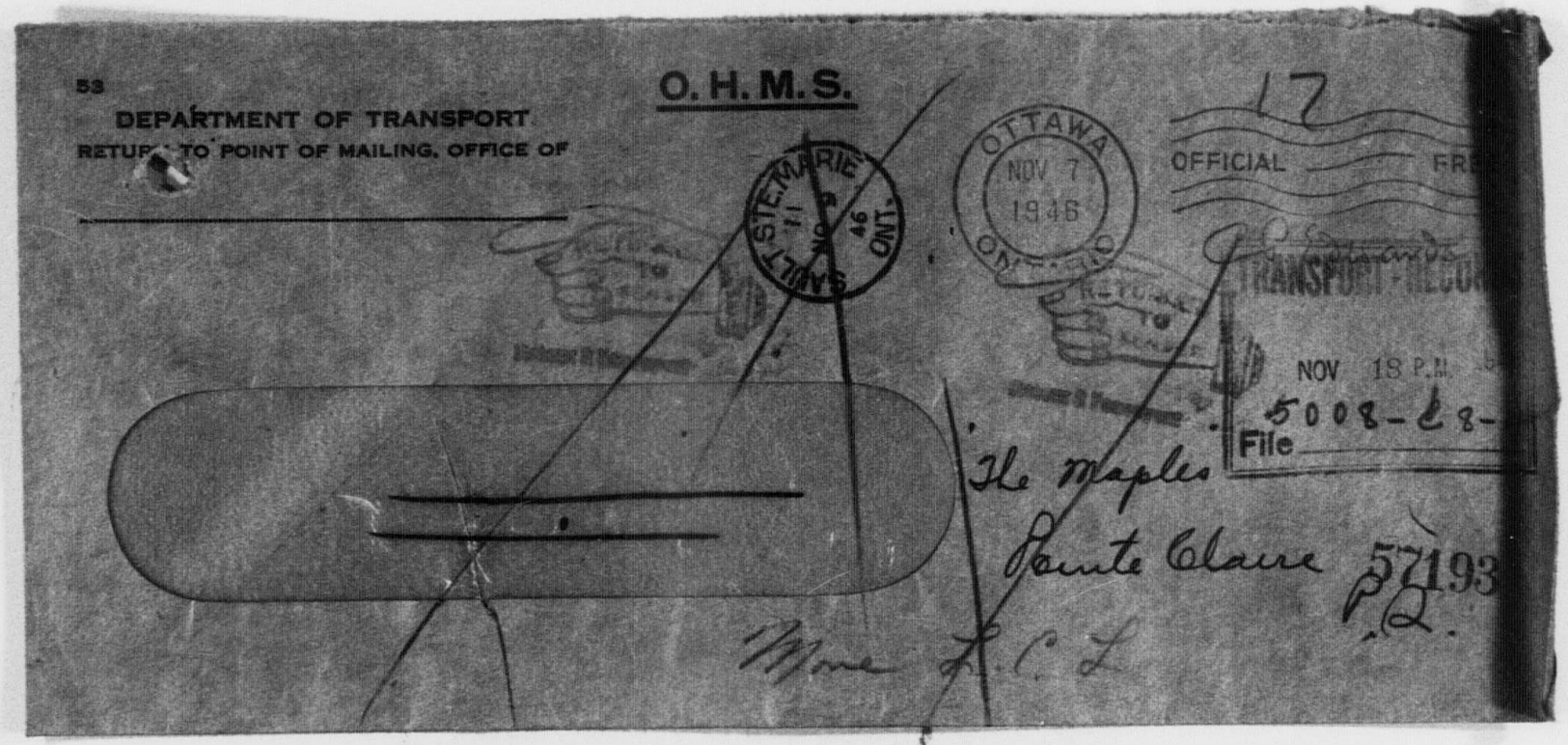
With reference to your application for registration of Grumman G44A aircraft, Serial No.1441, it is requested that Customs receipts for this aircraft be submitted to this office.

It is understood from Mr. Meagher at the time of his recent visit to this office that you may consider the desirability of operating this aircraft as a 'Commercial' aircraft and not as a 'Private' aircraft. It is requested that you will advise us further in this matter.

Pending the issue of formal Certificates of Registration and Airworthiness, this letter will constitute temporary authority for operation of your aircraft under the marking CF-EHD until December 9th, 1946.

Yours truly,

p. C. Thavus.
(S. Graham),
Superintendent, Air Regulations.


53
DEPARTMENT OF TRANSPORT
RETURN TO POINT OF MAILING, OFFICE OF
O.H.M.S.
SAULT STE. MARIE ONT.
OTTAWA NOV 7 1946 ONT.
17
OFFICIAL
TRANSPORT RECORDS
NOV 18 P.M.
5008-L8-
File
The Maples
Ste Claire
57193

18

5008-ZS-4

GTT/ZS

Ottawa, November 20th, 1946.

Algoma Steel Corporation Ltd.,
Sault Ste. Marie, Ont.

Dear Sirs:-

With reference to your application for registration of Grumman G44A aircraft, Serial No.1441, it is regretted that delay has been occassioned through a further detailed requirement of which you may not have been informed. Customs receipts are required by this Department in the case of the importation of any new aircraft and it would be appreciated if you would forward them to this office.

Pending the issue of formal Certificates of Registration and Airworthiness, this letter will constitute temporary authority for the operation of your aircraft under the marking CF-HHD until December 31st, 1946.

Yours truly,

G.T.T.

(S. Graham),
Superintendent, Air Regulations.

Noted
RSJ

M

B. 1
2,000,000-12-44
K.P. 24363

Port of SAULT STE MARIE, ONT. Toronto Ont Sept 19th 1946

Arriving per AIR

Imported by Algoma Steel Corporation, Limited.

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. 63663 A SEP 1946

Outport

Port

Algoma Steel Corporation, Limited.

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.	War Exchange Tax $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applied
		Grumman Aircraft Engrg. Corp'n., Bethpage, N. Y.																
	1	" AIRCRAFT , NOT INCLUDING ENGINES) ($27421.50, Ex. ½ of 1% -$137.11)	1	27558.61	27559.	20%	5511.80		33070.80		-		2645.66					440-L
		" ENGINES FOR SAME "	2	3889.35	3889.	17½%	680.58		4569.58		-		365.56					440-M
		($3870.00, Ex. ½ of 1%-$19.35)			31448.		$6192.38						$3011.22					
		$31291.80																

NOTE:—Show above actual amount paid or to be paid IN TERMS OF CANADIAN DOLLARS exclusive of all charges. (Any freight, insurance, handling charges, C[illegible] 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. Amount $31291.80

INITIALS		
	DUTY	6192.38
	W.E. TAX	-
	SALES TAX	3011.22
	EXCISE TAX	-
	TOTAL	$9203.60

Sales Tax Licence No. 25

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 space below this line is reserved for Customs-Excise Officers' use only, and must not be filed in by the importer.

Declared only at SAULT STE. MARIE, Ont. to be checked in every particular at Port of Entry.

National Revenue Canada CUSTOMS and EXCISE AUG 22 1946 SAULT STE. MARIE, ONT.

National Revenue Customs and Excise SEP 19 1946 TORONTO, ONT.

(M.A.)—Specimen Form of Invoice approved by Canadian Customs (1937) for Goods Sold by Exporter prior to Shipment

Bethpage, Long Island, New York
August 12, 1946
(Place and Date).....

Invoice of Grumman Model G-44A Widgeon .....*purchased*
by Algoma Steel Corporation, Ltd. *of* Sault Ste. Marie, Ontario, Canada
from Grumman Aircraft Engineering Corp. *of* Bethpage, Long Island, New York
to be shipped from Bethpage *per* Flyaway

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.	CF-EHD	1	Grumman G-44A Widgeon equipped with metal props.	$31,291.50		$31,291.50

Appraiser's Notation taken from Commercial Invoice.

AIRCRAFT $27421.50
2 ENGINES 3870.00
$31291.50

@ ½ of 1% 137.11
" " 19.35

275.58.61 1/20%
38893.5 1/2%

APPRAISER.

National Revenue Canada CUSTOMS and EXCISE AUG 22 1946 SAULT STE. MARIE, ONT.

ALGOMA STEEL CORPORATION, LIMITED
ATTORNEY

NOTE:
The following facts must be shown:
Amount of:
Freight, if any, prepaid and charged 0
Freight, if any, prepaid and not charged 0
Freight, if any, allowed to be deducted by importer on settlement 0

(OVER)

The following is the full form, combining the Certificate of Value and of Origin, prescribed to be written, printed or stamped on Invoices of Articles for entry in Canada, under Treaty or Convention Rates, when the goods have been sold by the Exporter prior to shipment.

FORM M.—A

(a) Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.

I, the undersigned, do hereby certify as follows:—

(1) That I am the (a) **Manager** exporter of the goods in the within invoice mentioned or described;

(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*) 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;

(5) That no different invoice of the goods mentioned in said invoice has been or will be furnished to any one; 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 had been produced through

(*) Insert here name of country or countries

the industry of* **United States of America** entitled to the benefits of treaty or convention rates or the British Preferential Tariff.

Dated at **Bethpage, N. Y.** this **12th** day of **August** 1946 } Signature **W. L. Sutton**

NOTE:—When invoicing goods which have been finished in a country specified on the invoice as the 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.

20

ALGOMA STEEL CORPORATION, LIMITED

SAULT STE. MARIE,
ONTARIO

DEC 7 A.M. 946
5008-E8-4
File

IN YOUR REPLY PLEASE QUOTE ATTENTION OF

E.W. Shell, Treasurer

December 5, 1946.

cf.

60544

Department of Transport,
Ottawa,
Ontario.

ATTENTION OF MR. C.T. FRAZERS

Dear Sirs:

In connection with the necessary license to fly our Widgeon, which license I understand expires at the end of December, and, in order to have it extended, requires evidence that duty has been paid thereon.

I enclose Customs entry form B.1, duly receipted, and, after it has served your purpose, shall be glad to have you return it to the undersigned.

I was talking to our Pilot over the phone from Lachine, Quebec, and as far as I could make out, he said to address this letter to the attention of Mr. C.T. Frazers. If unfortunately I did not get the spelling of this gentleman's name correctly, it was due to a bad phone connection.

Yours faithfully,

ALGOMA STEEL CORPORATION, LIMITED,

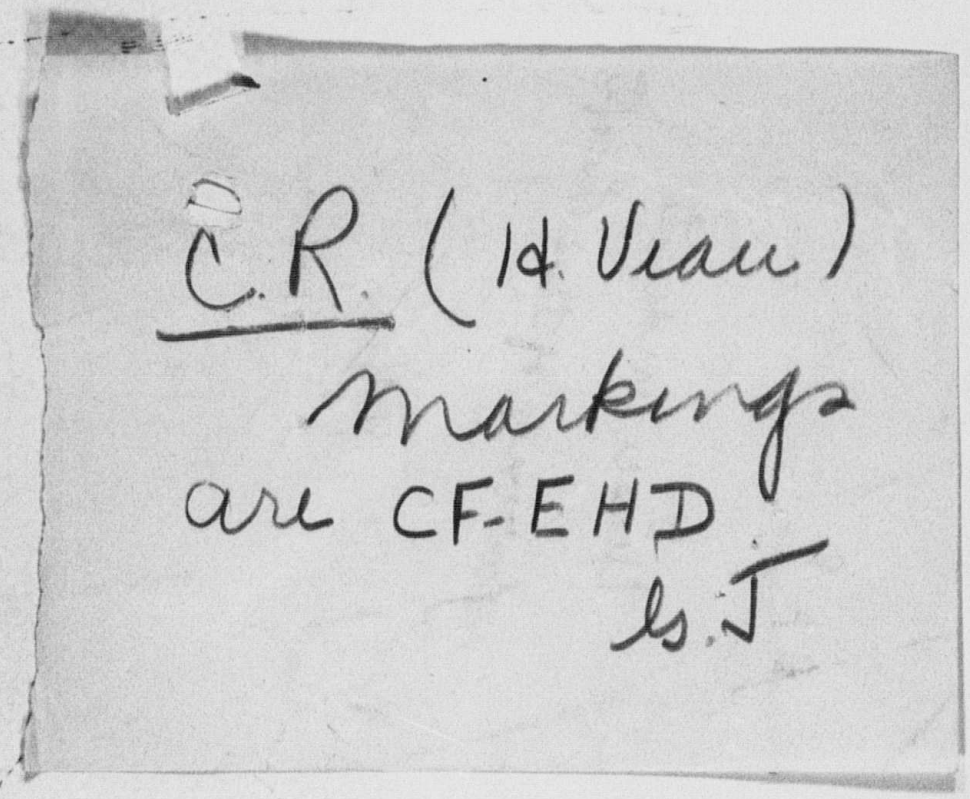
Treasurer.

EWS/MH
Enc. 2 clipped together.

5126(R)
1627(A)

Miss Lewis —
This is now ready for issue.
C. Thavers
11-12-46

Grumman G44A



C.R. (14. Vian)
markings
are CF-EHD
ls. J

SAR

Please indicate
marking of this aircraft

H. Vian
9/12/46

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	21
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			TRANSPORT AIR (3080)

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 FIIE NO.5008-E8-4

CTT/ZC

OTTAWA ONTARIO DECEMBER 18, 1946.

MR. SHIELD
TREASURER
ALGOMA STEEL CORPORATION
SAULT STE. MARIE ONTARIO

AR35 THIS TELEGRAM AUTHORITY CONTINUE OPERATION GRUMMAN WIDGEON AIRCRAFT PROPERTY

ALGOMA STEEL UNTIL JANUARY 31, 1947 PENDING ISSUE FORMAL CERTIFICATES

CIVIL AVIATION

C. Travers

File Copy

NM F 38

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5126

NATIONALITY AND REGISTRATION MARKS CF-EHD

1. Type and description	Grumman G-44A
2. Name and address of constructor	Grumman Aircraft Engineering Corp., Bethpage, Long Island, N.Y.
3. Constructor's serial number	1441
4. Name of owner	Algoma Steel Corp., Ltd.,
5. Address of owner	Sault Ste. Marie, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Sault Ste. Marie, Ont.
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 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-EHD and is of Canadian nationality.

Given at Ottawa this 4th day of March 1947.

Superintendent, Air Regulations.

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

/EM

24

5008-E8-4

REGISTERED

OTTAWA, Ontario.
March 12th, 1947.

Algoma Steel Corp. Ltd.,
Sault Ste. Marie,
Ontario.

Dear Sir:-

No. 5126 Enclosed please find Certificate of Registration and Certificate of Airworthiness No. 1827 for aircraft CF- Grumman GAA HD, Serial No. your M.A.R.

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:

added (C.R.) 3.3.47.

2 answered by Book

/RM

AC 5-61

25

5008-E8-4

OTTAWA, Ontario,
February 13th, ~~1947~~ 1948.

REGISTERED

Algoma Steel Corp., Ltd.,
Sault Ste. Marie,
Ontario.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF[redacted]D.

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.

P.S. Also enclosed are two Airscrew Log Books.

W

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

CLASS OF SERVICE DESIRED	
Full Rate	
Day Letter	
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

W. D. NEIL, GENERAL MANAGER, MONTREAL

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

Plaser

26

TRANSPORT-RECORDS
APR 24 A.M.
File 5008-E8-4

TORONTO April 23rd, 1948

A.J. HOLLINGSWORTH
ALGOMA STEEL CORP. LTD.
SAULT STE. MARIE

ART86 RETEL PLEASE ADVISE THIS OFFICE IDENTIFICATION LETTERS OF SUBJECT AIRCRAFT

CIVIL AVIATION

Hood

W

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3/ 2 2-48

1 Montgomery Avenue, Toronto, October 8th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-4	Renewal of Certificates of Registration and Airworthiness - aircraft CF-EHD	5008-E8-4

TRANSPORT-RECORDS
OCT 9 A.M.
File 5008-E8-4

Director of Air Services,
Department of Transport,
OTTAWA.

A27887

Attention: Superintendent, Air Regulations.

1. Grumman G44A aircraft C F - E H D, Serial No. 1441, owned by Algoma Steel Corp. Ltd., has recently been reconditioned by Central Aircraft Limited, Malton, Ontario.

2. Proper entries have been made in the Log Books of this aircraft that it was airworthy on August 30th, 1948.

3. These entries have been signed by Messrs. T. McCracken and W.R. Duncan as Air Engineers and J.A. Meagher as Test Pilot.

4. Certificate of Registration No. 5126 and Certificate of Airworthiness No. 1627 have been renewed valid until August 30th, 1949.

Miss Jones
for D.W.S.

Noted
DWS

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

:alb
Attach.

Department of Transport Copy

30

Grumman Widgeon Model G44A, CF-EHD
Serial No. 1441
Engines, Ranger Model 6-440-C

Right Engine Serial #R009079-S — Total time on Airframe - 73.50
Left Engine Serial #R008626-S — Total time on Engines - 96.30

Propellers - Curtiss fixed-pitch metal R.H. #M12428, L.H. #M12429.

Wings or Main Planes

1. Both wings opened up at all inspection holes and root end fittings inspected as far as wing structure. Everything found to be in satisfactory condition.
2. All controls, cables, pulleys fairleads inspected for wear and corrosion and found satisfactory.
3. All controls in wings lubricated where necessary.
4. Main actuating rod on right aileron found to have slight corrosion. Removed, cleaned and painted with zinc cromate P.26.
5. General condition of exterior of main planes thoroughly inspected and found to be in perfect condition.

Undercarriage

1. Undercarriage checked for corrosion and found on both aircraft latch plates. Removed and cleaned and painted with zinc cromate Prime P.26 and reinstalled.
2. Aircraft's up and down indicator cable on left wheel found slight corrosion. Drained and greased.
3. Bolt at tail wheel lock on pulley found to be corroded. Replaced with new bolt and nut.
4. All aircraft wheels removed. Bearings inspected and repacked with proper grease.
5. All tires inspected and inflated to proper pressure.
6. All oleo legs deflated, serviced with proper oil and inflated to preper height.
7. Aircraft washed thoroughly and greased.
8. Brakes inspected for proper operation and condition and found satisfactory.
9. Aircraft jacked up and put on cradles and retraction test carried out for all warning devices and operation. Everything found to be normal and satisfactory.

Hydraulic System

1. All selector valves actuating cylinders and relief valves checked for operation and brakeage, and found satisfactory.
2. Main hydraulic tank topped up and locked.
3. Hydraulic system checked on run up and found to operate in a normal and satisfa factory manner.
4. Hydraulic system checked with engines running on ground. All indicators and warning devices found to be O.K., as far as possible on ground.
5. Brake hydraulic system checked and topped up with proper fluid.

Fuselage or Hull

1. All inspection hole covers removed.
2. Floor removed.
3. Interior of hull inspected for corrosion and damage. Found in perfect condition.
4. Bottom of hull vacuumed and cleaned thoroughly and floor reinstalled.
5. Fire extinguishers checked for contents and found seals not broken.
6. General interior of aircraft and cockpit found to be in good condition.
7. Aircraft thoroughly cleaned and polished, inside and out.

Electric System

1. Battery recharged and installed and safetied.
2. Generator checked and run up. Found O.K.
3. All electrical circuits checked. Found to be O.K.
4. Master switch checked found to operate satisfactorily.

Tail Surfaces

1. All inspection covers removed.
2. All hinge points inspected for lubrication and operation. Found satisfactory.
3. Trim tabs inspected for condition, travel and operation and lubrication. Found satisfactory.
4. All main attachment points inspected for security and condition and found O.K.
5. All tabs and controls checked for travel. Found O.K.
6. All control cables inspected for condition and security and found O.K.
7. All interior and exterior surfaces inspected for corrosion and damage. Found O.K.

29

epartment of Transport Copy

CF-MHD

I hereby certify that all airworthiness Directives (or equivalent) and Manufacturer's Servuce Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated, and that the aircraft is airworthy.

August 30th, 1948

.....
Air Engineer "B" A-697

This is to certify that all controls have been inspected for correct action and pressure of all locking and safety devices.

August 30th, 1948 .....
Air Engineer

.....
Air Engineer

This is to certify that I have test flown this aircraft and find it to perform in a normal and airworthy manner.

.....
Commercial Pilot. 214

August 30th, 1948

tral Aircraft Limited
Ontario

Department of Transport Copy

28

Grumman Widgeon Model G44A, CF-EHD — August 30, 1948

The following work carried out on: Left Engine, Serial #R006626-S

1. No. 6 cylinder removed to check for corrosion. Cylinder found in good condition and reinstalled.
2. 100 hour inspection carried out as per manufacturer's handbook.
3. Both magnetos lubricated with proper oil.
4. Engine run up on ground. Both mags. checked, found O.K. Revs. 18.50
5. Propeller checked and tightened after rev.

A-697

mman Widgeon Model G44A, CF-EHD Department of Transport Copy

August 30, 1948.

following work carried out on: Right Engine, Serial #R009079-S

27

1. [illegible] 6 cylinder removed. Found signs of corrosion. Removed No. 5 cylinder to check further. No. 5 cylinder found C.K., but oil ring broken. Replaced with new oil ring.
2. 100 hour inspection carried out as per manufacturer's handbook.
3. Both magnetos lubricated with proper oil.
4. Engine run up on ground. Found O.K. 1910 revs.
5. Propeller tightened and checked after run up.

A-697.

COPY

32

TOR:5008-E8-4

ORIGINAL ON FILE.....

COPY FOR FILE.....

BY HAND

1 Montgomery Avenue, Toronto,
October 15th, 1948.

Sheridan Equipment Limited,
LEASIDE, Ontario.

Dear Sir:

Receipt is acknowledged of your application for re-registration of Grumman G44 aircraft C F - E H D, Serial No. 1441, which you recently purchased from Algoma Steel Corp. Ltd. together with the following papers:-

(a) Application form in triplicate.
(b) Fee of $5.00.
(c) Bill of Sale.

Receipt No. 45123 for the $5.00 fee is attached herewith.

Pending receipt of Certificates of Registration No. 5126 and Airworthiness No. 1627, this letter will be your authority to operate C F - E H D as a private aircraft (amphibian) on day visual flying under the conditions of issue as given in the Certificate of Airworthiness No. 1627. This authority is valid until January 15th, 1949.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

for (D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

RCS:alb

8
6-48

This Indenture

made the 13th day of October 19 48.

Between

ALGOMA STEEL CORPORATION LIMITED,
a company incorporated under the
laws of the Province of Ontario,

hereinafter called the Bargainor
Of the First Part

and

W. L. SHERIDAN, of the City of
Toronto, in the County of York,

hereinafter called the Bargainee
Of the Second Part.

WHEREAS the Bargainor is possessed of the goods, chattels and effects hereinafter set forth, described and enumerated, and has contracted and agreed with the Bargainee for the absolute Sale to him thereof, for the sum of One Dollar ($1.00) and other good and valuable consideration ~~XXXX~~ Dollars

NOW THIS INDENTURE WITNESSETH, that in pursuance of the said Agreement, and in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration - - - - - - - - - - - - - - - Dollars of lawful money of Canada, paid by the said Bargainee to the said Bargainor at or before the sealing and delivery of these presents (the receipt whereof is hereby acknowledged), the said Bargainor doth bargain, sell, assign, transfer and set over unto the said Bargainee his executors, administrators and assigns one Grumman "Widgeon" ~~XXXX

~~all of which goods, chattels and effects are contained in a~~
situate and being at Central Aircraft Limited, Malton, Ontario.

AND all the right, title, interest, property, claim and demand whatsoever of said Bargainor of, in, to, and out of the same, and every part thereof:

TO HOLD the said hereinbefore assigned goods, chattels and effects and every of them and every part thereof, and all the right, title and interest of the said Bargainor therein and thereto, unto and to the use of the said Bargainee its successors and assigns

AND the said Bargainor do thereby, for itself its executors and administrators, covenant, promise and agree with the said Bargainee executors and administrators, in manner following, that is to say: THAT the said Bargainor is now rightfully and absolutely possessed of and entitled to the said hereby assigned goods, chattels and effects and every of them, and every part thereof;

AND that the said Bargainor now has in it good right to assign the same unto the said Bargainee his executors, administrators and assigns, in manner aforesaid, and according to the true intent and meaning of these presents; AND that the said Bargainee his executors, administrators and assigns, 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, chattels and effects 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 it the said 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 said Bargainor effectually indemnified from and against all former and other bargains, sales, gifts, grants, titles, charges and incumbrances whatsoever:

AND, moreover, that it the said Bargainor and all persons rightfully claiming, or to claim any estate, right, title or interest of, in, or to the said hereby assigned goods, chattels and effects 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 Bargainee his executors, administrators or assigns, but at the cost and charges of the said Bargainee 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, chattels and effects unto the said Bargainee his executors, administrators and assigns, in manner aforesaid, and according to the true intent and meaning of these presents, as by the said Bargainee his executors, administrators or assigns, or his or their Counsel in the law shall be reasonably advised or required.

IN WITNESS WHEREOF, the said parties have hereunto set their hands and seals.

SIGNED, SEALED AND DELIVERED
In the presence of

ALGOMA STEEL CORPORATION LIMITED
Per.....
Vice President

N. T. Bellyard Sec'y

Ontario:
COUNTY OF

TO WIT:

I,
of the
in the
the Bargainee in the foregoing Bill of Sale named, make oath and say:

THAT the sale therein made is bona fide, and for good consideration, namely the sum of $
as set forth in the said conveyance and is not for the purpose of holding or enabling the bargainee therein named, to hold the goods mentioned therein against the creditors of the Bargainor therein named.

SWORN at the
of
in the
this day of 19
before me,

A Commissioner, Etc.

Ontario:
County of
To Wit:

I,
of the of
in the
make oath and say:

1. THAT I was personally present and did see the within Bill of Sale duly signed, sealed and executed by of the parties thereto.

2. THAT I know the said part and that the name

set and subscribed as a witness to the execution thereof, is of the proper handwriting of me, this deponent.

3. THAT the said Bill of Sale was executed at the of in the on the day of 19

Sworn before me at the
of
in the
of
this day of 19

A Commissioner for taking Affidavits, etc.

Dated October 15, 1948. 19

ALGOMA STEEL CORPORATION LIMITED

AND

W. L. SHERIDAN

Bill of Sale

Dye & Durham, 9-11 Yonge Street Arcade, Toronto, Can.
Law and Commercial Stationers

McMillan, Binch,
Wilkinson, Berry & Wright
36 King St. W.,
TORONTO.

/RM

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5126

NATIONALITY AND REGISTRATION MARKS CF-EHD

1. Type and description	Grumman G-44A
2. Name and address of constructor	Grumman Aircraft Engineering Corp., Bethpage, Long Island, N.Y.
3. Constructor's serial number	1441
4. Name of owner	Algoma Steel Corp., Ltd.,
5. Address of owner	Sault Ste. Marie, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Sault Ste. Marie, Ont.
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 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-EHD and is of Canadian nationality.

Given at Ottawa this 4th day of March 1947.

T. P. Johnson

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

October 8th, 1948 - Renewed valid until August 30th, 1949 for Brethour

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.

34

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.

Signature of Applicant.....

Date of Application.....Oct 15/48

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
SHERIDAN EQUIPMENT LIMITED.	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
W.L. SHERIDAN	President	~~Kathleen Wood~~ Toronto	Canadian
V.J. SHERIDAN	Vice President	Toronto	Canadian

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

Usual Station.....Toronto

Date and place of manufacture or reconstruction.....1946

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.

Inc. Co (1947)

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Grumman Aircraft

Type Amphibian Maker's No. 1441

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet		
Length o/a in feet		
Height o/a in feet		

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil

Total weight authorized (fully loaded) in lbs. Air Speed 130 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Blind flight Gyros.
2. Gauges Engine & Electric.
3. Lights Navigation Landing Cockpit.
4. Signals —
5. Fire Extinguishers One Hand.
6. Parachutes none.
7. Tools None.
8. Other Equipment paddles.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type				
Pusher or Tractor				
Right or Left Hand				
No. of Cylinders				
H.P.				
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

2
6-47

Toronto, Ontario, October 26th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-4	Re-Registration of aircraft CF-EHD	5008-E8-4

A30356

TRANSPORT-RECORDS
OCT 27 A.M.
File 5008-E8-4

Director of Air Services,
Department of Transport,
Ottawa.

1. Attached herewith are the following papers relating to re-registration of Grumman G44A aircraft C F - E H D, Serial No. 1441, recently purchased by Sheridan Equipment Limited from Algoma Steel Corp. Ltd:-

a. Application form in duplicate.
b. Fee of $5.00 (see page 8841 in cash book, receipt no. 45123).
c. Bill of Sale.
d. Old C. of R. No. 5126.
e. Old C. of A. No. 1627.
f. Copy of our letter of temporary authority.

Mrs Jones for Re-Reg & me Co's files

/alb
Attach.

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

7518 (R)
1627 (A)

2 airscrew logbooks

log sent

/RM

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2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7518

NATIONALITY AND REGISTRATION MARKS CF-EHD

1. Type and description	Grumman G-44A
2. Name and address of constructor	Grumman Aircraft Engineering Corporation, Bethpage, Long Island, N.Y.
3. Constructor's serial number	1441
4. Name of owner	Sheridan Equipment Limited,
5. Address of owner	Leaside, 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 15th day of October 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-EHD and is of Canadian nationality.

Given at Ottawa this 29th day of October 1948.

Superintendent, Air Regulations.

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

Not valid after August 30th, 1949, unless endorsed.

/KM

38

AC-5-60

5008-K8-4

OTTAWA, October 29th, 1948.

REGISTERED

Sheridan Equipment Limited,
Leaside, Toronto,
Ontario.

Dear Sirs:

Enclosed please find Certificate of Registration No. 7518 and Certificate of Airworthiness No. 1627 for your Grumman G-44A aircraft CF-EHD , Serial No. 1441.

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 August 30th, 1949.

Yours truly,

NOTED
NOV 1[illegible] 1948
Revenue Audit
Dept. of Transport

(K. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.C.A.S.,
Att: D.I.A.R. Toronto, Ont.

P.S. Also enclosed are two Airscrew Log Books.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

39 2 6-47

Toronto, Ontario, November 3rd, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-4	Certificate of Airworthiness No. 1627 Grumman G44A - CF-EHD	5008-E8-4

File Please
CAR

A31425

TRANSPORT-RECORDS
NOV 4 A.M.
File 5008-E8-4

Director of Air Services,
Department of Transport,
OTTAWA.

Attention: Superintendent, Air Regulations.

1. Please be advised that the subject-noted Certificate of Airworthiness has been amended as follows:

Page 1. "Valid for night flying ✓
(private use only)".

Page 3. Section A. ✓
Navigation Lights.
Landing Lights.

Noted
CAR

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

/alb

W

40

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

Visual Flight?.....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	Yes	Yes	A3	20 W.	Any range or tower station.

27. TRANSMITTER(s) Make, type, Freq. range power output (1).....
(2).....
(3)....Lear.T.20.A3.....

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

29. RECEIVER(s) Make, type, Frequency Range (1).....Lear.RCR8.....
(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)..... Lear fixed trailing describe) Fixed portion about 16'

35. Types of Compasses.....Kollsman.....

36. Compass error due (a) Earphones...0.....Receiver...0.....Transmitter...0..

37. Compass heading at time of check.....185.....

38. Weight of Radio equipment, Trans.6.lbs.Recv'r...61lbs.6.ozs.Misc'l.20 lbs..Total.87lbs. 6 ozs.

39. Aircraft battery capacity (a) ampere-hours.....24 A...(b) Voltage...24 V.....

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

41. Is interference to radio reception within tolerable limits?...None.....

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).Jan.27,1942.-ust.....

REMARKS: Signals loud and clear at Malton - height 1000'
distance 15 miles

H.R.Mason
Signature of Radio Inspector.

(H.R.Mason) Radio Inspector.

If more space required use back of form.

Records to file on 5008-E8-4 + refer ① CCA ② CAE

TRANSPORT-RECORDS
FEB 18 A.M.
File 5508-E8

2181
4

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DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings....C-FSED.....A44695
2. Make...Grumman.....Type...G 44 A 1441.....
3. Registered Owner (Name and Address)...Sheridan Equipment Co. Ltd., LEASIDE, Ontario.
4. If aircraft operated by other than registered owner (Name & Address).....
5. Licensee of aircraft radio station (Name & Address).....
   ...Sheridan Equipment Co.Ltd., 32 Laird Drive North, Leaside, Ontario.
6. Where is aircraft normally maintained?. TORONTO ISLAND ....Based? Toronto Island
   (To be moved in February to Central Aircraft - Malton, Ontario.
7. Class of service performed.....X.....
   Scheduled Non-Scheduled Private
8. Certificate of Registration No...7518.....Date. 29 Oct., 1948...
9. Certificate of airworthiness.....1627.....Date of expiration. Aug.30/49...
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.....
    (c) Has radio been operated since April 1st?.....
14. Radio Installation drawings:
    (a) Identification..Algoma Steel Co. Ltd. Equipment as licensed under a.....
    (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 installed 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?..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).....Cert No.....Grade.....
    Cert No.....Grade.....
24. Is radio operator employed in a dual capacity?...Yes - Pilot-Operator.....
    If so, give details

@ Note Book

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DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q: 5008-E8-4 **30725** TOR: 5008-E8-4

Toronto, Ontario.

TRANSPORT - RECORDS
OCT 29 A.M.
File 5008-E8-4

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.H.D.....

Aircraft Type .....Grumman G-44A.....

Owner .....Sheridan Equipment Limited.....

Place of Inspection ..Central Aircraft, Malton, Ont.....

Date of Inspection ...October 25th, 1949.....

Satisfactory inspection report has been received from Air Engineers ....T. McCracken, S. Boyd and R. Mason..... and Test Pilot ...E.H. Taylor.....

C. of R. No. .7518..... and C. of A. No. 1627.....

were renewed on October 27th, 1949.. valid until .....October 25th, 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."

.....Certificate of Airworthiness amended to read:-....
Item 25. Landplane 3345 lbs.
.....Item 31. Landplane 308 lbs.....

noted

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.

Grumman Widgeon Model G44A, CF-EHD
Serial No. 1441
Engines, Ranger Model 6-440-C

Right Engine: Serial No. R009079-S
Left Engine: Serial No. R008626-S

Total time on Airframe - 19...
Total time on Engines - L.H. 210.05
- R.H. 219.30

Propellers -,Curtiss fixed pitch metal R.H. No. M12428 L.H. No. M12429.

Main Planes

1. All inspection panels removed. Root end fittings inspected and found satisfactory.
2. All control cables, pulley, fairleads, inspected found satisfactory and lubricated as necessary.
3. Skin covering inspected for corrosion, cracks and general condition; skin found to be in good condition.
4. Wing tip floats inspected for damage and corrosion. Corroded nuts on attachment fittings replaced on both floats. Anti-rattle disc replaced on cross bracing wires of [illegible].
5. All inspection panels replaced.

Undercarriage

1. Complete assembly inspected for corrosion and excessive wear; found to be satisfactory.
2. Main wheels removed. New tires fitted, bearings greased and wheels replaced.
3. Tail wheel removed, bearings greased, wheel replaced.
4. Oleo legs inspected for leaking glands, fluid level and air pressure. Found to be satisfactory.
5. Brakes tested, condition of drums and shoes found satisfactory.
6. Undercarriage greased.
7. Retraction test carried out, found satisfactory.

H 2

Hydraulic System

1. System inspected for leaks, broken connections, chafed lines and perished hoses.
2. Leak at landing gear selector rectified.
3. Rubber hose connections to hydraulic reservoir replaced.
4. Hydraulic fluid drained from system, refilled with approved fluid.
5. Hydraulic system checked on ground run for correct operation, functioning of visual indicators and found satisfactory.
6. Brake reservoirs topped up with approved fluid.

Hull

1. All inspection covers removed. Floor removed. Interior and exterior inspected for damage, cracks and corrosion to skin and members; found to be in good condition.
2. All control cables, pulleys and fairleads inspected for wear and corrosion; found satisfactory and lubricated as necessary.
3. Seized drain plugs removed and replaced by new plugs.
4. Interior vacuumed and floor replaced.
5. Cabin ventilator freed and lubricated to ensure correct operation.
6. Fire extinguisher inspected for contents and operation; found correct.
7. All inspection panels replaced.

Electrical System

1. Battery inspected for level of electrolite, specific gravity; general condition and found satisfactory.
2. Generator checked on ground run; found correct.
3. All circuits and switches found to operate correctly.

Tail Surfaces

1. All inspection covers removed. All control cables, pulleys, fairleads and hinges inspected for wear and corrosion and found satisfactory. Lubrication carried out as necessary.
2. Main attachments inspected for security and found satisfactory.
3. Internal and external inspection of skin and members carried out and found satisfactry
4. Control surfaces and trimtabs checked for travel, found correct.
5. Bolt in actuating rod for port elevator trim tab replaced.

R.H. Engine

1. All cowlings removed, inspected for cracks, loose fasteners and corrosion. Oil cooler cowling found cracked and repaired by patch.
2. General inspection for security, leaks and corrosion carried out and found all correct.
3. Engine ground run and found satisfactory.

L.H. Engine

1. All cowlings removed, inspected for cracks, loose fasteners and corrosion. Found satisfactory.
2. General inspection for security, leaks and corrosion carried out and found all correct.
3. Engine ground run and found satisfactory.

The Aircraft weighed and the Basic Empty Weight - 3345 lbs.

I hereby certify that the work listed has been done with certified materials and 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.

Date 25th October 1949 ..... W.H. Quelch
Air Engineer B. #697

This is to certify that I have inspected the controls for correct action and presence of locking and safety devices.

Date 25th of Oct. 1949 ... J. Boyd ..... R. Mason
Air Engineer ..... Air Engineer

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 25 OCT 1949 ..... C.N. Austin
Pilot, Certificate No. T #54.

CANADA

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EHD SERIAL No. 1441

1. C. of A. No. 1627 Expires 25/Oct./50 C. of R. No. 7518 Expires 25/Oct/50

AIRCRAFT DATA—Manufacturer Grumman Aircraft Eng.Corp. Model G-44A

Hours flown—Since New 266 hrs. 05 min. Since Overhaul ----

ENGINE DATA—Manufacturer Fairchild Engine Division Model Ranger 6-440C-5

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	R008626-S	284 hrs. 20 mins.	---
(2)	R009079-S	290 hrs. 35 mins.	--
(3)			
(4)			

Signature of Applicant Sheridan Equipment Limited per: W. C. Logan

Date 30th October 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 30th October 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 G. Shaw SC-107 TEST PILOT

Date October 30th 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..... 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.

Signed [signature] DISTRICT AIRCRAFT INSPECTOR

Date Oct 30/50

DEPARTMENT OF TRANSPORT A.I.D. ENGINEERING CANADA

7. C. of A. and C. of R. renewed, not valid after (Date) October 30th, 1951

Permissible Gross Weights— Wheels 4525 pounds.
Skis
Floats

note B4 NOTED

Signed [signature] DISTRICT SUPERINTENDENT. AIR REGULATIONS

Date October 30th, 1950.

Should be 26 ?

Other Action:— Items 25 to 32 inclusive on the Certificate of Airworthiness have been deleted.

---

8. H.Q. Action— C.A.R.

C.A.E.

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RECORDS
OCT 31
File 5008-E-8-4

DEPARTMENT OF TRANSPORT

TORONTO, 260 Richmond St, W...October 30th, 1950.

Your File 5008-E8-4

SUBJECT Renewal of Certificates of Registration and Airworthiness CF-EHD

Our File 5008-E8-4

2336

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

Attention: Superintendent, Air Regulations.

1. Attached herewith is your copy of Form No. 2444 in respect to the Renewal of the Certificates of Registration and Airworthiness for **Grumman G44A aircraft, C F - E H D.**

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

Attach.

(12) Letter re. procedure to follow-ins & amending Col H (5008-2 dated 22/11.50) forwarded to all Districts. JHH

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TOR:5008-28-4

BY HAND

260 Richmond St. W., Toronto,
April 23rd, 1951.

Mr. M.A.R. Smith,
BATHURST, N.B.

Dear Sir:

Receipt is hereby acknowledged of the following documents relating to re-registration of Grumman G-44A aircraft, CF-EHD, Serial No. 1441, which you purchased from Sheridan Equipment Limited through Mr. R. Daniel:-

(a) Application form in triplicate.
(b) $5.00 fee - see counter receipt no. 15622 enclosed.
(c) Bill of Sale - Sheridan Equipment Limited to Mr. R. Daniel.
(d) Bill of Sale - Mr. R. Daniel to you.
(e) Old Certificate of Registration No. 7518.
(f) Old Certificate of Airworthiness No. 1627.

Pending issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your temporary authority to operate C F - E H D as a private aircraft(Amphibian) under the conditions of issue as stated in the old Certificate of Airworthiness No. 1627 and not valid after July 23rd, 1951.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

A R Pinder

for (D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

/alb
cc:Headquarters
2 cc:D.S.R. - Toronto
cc:D.S.A.R. - Moncton
cc:C.R.

/RM

47

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7518

NATIONALITY AND REGISTRATION MARKS CF-EHD

1. Type and description	Grumman G-44A
2. Name and address of constructor	Grumman Aircraft Engineering Corporation, Bethpage, Long Island, N.Y.
3. Constructor's serial number	1441
4. Name of owner	Sheridan Equipment Limited,
5. Address of owner	Leaside, 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 15th day of October 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-EHD and is of Canadian nationality.

Given at Ottawa this 29th day of October 1948.

H. L. Patteson

for *Superintendent, Air Regulations.*

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

Not valid after August 30th, 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

October 27th, 1949 - Renewed valid until October 25th, 1950

October 30th, 1950 - Renewed valid until October 30th, 1951 -

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.

Newsome & Gilbert, Limited, Toronto
Form No. 848.

This Indenture 51

made the 20th. day of April 19 51

Between

R. DANIEL, of the City of Toronto,
in the County of York,

hereinafter called the Bargainor
Of the First Part,

and

MEARLE SMITH, of the City of Bathurst,
In the Province of New Brunswick.

hereinafter called the Bargainee
Of the Second Part.

WHEREAS the Bargainor is possessed of the goods, chattels and effects hereinafter set forth, described and enumerated, and has contracted and agreed with the Bargainee for the absolute Sale to him thereof, for the sum of One Dollar ($1.00) and other good and valuable consideration Dollars

NOW THIS INDENTURE WITNESSETH, that in pursuance of the said Agreement, and in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration - - - - - - - - - - - - - - - - - - - Dollars of lawful money of Canada, paid by the said Bargainee to the said Bargainor at or before the sealing and delivery of these presents (the receipt whereof is hereby acknowledged), the said Bargainor doth bargain, sell, assign, transfer and set over unto the said Bargainee his executors, administrators and assigns ~~ALL THOSE the said goods, chattels and effects~~ One Gruman "Widgeon"

Aircraft CF-EHD and spare tire

50

all of which goods, chattels and effects are

situate and being at Central Aircraft Limited, Malton, Ontario.

AND all the right, title, interest, property, claim and demand whatsoever of said Bargainor of, in, to, and out of the same, and every part thereof:

TO HOLD the said hereinbefore assigned goods, chattels and effects and every of them and every part thereof, and all the right, title and interest of the said Bargainor therein and thereto, unto and to the use of the said Bargainee Successors and assigns

AND the said Bargainor do th hereby, for h im sel f his executors and administrators, covenant, promise and agree with the said Bargainee executors and administrators, in manner following, that is to say: THAT the said Bargainor is now rightfully and absolutely possessed of and entitled to the said hereby assigned goods, chattels and effects and every of them, and every part thereof;

AND that the said Bargainor now ha s in it good right to assign the same unto the said Bargainee his executors, administrators and assigns, in manner aforesaid, and according to the true intent and meaning of these presents; AND that the said Bargainee his executors, administrators and assigns, 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, chattels and effects 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 himself the said 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 said Bargainor effectually indemnified from and against all former and other bargains, sales, gifts, grants, titles, charges and incumbrances whatsoever;

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Bill of Sale—Page 3

AND, moreover, that he the said Bargainor and all persons rightfully claiming, or to claim any estate, right, title or interest of, in, or to the said hereby assigned goods, chattels and effects 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 Bargainee his executors, administrators or assigns, but at the cost and charges of the said Bargainee 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, chattels and effects unto the said Bargainee his executors, administrators and assigns, in manner aforesaid, and according to the true intent and meaning of these presents, as by the said Bargainee his executors, administrators or assigns, or his or their Counsel in the law shall be reasonably advised or required.

IN WITNESS WHEREOF, the said parties have hereunto set their hands and seals.

SIGNED, SEALED AND DELIVERED
In the presence of

L. M. Churchill

Ed Daniel

Ontario
COUNTY OF

TO WIT:

I,
of the
in the
the Bargainee in the foregoing Bill of Sale named, make oath and say:

THAT the sale therein made is bona fide, and for good consideration, namely the sum of $
as set forth in the said conveyance and is not for the purpose of holding or enabling the Bargainee therein named, to hold the goods mentioned therein against the creditors of the Bargainor therein named.

SWORN at the
of
in the
this day of 19
before me,

A Commissioner, Etc.

Ontario:
County of
To Wit:

I,
of the of
in the
make oath and say:

1. THAT I was personally present and did see the within Bill of Sale duly signed, sealed and executed by
of the parties thereto.

2. THAT I know the said part and that the name

set and subscribed as a witness to the execution thereof, is of the proper handwriting of me, this deponent.

3. THAT the said Bill of Sale was executed at the of
in the on the day of
19

Sworn before me at the
of
in the
of
this day of 19

A Commissioner for taking Affidavits, etc.

Dated April 20, 19[illegible]

R. Dattel

AND

Mearle Smith

Bill of Sale

Newsome & Gilbert, Limited, Toronto

Newsome & Gilbert, Limited, Toronto
Form No. 343.

53

This Indenture

made the 20th. day of April 19 51

Between

Sheridan Equipment Company Limited, of the Town of Leaside, in the County of York.

hereinafter called the Bargainor
Of the First Part,

and

R. Daniel, of the City of Toronto, in the County of York,

hereinafter called the Bargainee
Of the Second Part.

WHEREAS the Bargainor is possessed of the goods, chattels and effects hereinafter set forth, described and enumerated, and h as contracted and agreed with the Bargainee for the absolute Sale to him thereof, for the sum of One Dollar ($1.00) and other good and valuable consideration

NOW THIS INDENTURE WITNESSETH, that in pursuance of the said Agreement, and in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration ---------- of lawful money of Canada, paid by the said Bargainee to the said Bargainor at or before the sealing and delivery of these presents (the receipt whereof is hereby acknowledged), the said Bargainor do th bargain, sell, assign, transfer and set over unto the said Bargainee his executors, administrators and assigns One Gruman "Widgeon"

Aircraft CF-EHD and spare tire

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[redacted] situate and being AT Central Aircraft Limited, Malton, Ontario.

AND all the right, title, interest, property, claim and demand whatsoever of said Bargainor of, in, to, and out of the same, and every part thereof:

TO HOLD the said hereinbefore assigned goods, chattels and effects and every of them and every part thereof, and all the right, title and interest of the said Bargainor therein and thereto, unto and to the use of the said Bargainee Successors and assigns

AND the said Bargainor do th hereby, for h it self its [redacted], covenant, promise and agree with the said Bargainee executors and administrators, in manner following, that is to say: THAT the said Bargainor is now rightfully and absolutely possessed of and entitled to the said hereby assigned goods, chattels and effects and every of them, and every part thereof;

AND that the said Bargainor now ha s in it good right to assign the same unto the said Bargainee his executors, administrators and assigns, in manner aforesaid, and according to the true intent and meaning of these presents; AND that the said Bargainee his executors, administrators and assigns, 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, chattels and effects 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 itself the said 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 said Bargainor effectually indemnified from and against all former and other bargains, sales, gifts, grants, titles, charges and incumbrances whatsoever;

53

AND, moreover, that it the said Bargainor and all persons rightfully claiming, or to claim any estate, right, title or interest of, in, or to the said hereby assigned goods, chattels and effects 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 Bargainee his executors, administrators or assigns, but at the cost and charges of the said Bargainee 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, chattels and effects unto the said Bargainee his executors, administrators and assigns, in manner aforesaid, and according to the true intent and meaning of these presents, as by the said Bargainee his executors, administrators or assigns, or his or their Counsel in the law shall be reasonably advised or required.

IN WITNESS WHEREOF, the said parties have hereunto set their hands and seals.

SIGNED, SEALED AND DELIVERED
In the presence of

J. MacKenzie

SHERIDAN EQUIPMENT CO. LTD.
J. G. Sheridan
PER .....

Ontario
COUNTY OF

TO WIT:

I,
of the
in the
the Bargainee in the foregoing Bill of Sale named, make oath and say:

THAT the sale therein made is bona fide, and for good consideration, namely the sum of $
as set forth in the said conveyance and is not for the purpose of holding or enabling the Bargainee therein named, to hold the goods mentioned therein against the creditors of the Bargainor therein named.

SWORN at the
of
in the
this day of 19
before me,

A Commissioner, Etc.

Ontario:
County of
To Wit:

I,
of the of
in the
make oath and say:

1. THAT I was personally present and did see the within Bill of Sale duly signed, sealed and executed by
of the parties thereto.

2. THAT I know the said part and that the name
set and subscribed as a witness to the execution thereof, is of the proper handwriting of me, this deponent.

3. THAT the said Bill of Sale was executed at the of
in the on the day of
19

Sworn before me at the
of
in the
of
this day of 19

A Commissioner for taking Affidavits, etc.

Dated April 20th., 19 51

Sheriden Equipment Company Limited

AND

R. Daniel

Bill of Sale

Newsome & Gilbert, Limited, Toronto

2413
7-50

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 M.A.R. Smith

Date of Application 23rd APRIL 1951

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
MAR SMITH	BATHURST NB	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 BATHURST N.B.

Date and place of manufacture or reconstruction GRUMMAN AIRCRAFT CORP AUG 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 is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air H made by GRUMMAN AIRCRAFT [illegible]

Type G 44A Maker's No. 1441

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet		
Length o/a in feet		
Height o/a in feet		

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
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				
Pusher or Tractor				
Right or Left Hand				
No. of Cylinders				
H.P.				
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

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2413
7-50

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 M.A.K Smith

Date of Application 23rd APRIL 1951

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
MAR SMITH	BATHURST N.B.	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 BATHURST N.B.

Date and place of manufacture or reconstruction GRUMMAN AIRCRAFT CORP. AUG 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 is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air H made by GRUMMAN AIRCRAFT CORP.

Type G 44 A Maker's No. 1441

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet		
Length o/a in feet		
Height o/a in feet		

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.....
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				
Pusher or Tractor				
Right or Left Hand				
No. of Cylinders				
H.P.				
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

05031

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

APR 26 A.M. 1951
2
File 5008-E8-4

Toronto, Ontario, April 25th, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-4	Re-Registration of Grumman G44A - CF-EHD	5008-E8-4

In Reply Refer to File

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

Attention: Superintendent, Air Regulations.

1. Herewith the following documents relating to re-registration of Grumman G44A aircraft, CF-EHD, Serial No. 1441, purchased by Mr. M.A.R. Smith from Sheridan Equipment Limited through Mr. R. Daniel:-

(a) Application form in duplicate.
(b) $5.00 fee - see departmental receipt no. 185281.
(c) Bill of Sale - Sheridan Equipment Limited to Mr. Daniel.
(d) Bill of Sale - Mr. Daniel to Mr. Smith.
(e) Old Certificate of Registration No. 7518.
(f) Old Certificate of Airworthiness No. 1627.
(g) Copy of letter of temporary authority.

Maurice E. Leach Jr.
(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.(7)

To owner
10082(R)
1627(A)

62 2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10063 (Issued to replace document declared lost

NATIONALITY AND REGISTRATION MARKS CF-EHD

1. Type and description	Grumman G-44A
2. Name and address of constructor	Grumman Aircraft Engineering Corp., Bethpage, Long Island, N.Y.
3. Constructor's serial number	1441
4. Name of owner	M.A.R. Smith,
5. Address of owner	Bathurst, N.B.
6. Nationality of owner	Canadian.
7. Usual station of aircraft	Bathurst, N.B.
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 April, 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-EHD and is of Canadian nationality.

Given at Ottawa this 25th day of April, 1951.

Superintendent, Air Regulations.

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

NOT VALID AFTER OCTOBER 30TH, 1951, UNLESS ENDORSED. (Omit)

AD

63

OTTAWA, Ontario, May 1, 1951.

5008-EE-4

Grumman G-44A CF-EHD

REGISTERED

District Controller Air Services,
P.O. Box 42
Moncton, N.B.

Attention: District Superintendent Air Regulations.

Enclosed are Certificate of Registeration No.10083 and Certificate of Airworthiness No. 1627, together with Engine and Journey and Aircraft Log Books, for Grumman G-44A aircraft, CF-EHD, Serial No. 1441

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, on 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 October 30, 1951.

The attention of the owner should be drawn to Information Circular T/8/39.

Noted Treas. Air
8.5.51 EO

(C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes No. X

Remarks to file 5008-4 + reply DCCA & DCAE

TRANSPORT - RECORDS
2181
MAY 25 P.M. 1951
File 5008-E-8-4

DEPARTMENT OF TRANSPORT 11537
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings.....CF-EHD.....
2. Make....Grumman.....Type.Widgeon.G44A..Ser..1441.....
3. Registered Owner (Name and Address)....Merle.A..R..Smith..Bathurst,N.B.....
4. If aircraft operated by other than registered owner (Name & Address).....
.....
5. Licensee of aircraft radio station (Name & Address).....
.....Merle.A..R..Smith,.Bathurst,..N..B.....
6. Where is aircraft normally maintained?.West.Bathurst...Based?.....
7. Class of service performed.....Private...
Scheduled Non-Scheduled Private
8. Certificate of Registration No.....7518.....Date.....Expires July 23,1951.
9. Certificate of airworthiness.....1627.....Date of expiration..July.23,1951.
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.....19.....Is copy kept in aircraft?..Y..
13. If no radio station licence, state:
(a) Has application been filed?.....Yes.....
(b) Date radio installed.....Unknown.....
(c) Has radio been operated since April 1st?...Yes.....
14. Radio Installation drawings:
(a) Identification.....Lear T30 AB.....
(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?.....Yes.....
16. Was radio installed by aircraft manufacturer?.....Yes.....
17. Was radio installation made by radio technicians?.....No.....
Give name of firm or individual
18. Are radio components positioned in accordance with drawings? Drawing at Ottawa.
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?.....No radio license or other documents available other than temp.authority, see next page.
23. Radio Operator(s)Merle.Smith.....Cert No.....1676.....Grad R/T. Restricted
Cert No.....Grade.....
24. Is radio operator employed in a dual capacity?..Pilot.and.operator.....
If so, give details

R

604

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

Visual Flight?.....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	Yes	Yes	A3	25W.	DOT, Tower and range.

27. TRANSMITTER(s) Make, type, Freq. range power output (1)...Lear..T30AB..... (2)..... (3).....2900 - 6500 Kc/s.....

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

29. RECEIVER(s) Make, type, Frequency Range (1).....Lear RCB (B)..... (2)..... (3).....200-400, 500-1200, 2900-6700 Kc/s.....

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)Fore & aft (2).....(3).....(4).....(5)..... describe)

35. Types of Compasses.....Kollsman.....

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

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

38. Weight of Radio equipment, Trans. 3 lb. 5 oz. Recv'r. 3 lb. 8 oz. Misc'l.....Total 16 lb. 13 oz.

39. Aircraft battery capacity (a) ampere-hours.....65.....(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) Inspected at West Bathurst, May 2, 1951..... D.A.I. not present.

REMARKS:

Temporary authority issued April 23, 1951 by D.W.Saunders, D.S.A.R., Toronto, Ont.

J K Smith

Signature of Radio Inspector.

If more space required use back of form.

Records to file 5008-E-8-4 (1) PCR (2) CAE

DEPARTMENT OF TRANSPORT
TELECOMMUNICATIONS DIVISION

5252-A 2181 2-51

TRANSPORT - RECORDS
1951
File 5008-E-8-4

INSPECTION REPORT ..... AIRCRAFT STATIONS

20714

1. Aircraft registration markings CF-EHD
2. Make Grumman Type Widgeon G-44A No. 1441
3. Registered Owner (Name and Address) M.A.R. Smith, Bathurst, N.B.
4. If Aircraft operated by other than registered owner (Name and Address)
5. Licensee of aircraft radio station (Name and Address) Merle Andrew Robert Smith, Murray St., Bathurst, N.B.
6. Where is aircraft normally maintained? Bathurst Based? Bathurst
7. Class of service performed Personal (Scheduled / Non-Scheduled / Private)
8. Certificate of Registration No. 10083 Date April 23, 1951
9. Certificate of airworthiness 1627 Date of expiration October 30, 1951
10. Operating Certificate No.
11. Do radio communication facilities comply with Departmental requirements? Yes (Yes or No)
12. Radio Licence No. 389 1951 1952 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) Indentification
    - (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? 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) W.A. Fulton Cert. No. 323 Grade R.O. General
    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 channel
3105	Yes	Yes	A3	20	Towers & Ranges

27. TRANSMITTER(S) Make, type, Freq. range power output
(1) Lear T-30AB 2.7-6.5 Mc/s. 20W
(2)
(3)

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

29. RECEIVER(S) Make, type, Frequency Range
(1) Lear RCBB 280-400 & 500-1200 Kc/s. 2.8-6.7 Mc/s.
(2)
(3)

30. LORAN

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

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

33. Blind approach equipment (describe)

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

35. Types of Compasses Magnetic

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

37. Compass heading at time of check 290

38. Weight of Radio equipment, Trans 22 Recv'r 3.5 Misc'l 4 Total 29.5

39. Aircraft battery capacity (*a*) ampere-hours 35 (*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 22, 1951, Dorval, Que.

REMARKS:

cc DCAS
Radio Inspector, St. John, N.B.

W.B. Elliott
Signature of Radio Inspector.

(IF MORE SPACE REQUIRED USE EXTRA SHEET) W.B. Elliott

70

2
2-50

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Moncton, N.B., August 21, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident - Grumman G-44A, registration CF-EHD	5802-285 5008-E 8-4

28752

TRANSPORT - RECORDS
AUG 23 A.M. 1951
File 5008-E8-4
Refer to File Number Please

Director of Air Services,
No. 3 Temporary Building,
OTTAWA, Ontario.

1. Enclosed herewith is report from Mr. Mearle Smith, owner-pilot of the subject-noted aircraft, along with a memorandum from the District Aircraft Inspector who inspected the wreckage of the aircraft at Mullins Stream Lake on Sunday, August 19th., 1951.

2. The owner has not yet reached a decision as to whether or not he will repair this aircraft. Your Headquarters will be advised when a decision has been reached.

(R. W. Goodwin)
for District Controller, Air Services,
Moncton, N.B.

Encl.2.

COPY ON
5802-20899

1 copy
23-7-51

M. SMITH
PRESIDENT AND GENERAL MANAGER

69

NORTHERN MACHINE WORKS LIMITED

ENGINEERS - MACHINISTS SHEET METAL WORKERS

OXY-ACETYLENE AND ELECTRIC WELDING

BATHURST, N.B. - CANADA

July 28, 1951

Mr. R. W. Goodwin,
District Superintendent, Air Regulations,
DEPARTMENT OF TRANSPORT,
P. O. Box 42, Moncton, New Brunswick.

Dear Mr. Goodwin:

In accordance with Information Circular O/36/50, herewith report on accident involving Grumman G44A Registration CF-EHD, which occurred on July 9, 1951 on Mullins Stream Lake:

1. July 9, 1951 at approximately 1835 hours
2. Mullins Stream Lake, New Brunswick
3. Grumman G44A
4. Mearle Smith, P.P.C. No. 6273; valid for type
5. Pilot only.
6. Numerous cuts and bruises about the head and face
7. Unknown - Aircraft still on lake bottom
8. Private
9. I took off from Bathurst Air Port at 1755 hours, accompanied by two friends, bound for Mullins Stream Lake for the purpose of trout fishing. I arrived over the Lake at 1830 hours; upon checking the wind direction, I found it to be about 240° and approached with 20° flaps, skipping along the water for 50 or 100 feet. The lake was very rough, the wind being about 15 m.p.h. and gusty, with quite high seas running. Shortly after touching down, I noticed a large wave; the aircraft bounced about six feet and, on coming down, I hit my head on the bulkhead back of me. After striking my head, it is not too clear to me just what took place. The next thing I realized was that the nose of the aircraft was submerged and the cockpit was full of water. My knees were caught under the instrument panel. As soon as I cleared myself, I opened my safety belt and walked back to the main entrance door in the aft of the aircraft. This part of the aircraft was still out of the water. We had sufficient time to pump up the rubber dingy,

.... 2

MANUFACTURERS OF
Smith ANGLEDOZERS · BULLDOZERS · FRONT END TRACTOR SHOVELS · TRUCK & TRACTOR SNOWPLOWS

M. SMITH
PRESIDENT AND GENERAL MANAGER

68

NORTHERN MACHINE WORKS LIMITED

ENGINEERS - MACHINISTS SHEET METAL WORKERS

OXY-ACETYLENE AND ELECTRIC WELDING

BATHURST, N.B. - CANADA
July 28, 1951

Mr. R. W. Goodwin
Department of Transport

2.....

take out our fishing gear and proceed to the shore before the aircraft sank.

10. The cause of the accident, in my opinion, was attempting to land with the water too rough. A contributing cause was that I was, after striking my head, unable to take corrective action. I might add that my safety belt, and those of the other passengers, were fastened. I had about thirty (30) hours flying in the aircraft, twenty (20) of which was as captain. I had landed on Mullins Stream Lake on twelve or thirteen previous occasions. Prior to commencing my landing approach, I carried out a complete cockpit check and am definitely certain the landing gear was fully retracted.

Yours very truly,

Mearle Smith

Mearle Smith
Pilot

MS:jw

MANUFACTURERS OF
Smith ANGLEDOZERS · BULLDOZERS · FRONT END TRACTOR SHOVELS · TRUCK & TRACTOR SNOWPLOWS

67

2

2-50

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Moncton, N.B., August 20, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	D.A.I. Inspection Report - Damages to Grumman G-44A, CF-EHD, After Water Landing Crash.	5802-285 5008-E 8-4

Refer to File Number Please

M E M O

District Superintendent, Air Regulations,
MONCTON, N.B.

1. As requested, the subject aircraft was inspected at Mullins Lake, N.B., on August 19th., 1951. After salvage from complete submersion in the water, it is now moored on the shore.

2. At this time, it was noted that the major damage occurred to the bow section and cockpit of the fuselage (station 0 (nose) to station 10 (just forward of the wheel-well)).

3. The bow section is ripped apart right into the cockpit.

4. The instrument panel, left windshield - destroyed; pilots wooden control wheel broken.

5. The following appeared to be undamaged:

(1) Both propellers - Curtiss metal fixed pitch;

(2) Main wing panels and centre section;

(3) Wing tip floats and tail plane.

6. The undercarriage was operated satisfactorily into the "down" position for salvage purposes.

J. Hardman,
District Aircraft Inspector.

71

WVQ/JS

Ottawa, October 5, 1951.

5802-285
5008-E8-4

Accident, Grumman G44A, CF-EHD
July 9, 1951

5008-E8-4

District Controller of Air Services,
Box 42,
Moncton, N.B.

Att'n. District Superintendent, Air Regulations.

1. Reference is made to your letter of August 21, 1951, concerning the subject accident.

2. May we be informed, please, whether you are now in a position to advise us as to the owner's intentions concerning the possible repair of this aircraft.

(C. T. Travers),
Superintendent, Air Regulations.

A

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

72

2
2-50

Moncton, N.B., October 19, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E 8-4	Accident, Grumman G44A, CF-EHD July 9, 1951	5008-E 8-4

TRANSPORT - RECORDS
OCT 22 P.M. 1951
File 5008-E8-4

37121

Director of Air Services,
No. 3 Temporary Building,
OTTAWA, Ontario.

1. In reply to your letter of October 5th., please be advised that the above-referenced aircraft was sold by the registered owner, Mr. Mearle Smith, to Dr. John A. Lockhart of Bath, N.B., who, in turn, has sold it to Link Aeronautical Corporation of New York, U.S.A.

2. This aircraft is being repaired in the United States, having been flown to the Canadian Border on a ferry permit. It is understood that the Canadian Division of the Link Aeronautical Corporation, or one of their subsidiaries, will be applying for re-registration of the above-referenced aircraft on completion of the repairs. It is understood that the aircraft will be based at Gananoque, Ontario.

3. With regard to the Certificates of Registration and Airworthiness, these documents were destroyed in the recent fire.

(R. W. Goodwin)
for District Controller, Air Services,
Moncton, N.B.

LINK MANUFACTURING COMPANY LTD.

GANANOQUE, ONT.

39018

October 29th, 1951.

TRANSPORT - RECORDS
OCT 30 P.M. 1951
File 5008-E8-4

72

Canadian Department ofTransport,
OTTAWA, Ontario.

Gentlemen:

This will adtise you that Mr. E. A. Link of Gananoque, Ontario has purchased the following aircraft previously owned by John Lockhart of Bath, N.B.:

Grumman Widgeon Aircraft-Model G-44A, Serial No. 1441, Canadian Registry CF-EHD

Yours very truly,

LINK MANUFACTURING COMPANY, LTD.

J. Keith Taylor

J. Keith Taylor,
Vice-President & General Manager.

JKT:RMc

noted
1st

R

The Link Line of Watercraft

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

25 3 5-51

TORONTO Ontario July 18, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Grumman G44A CF-EHD	5008-E8-4

TRANSPORT - RECORDS
JUL 21 P.M. 1952
File 5008-E8-4

In Reply Refer to File

22406

Director of Air Services,
Department of Transport,
Ottawa.

Attention C.A.R.

1. Attached hereto is a copy of telegram ARM247, received from the D.C.A.S., Moncton, in respect to the destruction by fire of the formal documents for the m/n aircraft, which is self-explanatory.

2. It would be appreciated if replacement documents could be issued, as requested in the attached wire.

D W Saunders

(D. W. Saunders),
District Superintendent, Air Regulations,
for District Controller of Air Services,
Toronto.

Attach.

To Ottawa for inspection
AW&B Regd ?

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	74
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 1952 JUL 17 AM 10 28 4

TNO59 34/31 DL MONCTON NB 17 1031A

DISTRICT CONTROLLER AIR SERVICES
ATTN DISTRICT SUPT AIR REGULATIONS DEPT TRANSPORT
260 RICHMOND ST W TORONTO

ARM247 RETEL FROM CARL MILLARD THIS DATE RE CERTIFICATES CF-EHD FOR REREGISTRATION

STOP FORMAL CERTIFICATES RETAINED OUR FILE DESTROYED BY FIRE STOP PLEASE ADVISE

MILLARD AND REQUEST HEADQUARTERS ISSUE NEW CERTIFICATES

R W GOODWIN DISTRICT CONTROLLER AIR SERVICES

COPY

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

FORM 6129

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

J. R. WHITE GENERAL MANAGER
TORONTO

STANDARD 1932 JUL 23 AM 11 48 (45)

TNA171 38/33=KN TORONTO ONT 23 1128A=

DIRECTOR OF AIR SERVICES. ATTN C.A.R.= 25484

266 DEPT OF TRANSPORT OTTAWA=

ART 355 PLEASE ADVISE EXPIRY DATE C. OF A. AND AUTHORITY FOR RECENT FLIGHT FROM TRI CITIES AIRPORT BINGHAMTON NY. TO KINGSTON ONTARIO OF GRUMMAN G44A COCA FOXTROT DASH ECHO HOTEL DELTA. URGENT=

DISTRICT CONTROLLER OF AIR SERVICES=

:ART 355 C OF A G44A COCA=

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. [illegible] NEIL, GENERAL MANAGER, MONTREAL

CLASSES OF SERVICE	
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 terms on back hereof, which are hereby agreed to.

FILE 5008-33-4

(TRANSPORT AIR 6988)

OTTAWA ONTARIO JULY 23, 1952

DISTRICT CONTROLLER OF AIR SERVICES
260 RICHMOND STREET WEST
TORONTO ONTARIO

ATTENTION DISTRICT SUPERINTENDENT OF AIR REGULATIONS

CAR 928 REURTEL ART 355 C OF A COCA FOXTROT DASH ECHO HOTEL DELTA

VALID UNTIL THIRTIETH OCTOBER FIFTY ONE STOP REPLACEMENT DOCUMENTS

BEING PREPARED

CIVIL AVIATION

TRANSPORT - RECORDS
JUL 24 P.M. 1952
File 5008-E8-4

DEPARTMENT OF TRANSPORT
Civil Aviation Division

TOR: 5008-E8-4
5802-6915

260 Richmond St. W., Toronto,
July 23rd, 1952

BY HAND

Mr. Carl W. Millard
507 Riverside Drive,
TORONTO, Ontario.

Dear Sir:

Provided the aircraft is signed out as fit for flight by a qualified Air Engineer, this letter will constitute your authority to have Grumman G-44 A aircraft registration CF - EHD flown by a qualified pilot on a ferry flight from Kingston to Toronto under day VFR conditions and with crew only.

This authority must be carried in the aircraft at the time of the flight and does not include permission for the operation of radio apparatus.

Yours truly,

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

This also contains your authority to act as pilot of Grumman G-44A aircraft on this ferry flight only, subject to physical fitness requirements ARR

ARR/fs
CC: H.Q.

GJ/MM

OTTAWA, Ontario, July 25th, 1952.

5008-ES-4 GRUMMAN, CF-EHD 5008-ES-4(C.A.R.)

REGISTERED

District Controller of Air Services,
260 Richmond St. West,
TORONTO 2B, Ontario.

Attn:- District Supt., Air Regulations.

1. Enclosed please find replacement Certificates for the above-mentioned aircraft, owned by M.A.R. Smith.

2. These 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.

3. A Weight and Balance Report should be provided by the owner and a copy forwarded to this office to complete our records.

(C.T. Travers),
Superintendent, Air Regulations.

Encls.

81

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10083 (Issued to replace document declared lost)

NATIONALITY AND REGISTRATION MARKS CF-EHD

1. Type and description	Grumman G-44A
2. Name and address of constructor	Grumman Aircraft Engineering Corp., Bethpage, Long Island, N.Y.
3. Constructor's serial number	1441
4. Name of owner	M.A.R. Smith
5. Address of owner	Bathurst, N.B.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Bathurst, N.B.
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 April, 1951, 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-EHD and is of Canadian nationality.

Given at Ottawa this 28th day of April 1951

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.

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G44A	SERIAL NO.: 1441	NATIONALITY AND REGISTRATION MARK: CF-EHD
2. OWNER	NAME (*First, middle, last*): Carl Millard Limited	ADDRESS (*Street and number, city, zone, and State*): Toronto, Canada		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)			X	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

**AFTER the repairs and/or alterations described below were made.*

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
3311	corrected C.G. 16.32" aft of datum line. aft. of datum 3.25	1214

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 97 (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	Link Aeronautical Corp.	Binghamton, New York	July 14, 1952

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Complete rebuilding of the Hull from Station #7 to Station #1 all parts were purchased from the Grumman Factory. Entire aircraft completely overhauled and refinished. Engines Top overhauled all new cylinders and pistons, harness magnetos and other parts all factory parts used.
All work was done in accordes with Manual 18.
The empty weight of the aircraft was not altered in any way so a new weight and balance is not necessary.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Felix Aimonetti — (Signature of supervising mechanic)
AE13360 — (Certificate number and rating)
July 14, 1952 — (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	Felix Aimonetti	1214	July 14, 1952
☐ REJECTED	CAA AGENT SIGNATURE	☐ ACCEPTED ☐ REINSPECTED	DATE

16—54010-2

WEIGHT AND BALANCE REPORT.

GRUMMAN AIRCRAFT ENGINEERING CORPORATION.

Report No. G44A-43A

Computed.

WEIGHT AND BALANCE

of

MODEL G-44A

Serial No. 1441.

Certificate No. CF-EHD.

4-Place Amphibian.

4525# Gross Weight.

Prepared by

.....

John F. Michel.

Checked by

.....

Charles E. Lyman.

Approved by

.....

Robert J. Trimbourn.

Report No. G-44A-43A

Table of Additive & Subtractive Items.

	Weight	Arm.	Moment.
Airplane as weighed Includes Residual Fuel & Oil) (Ref. report G44A-43)	3258	17.34	56494
Curtiss Reed Props.	+52	-47	-2444
Hard Rubber Control Wheel.	+1	-21	-21
	3311	16.32	54029

The basic Weight Empty is 3311 lbs. and the corrected c.g. is 16.32" aft of Datum line.

LOADING SCHEDULE.

BAGGAGE ALLOWED IN BAGGAGE COMPARTMENT.

Ref.	Fuel Gals.	Passengers. Pilot	Fore	Aux.	Aft.	Maximum Baggage, lbs.
A.	52	1	1	1	2	0
B	77	1	-	1	2	0
C	Full	1	-	-	2	4
D	Full	1	-	-	1	154
E	Full	1	1	-	-	154
F	77	1	1	-	2	0
G	Full	1	-	-	-	344

Note-

1. Additional baggage up to the airplane gross weight of 4525# may be carried at the position of the auxiliary seat.

2. Equipment of 20# may be carried in the bow compartment in addition to anchor and rope.

3. If anchor and rope are removed 19# of baggage or ballast must be substituted in their place.

CALCULATIONS FOR LOADING SCHEDULE.

A. Pilot & 4 passengers (1 fore, 1 aux, 2 aft) no baggage.	Weights	Arm	Moment.
Basic Weight Empty	3311	16.32	54029
Oil in tanks (7 gals)	52	10	520
Pilot	170	- 6	- 1020
1 Passenger (fore)	170	- 6	- 1020
1 passenger (aux)	170	19	3230
2 Passengers (aft)	340	52	17680
Total Weight less fuel	4213	17.43	73419
Maximum fuel (52 gals)	312	21	6552
Gross Weight Limit.	4525	17.67 aft L.E.W.	79971

B. Pilot & 3 passengers (1 aux. 2 aft)			
Basic Empty weight	3311	16.32	54029
Fuel (77 Gals.)	462	21	9702
Oil in tanks (7 gals.)	52	10	520
Pilot	170	- 6	-1020
1 Passenger (aux.)	170	19	3230
2 Passengers (aft)	340	52	17680
Total Weight less baggage	4505	18.68	84141
Maximum Baggage allowed	0	90	0
Gross Weight Limit	4505*	18.68" aft L.E.W.	84141

C. Pilot & 2 Passengers -aft.			
Basic Weight Empty	3311	16.32	54029
Fuel (108 gals.)	648	21	13608
Oil in tanks (7 gals)	52	10	520
Pilot	170	- 6	-1020
2 Passengers (aft)	340	52	17680
Total Weight Less Baggage	4521	18.7 6	84817
Maximum Baggage Allowed	4	90	360
Gross Weight Limit.	4525	18.82" aft L.E.W.	85177

*4525# less 20" for bow compartment allowance.

CALCULATIONS FOR LOADING SCHEDULE (Cont.)

D. Pilot & 1 Passenger @ aft.	Weight.	Arm.	Moment.
Basic Weight Empty	3311	16.32	54029
Fuel(108 gals.)	648	21	13608
Oil in Tanks (7 gals)	52	10	520
Pilot	170	-6	-1020
1 Passenger (aft)	170	52	8840
Total Weight less Baggage	4351	17.46	75977
Maximum Baggage Allowed	154	90	13860
	4505#	19.94" aft L.E.W.	89837

E. Pilot & 1 Passenger -Forward.			
Basic Weight Empty	3311	16.32	54029
Fuel (108 gals)	648	21	13608
Oil in tanks (7 gals.)	52	10	520
Pilot	170	-6	-1020
1 Passenger (fore)	170	-6	-1020
Total Weight less Baggage	4351	15.20	66117
Maximum Baggago allowed	154	90	13860
Gross Weight Limit.	4505 #	17.75 aft L.E.W.	79977

F. Pilot & 3 Passengers (1 fore, 2 aft.)			
Basic Weight Empty	3311	16.32	54029
Fuel (77 gals.)	462	21	9702
Oil in tanks (7 gals.)	52	10	520
Pilot	170	-6	-1020
1 Passenger (fore)	170	-6	-1020
2 Passengers (aft)	340	52	17680
Total Weight less Baggage.	4505	17.73	7989;
Maximum Baggage allowed	0	90	-0
Gross Weight Limit	4505#	17.73aft L.E.W.	79891

#4525# less 20" for bow compartment allowance.

G. Pilot & Full Fuel.			
Basic Weight Empty	3311	16.32	54029
Fuel (108 gals)	648	21	13608
Oil in tanks (7 gals.	52	10	520
Pilot	170	- 6	- 1020
Total Weight Less Baggage.	4181	16.06	67137
Maximum baggage allowed.	344	90	30960
Gross Weight Limit.	4525	21.68" aft L.E.W.	98097

G44A-43A.

MAXIMUM TOTAL WEIGHT AUTHORIZED (land & sea) 4525 lbs. (July 22, 1952) ARP.

95.

[redacted] SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E 8-4

Refer to File Number Please

P.O. Box 42,
Moncton, N.B.,
September 15, 1951.

Dr. John A. Lockhart,
BATH, New Brunswick.

Dear Sir:-

In accordance with your request, we are forwarding herewith the original Bill of Sale received by this office from Mr. Mearle Smith, registered owner of Grumman Widgeon Series G-44A, registration CF-EHD. No copies of this Bill of Sale were received. Therefore, this copy should be reserved for re-registration purposes.

The Certificates of Registration and Airworthiness for the above-referenced aircraft are being retained in this office pending a decision as to whether or not the aircraft will be rebuilt. Should it be your desire to rebuild the aircraft and have it re-registered in another Air Regulations District, please advise this office and the Certificates will be forwarded to the district concerned.

Yours truly,

R. W. Goodwin,
District Superintendent, Air Regulations,
Moncton, N.B.

Encl.

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BILL OF SALE

Province of New Brunswick, Canada.

KNOW ALL MEN BY THESE PRESENTS: That in consideration of One Dollar and other consideration, the receipt of which is hereby acknowledged, I do grant, sell, transfer and deliver unto:

JOHN A. LOCKHART, Bath, New Brunswick heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels, viz:

Airplane	-	Grumman Widgeon Series G-44A Registration CF-EHD
Serial No.	-	1441
Engines	-	Ranger (2)
Types	-	6-44D-C5

Witness O. J. Brunet

Signed Mearle E. Smith

Bathurst, New Brunswick

September 4, 1951

FORM 502. N. Y. BILL OF SALE. SHORT FORM.

TUTBLANX REGISTERED U.S.PAT.OFFICE
Tuttle Law Print. Publishers, Rutland, Vt.

93

Know all Men by these Presents

That John Lockhart of Bath, New Brunswick, Canada

of the first part, for and in consideration of the sum of one dollar ($1.00) of Canada, and other valuable consideration ~~lawful money of the United States~~ to me *in hand paid, at or before the ensealing and delivery of these presents, by* Edwin A. Link of Gananoque, Ontario, Canada

of the second part, the receipt whereof is hereby acknowledged, has bargained and sold, and by these presents does grant and convey unto the said party of the second part, his *executors, administrators and assigns* all right, title and interest in and to one Grumman Widgeon aircraft, Model G-44a, Serial No. 1441, Canadian registry CF-EHD

To have and to hold *the same unto the said party of the second part,* his *executors, administrators and assigns forever. And* I *do* , *for* myself, my *heirs, executors and administrators covenant and agree to and with the said party of the second part, to* **Warrant and Defend** *the sale of the said* aircraft *hereby sold unto the said party of the second part,* his *executors, administrators and assigns, against all and every person and persons whomsoever.*

In Witness Wherrof, I *have hereunto set* my *hand and seal this* 9th *day of* October *Nineteen Hundred and* Fifty-One

In Presence of

Edwin Hayes

John A Lockhart L S

L S

L S

DOMINION OF CANADA
~~Province of New Brunswick~~
PROVINCE OF NEW BRUNSWICK
~~County of~~ } ss..
of

On this 9th *day of* October *Nineteen Hundred and* Fifty One *before me, the subscriber, personally appeared*

John Lockhart

to me personally known and known to me to be the same person described in and who executed the within Instrument, and he duly *acknowledged to me that he executed the same*

Edwin Hayes

~~Notary Public~~
a Justice of the Peace
for Carleton County

Bill of Sale

JOHN LOCKHART

TO

EDWIN A. LINK

Dated, 19

Filed, 19

DONALD T. HILLIER
ATTORNEY AND COUNSELLOR AT LAW
SECURITY MUTUAL BUILDING
BINGHAMTON, NEW YORK

FORM 6122

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

J. R. WHITE, GENERAL MANAGER
TORONTO

JUL 21 AM 10 52

(461)

STANDARD TIME

Phoned

TN061 42/32=WUX BINGHAMTON NY 21 956A=
CARL MILLARD LTD=
307 RIVERSIDE DR=

THIS CONFIRMS SALE TO YOU OF GRUMMAN WIDGEON MODEL 44A,
SERIAL NO 1441, CANADIAN REGISTRY CF-EHD ON JULY 16 1952,
FORMAL BILL OF SALE WILL BE FORWARDED AT END OF THIS MONTH=
E A LINK=

By Rozi45

UNION STOCK YARDS BRANCH
Telephone MU. 8311
After 6 P.M. Phone W

FORM 502. N. Y. BILL OF SALE. SHORT FORM.

TUTBLANX REGISTERED U.S.PAT.OFFICE
Tuttle Law Print, Publishers, Rutland, Vt.

Know all Men by these Presents

That Edwin A. Link of Gananoque, Ontario

of the first part, for and in consideration of the sum of one dollar ($1.00) and other good and valuable consideration *lawful money of the United States, to* him *in hand paid, at or before the ensealing and delivery of these presents, by* Carl Millard Limited, 307 Riverside Drive, Toronto, Canada

of the second part, the receipt whereof is hereby acknowledged, ha s *bargained and sold, and by these presents do* es *grant and convey unto the said part* y *of the second part,* its successors ~~executors, administrators~~ *and assigns* the following described aircraft:

Grumman Widgeon, Model G-44A, Serial No. 1441,
Canadian Registry CF-EHD.

It is specifically understood and agreed that the aircraft is sold to the party of the second part in the "as is" condition; that the party of the second part hereby assumes full and complete responsibility for the condition of the aircraft, including any and all defects in any part or parts of said aircraft; that the party of the second part agrees that the party of the first part does not, expressly, impliedly or otherwise warrant the condition or performance of the aircraft in any respect whatsoever; that the party of the second part hereby agrees that the aircraft in its present condition complies with every and all terms of the contract between the parties hereto; and that the party of the second part hereby does remise, release, and forever discharge the said party of the first part of and from all, and all manner of, action and actions, cause and causes of action, suits, debts, dues, sums of money, accounts, reckonings, bonds, bills, specialties, covenants, contracts, controversies, agreements, promises, variances, trespasses, damages, judgments, extents, executions, claims and demands whatsoever, in law or in equity, that against the party of the first part, the party of the second part ever had, now has, or hereafter can or may have, by reason of any matter, cause or thing whatsoever by virtue of the sale of the said aircraft.

To have and to hold *the same unto the said party of the second part,* its successors ~~executors, administrators~~ *and assigns forever. And* I *do, for* myself, my *heirs, executors and administrators covenant and agree to and with the said party of the second part, to* Warrant and Defend *the sale of the said* aircraft *hereby sold unto the said party of the second part,* its successors ~~executors, administrators~~ *and assigns, against all and every person and persons whomsoever.*

In Witness Whereof, I *have hereunto set* my *hand and seal this* sixteenth *day of* July *Nineteen Hundred and* Fifty Two

In Presence of

Edwin A Link L S

L S

L S

State of New York
County of Broome } ss..

On this 25 *day of* July *Nineteen Hundred and* Fifty Two *before me, the subscriber, personally appeared* Edwin A. Link

to me personally known and known to me to be the same person described in and who executed the within Instrument, and he duly *acknowledged to me that he executed the same*

Donald T. Hellier
Justice of the Peace
Town of Fenton, Broome County
New York

Bill of Sale

EDWIN A. LINK

TO

CARL MILLARD LIMITED

Dated, July 16 19 52

Filed, 19

DONALD T. HILLIER
ATTORNEY AND COUNSELLOR AT LAW
SECURITY MUTUAL BUILDING
BINGHAMTON, NEW YORK

C. W. MILLARD, PRESIDENT

90

TELEPHONE ROdney 2145

Carl Millard Limited

307 RIVERSIDE DRIVE
TORONTO, ONTARIO

CANADA'S LARGEST AIRCRAFT DEALER

We Buy - We Sell - We Trade

SPECIALIZING IN

NEW AND USED AIRCRAFT
FLOATS, SKIS, PROPELLERS, TIRES,
RADIO AND ACCESSORIES

BILL OF SALE.

This is to certify that we are sole owners of Grumman Widgeon CF-EHD, and hereby transfer all our rights, titles, and interests, in the above mentioned aircraft to:-

H. J. McFarland Construction Co.Ltd.

For the Sum of One Dollar and other valuable considerations.

This will also certify that there are no liens or encumbrances attached to this aircraft.

CARL MILLARD LIMITED.

Carl Millard President.

Dated at the City of Toronto,
in the Province of Ontario,
this 21st. day of July, 1952.

89.

2443
4-50

CANADA

DEPARTMENT OF TRANSPORT

Certification of Aircraft Imported Complete

AIRCRAFT REGISTRATION CF—EHO
AIRCRAFT TYPE W10GEON
NAME OF IMPORTER

SERIAL NO. 1441
C.A.A. SPEC. NO.

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" AND "C" ENGINEER
CERT. NO. YZH 87.
Date July 23/52

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 23 52

The above information has been checked and confirmed. The aircraft is acceptable for the issue of Certificate of Airworthiness and Registration.

Signed ..... DISTRICT AIRCRAFT INSPECTOR
Date 52

DEPARTMENT OF TRANSPORT
AERONAUTICAL ENGINEERING
CANADA

B. 1
3,000 [illegible] 2-49

Port of GANANOQUE ONT. 19
Arriving per A/C
Imported by PAUL MILLARD LTD
Goods Exported to Canada Direct from USA
Via A/C
(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 302

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
"END	1	1 GRUMMAN AIRCRAFT RE-END		$1,150.00	1096.87	FREE					109	69				740 P
		REPAIRS AND LABOUR														

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. Amount $1,150.00

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.
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
DUTY PAID
JUL 16 1952
Officer
Gananoque, Ont.

TOTALS		
DUTY		
SALES TAX	109	69
EXCISE TAX		
TOTAL	109	69

Total 109.69

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) CARL MILLARD do hereby declare
as follows:—(1) That I am (II) PRESIDENT 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 such or the like goods when sold for home consumption in the ordinary course of trade under fully competitive conditions, in like quantity and under comparable conditions of sale at the time and place of direct shipment to Canada, or the equivalent thereof; or if such fair market value is not determinable, the value shown in this entry is not less than the cost of production of similar goods at date of shipment to Canada, plus a reasonable advance for administration, selling cost and profit, and that the said fair market value (a) is without any discount or deduction not shown and allowed and deducted on invoices covering sales for home consumption in the country of export in the usual course of trade; and (b) is without any deduction on account of any subsidy or drawback of Customs duty allowed by the Government of any other country, 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 the amount of consideration or money value of any special arrangement between the exporter and the importer, or any persons interested therein, because of the exportation or intended exportation of such goods, or for any special consideration whatsoever; (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 Gananoque this 16 day (Signature) Carl Millard
of July 1952.
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 such or the like goods when sold for home consumption in the ordinary course of trade under fully competitive conditions, in like quantity and under comparable conditions of sale at the time and place of direct shipment to Canada, or the equivalent thereof; or if such fair market value is not determinable, the value shown in this entry is not less than the cost of production of similar goods at date of shipment to Canada, plus a reasonable advance for administration, selling cost and profit, and that the said fair market value (a) is without any discount or deduction not shown and allowed and deducted on invoices covering sales for home consumption in the country of export in the usual course of trade; and (b) is without any deduction on account of any subsidy or drawback of Customs duty allowed by the Government of any other country, 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 the amount of consideration or money value of any special arrangement between the exporter and the importer, or any persons interested therein, because of the exportation or intended exportation of such goods, or for any special consideration whatsoever; (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.

5008-E8-4

260 Richmond St. W.Toronto,
July 24th 1952.

Messrs. H.J.McFarland Construction Co. Ltd.,
PICTON, Ontario.

Dear Sirs;

Receipt is hereby acknowledged of the following documents relating to re-registration of Grumman G-44A Widgeon, CF-EHD, Serial No. 1441 which you recently purchased:-

(a) Application form in triplicate.
(b) $5.00 fee - Receipt No. 68664
(c) Bill of Sale - M. Smith to John A. Lockhart
(d) Bill of Sale - John Lockhart to Edwin A.Link
(e) Wire confirming sale of aircraft to Carl Millard Ltd.
(f) Bill of Sale - Carl Millard Ltd. to you.
(g) Letter re formal documents having been destroyed by fire at Moncton.
(h) Form #2443 in duplicate (i) Weight & Balance in duplicate B.l. #302

Pending issue of the formal certificates of Registration and Airworthiness, this letter will constitutes your temporary authority to operate CF-EHD as a private aircraft (amphibian) on day visual flying only under the conditions of issue as stated in the Certificate of Airworthiness No. 1627 and valid until October 24th 1952.

This authority does not include permission for the operation of radio apparatus.

Yours truly,
A R Pinder
for (D.W.Saunders)
District Superintendent, Air Regulations,
Toronto.

/mmm
H.Q. D.S.R -2
C.R. D.S.R. Moncton

96

CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

5008-E8-4

260 Richmond St. W.,
Toronto, Ontario
July 18, 1952.

In Reply
Refer to File

Mr. C.H. Millard,
Millard Aircraft Limited,
307 Riverside Drive,
Toronto, Ontario.

Dear Sir:

The District Controller of Air Services, Moncton, has advised that the formal documents in respect to Grumman G44A aircraft, CF-EHD, were destroyed by fire. We have requested our Headquarters to issue new documents.

For your information, please.

Yours truly,

D.W. Saunders

(D. W. Saunders),
District Superintendent, Air Regulations,
Toronto.

DWS/mh

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

J. R. WHITE, GENERAL MANAGER, TORONTO

CLASS OF SERVICE DESIRED

FULL RATE

DAY LETTER 94A

NIGHT MESSAGE

NIGHT LETTER

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			5008-E8-4

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

260 Richmond St., W. Toronto
July 23rd 1952.

CAR

P.A.

CONFITMATION COPY

DIRECTOR OF AIR SERVICES
DEPARTMENT OF TRANSPORT
OTTAWA

ATTENTION: C.A.R.

ART 555 PLEASE ADVISE EXPIRY DATE C. OF A. AND AUTHORITY FOR RECENT FLIGHT FROM TRI CITIES AIRPORT BINGHAMTON N.Y. TO KINGSTON ONTARIO OF GRUMMAN G44A GOCA FOXTROT DASH ECHO HOTEL DELTA. URGENT.

DISTRICT CONTROLLER OF AIR SERVICES

ARP.

cc: H.Q. ✓
Telegram File
Accounts

Charge to: Dominion Government Air Services
Sixth Floor, 260 Richmond St., W. Toronto

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

97

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 H. J. McFarland Construction Co.Ltd.

Signature of Applicant H. J. McFarland Jr

Date of Application July 21st., 1952.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
H. J. McFarland Construction Co. Ltd.	Picton, Ontario.	

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
H. J. McFarland	President.	Picton,Ont.	Canadian.
H. J. McFarland, Jr.	Vice-President.	Picton, Ontario	Canadian.
A. McFarland	asst.Vice Pres.	Belleville,Ont.	Canadian.

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

Usual Station Picton, Ontario.

Date and place of manufacture or reconstruction Bethpage, L.I. N.Y.

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, 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 **Grumman Aircraft C[illegible].**

Type **G-44-A.** Maker's No. **1441.**

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	40'	
Length o/a in feet	35' 10"	
Height o/a in feet	8(9"	

Cubic Capacity (of Airship or Balloon) **non applicable.**

Weight equipped, but without load, fuel, or oil **3311**

Total weight authorized (fully loaded) in lbs **4585** Air speed **135** miles per hour

EQUIPMENT—(Give number and type).

1. Instruments **F[illegible]l Gyro Instrument Panel.**
2. Gauges **Complete dual engine guages.**
3. Lights **Cockpit, instrument, cabin, navigation andlanding lights.**
4. Signals **nil**
5. Fire Extinguishers **One-hand operated.**
6. Parachutes **nil**
7. Tools **nil**
8. Other Equipment **Factory installed Lear Radio.**

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
	~~6-440-Cs~~	~~6-440-Cs~~		
Name of Type	Ranger	Ranger.		
Pusher or Tractor	Tractor	Tractor.		
Right or Left Hand	Right.	Right.		
No. of Cylinders	Six.	Six.		
H.P.	200	200		
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

98

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. H. J. McFarland Construction Co.Ltd.

Signature of Applicant.....H.J. McFarland Jr.....

Date of Application.....July 21st., 1952.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
H. J. McFarland Construction Co. Ltd.	Picton, Ontario.	

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
H. J. McFarland	President.	Picton,Ont.	Canadian.
H. J. McFarland, Jr.	Vice-President.	Picton, Ontario	Canadian.
A. McFarland	asst.Vice Pres.	Belleville,Ont.	Canadian.

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

Usual Station.....Picton, Ontario.....

Date and place of manufacture or reconstruction.....Bethpage, L.I. N.Y.....

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, is $5.00, which certificate is re-issued on change of ownership without further fee.

Inc. Co (1948)

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier. made by Grumman Aircraft Corp.

Type G-44-A. Maker's No. 1441.

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	40'	
Length o/a in feet	35' 10"	
Height o/a in feet	8' 9"	

Cubic Capacity (of Airship or Balloon) non applicable.

Weight equipped, but without load, fuel, or oil 3311

Total weight authorized (fully loaded) in lbs 4585 Air speed 135 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Full Gyro Instrument Panel.
2. Gauges Complete dual engine guages.
3. Lights Cockpit, instrument, cabin, navigation andlanding lights.
4. Signals nil
5. Fire Extinguishers One-hand operated.
6. Parachutes nil
7. Tools nil
8. Other Equipment Factory installed Lear Radio.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
	6-440-Cs	6-440-Cs		
Name of Type	Ranger	Ranger.		
Pusher or Tractor	Tractor	Tractor.		
Right or Left Hand	Right.	Right.		
No. of Cylinders	Six.	Six.		
H.P.	200	200		
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

99

3
5-51

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Toronto, August 15th 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-4	Re-registration of Grumman Widgeon G44-A CF-EHD	5008-E8-4

TRANSPORT - RECORDS
AUG 18 P.M 1952
File 5008-E8-4

27737

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

Attention: C.A.R.

1. Herewith the following documents relating to re-registration of Grumman Widgeon G-44A aircraft, CF-EHD, Serial No. 1441 purchased by H.J.McFarland Construction Co. Ltd.

(a) Application form in duplicate.
(b) $5.00 fee - O.R. #230134
(c) Bill of Sale - M. Smith to John A. Lockhart
(d) Bill of Sale - John A. Lockhart to Edwin A. Link
(e) Bill of Sale - Edwin A. Link to Carl Millard Ltd.
(f) Bill of Sale - Carl Millard Ltd. to H.J.McFarland Construction Co.Ltd.
(g) Form #2443
(h) Receipt for Customs Entry No.302
(i) Copy of letter of temporary authority.
(j) Weight and Balance Report in duplicate
(k) Form ACA-337
(l) Certificate of Registration No. 10083
(m) Certificate of Airworthiness No. 1627

11217 (R)
1627 (A)

A R Pinder

for (D.W.Saunders)
District Superintendent, Air Regulations,
for (District Controller, Air Services)
Toronto.

js

103

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 11217

NATIONALITY AND REGISTRATION MARKS CF-EHD

1. Type and description	Grumman G-44A
2. Name and address of constructor	Grumman Aircraft Engineering Corporation, Bethpage, Long Island, N.Y.
3. Constructor's serial number	1441
4. Name of owner	H. J. McFarland Construction Co. Ltd.,
5. Address of owner	Picton, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Picton, 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 24th day of July 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-EHD and is of Canadian nationality.

Given at Ottawa this 22nd day of August 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.

/RM

~~VALID IN CANADA ONLY.~~ ISSUED IN LIEU OF U.S. DEPT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT NC 10282 AND SUBJECT TO THE CONDITION CONTAINED THEREIN

VALID FOR DAY FLYING ~~ONLY.~~
Valid for night flying (private use only)
3.11.48

102

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1627

(Heavier than air)

FIRST PART (24.7.52)

H.J. McFARLAND CONSTRUCTION CO. Ltd.

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

~~(25-4-51)--SMITH~~ --(15.10.48) ~~SHERIDAN EQUIPMENT LIMITED,~~

1. Surname of owner (or name of Company) ~~Algoma Steel Corporation Ltd.,~~
2. Christian name ~~M.A.R.~~ ~~Leaside, Toronto, Ontario.~~
3. Address ~~Bathurst, N.B.~~ ~~Sault Ste. Marie, Ltd.,~~ Picton, Ontario.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Grumman Aircraft Engineering Corporation.

NATIONALITY AND REGISTRATION MARKS

6. CF-EHD

DESCRIPTION OF AIRCRAFT

7. Type Grumman Series G-44A Constructor's No. 1441
8. Place and year of construction of aircraft Bethpage, Long Island, N.Y., 1946

CLASS OF AIRCRAFT

9. Land and/or marine Amphibian
10. Number of planes One
11. Number of engines Two
- X 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) 40'
16. Maximum length (in flying position) 31' 1"
17. Total height (with and without trolley in case of seaplanes) 9'

X Total weight authorized does not permit carrying the total number of persons unless a suitable reduction in the quantity of fuel is made.

Engines

18. Number installed: Two
19. Makes: Ranger
20. Types: 6-4AD-05
21. International power of the engine or engines at
    (a) Sea Level 200 H.P. at 2450 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 Curtiss No. 55518-10; Pitch ..... Diameter (27.10.49) 8'3"5

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	Amphibian	3911 lbs.
(b) Seaplane		lbs.
(c) Skiplane		lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)		648 lbs.
(a) Number of tanks	Two	
(b) Capacity of tanks	90 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		54 lbs.
(a) Number of tanks		
(b) Capacity of tanks	6 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		308 (27.10.49) lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full		~~549~~ lbs.
32. Maximum total weight authorized		4525 lbs.
Landplane	Amphibian	lbs.
Seaplane		lbs.
Skiplane		lbs.

DELETED (30.10.50)

Compulsory Conditions

33. Maximum total weight authorized (write in full)
    Landplane Amphibian Four thousand five hundred & twenty five 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 14.85 inches and 22.5 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 2450 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 2140 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 23-7-46 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 3rd day of March 19 47.

Superintendent, Air Regulations.

MIM/ZC/LEM

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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:

1	Magnetic Compass	2	Engine Revolution Counters
1	Altimeter	2	Oil Pressure Gauges
1	Airspeed Indicator	2	Oil Temperature Gauges

Navigation Lights } 3-11-48
Landing Lights }

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

Fire Extinguisher

Two fitted

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

First Aid Kit.

D.—Special equipment:

Safety belt for each occupant

When being operated as a marine aircraft, life preservers must be provided 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. (27.10.49)

Note: This certificate is subject to Air Regulations, [redacted], 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
		23-7-47	(Sgd.) T. S. Stephens
		30/8/49	(Sgd) C. A. Bellhouse
		25.10.50	(Sgd) C. A. Bellhouse
		30.10.51	(Sgd) J. M Saunderson
		July 14, 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.

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jo

5008-E8-4

OTTAWA, Ontario.
August 26, 1952.

The H. J. McFarland Construction Co., Ltd.,
Picton,
Ont.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 11217 and Certificate of Airworthiness No. 1627 for your Grumman G-44A aircraft, CF- EHD , Serial No. 1441.

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 14, 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.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

TORONTO

REGISTERED

AC-5-60

Reports 5008'

37155

TRANSPORT - RECORDS
2181 102
OCT 22 A.M. 1952
File 5108-E8-4

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings...CF-EHD.....

2. Make..Grumman Widgeon.....Type..G-44A..Serial No..1441.....

3. Registered Owner (Name and Address)..H.J. McFarland Construction Co. Ltd., Pi

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

.....

5. Licensee of aircraft radio station (Name & Address) H. J. McFarland Constructio Co. Ltd., Picton, Ontario,.....

6. Where is aircraft normally maintained?...Picton, Ont....Based?..Picton, Ont.

7. Class of service performed...Private.....

Scheduled Non-Scheduled Private

8. Certificate of Registration No..11271.....Date..July 24, 1952

9. Certificate of airworthiness.....1627.....Date of expiration..July 14, 1953

10. Operating Certificate No.....-.-.....

11. Do radio communication facilities comply with Departmental requirements?..Yes

Yes or No

12. Radio Licence No..791.....19..52...19..53....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?..Yes.....

14. Radio Installation drawings:
(a) Identification....Not known.....
(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?....Not known.....

17. Was radio installation made by radio technicians?..Not known.....

Give name of firm or individual

18. Are radio components positioned in accordance with drawings?..Not known.....

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)..R. D. Byers.....Cert No..See remarks..Grade.....
Cert No.....Grade.....

24. Is radio operator employed in a dual capacity?.....Yes.....

If so, give details

105

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

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 Kc/s	Yes	Yes	A3	20	D.O.T. Air to Ground

27. TRANSMITTER(s) Make, type, Freq. range power output (1) Learadio, Type T-30-AB, Serial #61E5 3105 Kc/s.
(2).....
(3).....

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

29. RECEIVER(s) Make, type, Frequency Range (1) Learadio Model RCBB, Serial #61D5 XXX 200-400, 500-1200, 2500-7000 Kc/s
(2).....
(3).....

30. LORAN - -

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

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

33. Blind approach equipment. Nil (describe)

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

35. Types of Compasses Kollsman, Type 758

36. Compass error due (a) Earphones...Nil.....Receiver..2°+.....Transmitter..7°+..

37. Compass heading at time of check 263°

38. Weight of Radio equipment, Trans. 3 lb. 5 oz. Recv'r 3 lb. 8 oz. Misc'l.....Total..Not Known

39. Aircraft battery capacity (a) ampere-hours 34 .....(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 satisfactory.

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) Oct. 9/52, Picton, Ontario.

REMARKS: Aircraft previously registered in name of Sheridan Equipment Limited. Pilot Mr. R. D. Byers, passed examination for Restricted R/T Certificate Oct. 9/52.

Signature of Radio Inspector.

If more space required use back of form.

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DEPARTMENT OF TRANSPORT
Civil Aviation Division

TOR: 5008-E8-4

260 Richmond St. W., Toronto,

March 30, 1953.

Mr. Carl W. Millard,
Carl Millard Limited,
307 Riverside Dr.,
Toronto.

Dear Sir:

Provided the aircraft is signed out as fit for flight by a qualified Air Engineer, this letter will constitute your authority to have Grumman Widgeon .....aircraft registration CF - E H D ..... flown by a qualified pilot on a ferry flight from MALTON, Ontario to HOUSTON, Texas .....to .....and night .....under day VFR conditions and with crew only.

This authority must be carried in the aircraft at the time of the flight and does not include permission for the operation of radio apparatus.

Yours truly,

D W Saunders

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

DWS/mh
cc:HQ

BY HAND:

H.J. McFARLAND CONSTRUCTION COMPANY LIMITED

108

PHONE 706-7-8

PICTON, ONTARIO

March 26th, 1953.

This is to certify that we are sole owners of Grumman Widgeon CF - EHD and hereby transfer all of our rights, titles and interests in this aircraft to Carl Millard Limited for the sum of $1.00 and other valuable considerations.

This will also certify that this aircraft is free of all liens and encumbrances.

H.J.MCFARLAND CONSTRUCTION CO. LIMITED

Clara Frederick

CLARA FREDERICK,
Secretary-Treasurer.

Della C Millard

H.J.MCFARLAND

Clara Frederick

Attorney.

H.J.McFARLAND CONSTRUCTION COMPANY LIMITED

109

PHONE 706-7-8

PICTON, ONTARIO

March 26th, 1953.

This is to certify that we are sole owners of Grumman Widgeon CF - EHD and hereby transfer all of our rights, titles and interests in this aircraft to Carl Millard for the sum of $1.00 and other valuable considerations.

Limited.

This will also certify that this aircraft is free of all liens and encumbrances.

H.J.MCFARLAND CONSTRUCTION CO. LIMITED

Clara Frederick

CLARA FREDERICK,
Secretary-Treasurer.

Carl L Millard

H.J.MCFARLAND

Clara Frederick

Attorney.

/RM

~~VALID-IN-CANADA-ONLY,~~ ISSUED IN LIEU OF U.S. DEPT. OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #E 10282 AND SUBJECT TO THE CONDITION CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.
Valid for night flying
(private use only)
3.11.48

112

2462
4-48

CANADA

DEPARTMENT OF TRANSPORT

AIR SERVICES BRANCH

CIVIL AVIATION DIVISION

CERTIFICATE OF AIRWORTHINESS No. 1627 (Issued to replace document declared lost)

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) ~~-(23-4-51) SMITH~~ (Sgd.)HTP H.J. MCFARLAND CONSTRUCTION CO. LIMITED (24.7.52) ~~-(15-10.48) SHERIDAN EQUIPMENT LIMITED~~ (SGD.)HTP ~~-Algoma Steel Corporation Ltd.-~~
2. Christian name ~~M.A.R.~~
3. Address ~~Bathurst, N.B.~~ ~~-Leaside, Toronto, Ontario.-~~ ~~-Sault Ste. Marie, Ont.~~ Picton, Ontario.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Grumman Aircraft Engineering Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-EHD

DESCRIPTION OF AIRCRAFT

7. Type Grumman Series G-44A Constructor's No. 1441
8. Place and year of construction of aircraft Bethpage, Long Island, N.Y., 1946.

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision "D" ~~-a-b-o-v-e-d-&-e-~~ (SGD.) HTP
15. Maximum span (in flying position) 40'
16. Maximum length (in flying position) 31' 1"
17. Total height (with and without trolley in case of seaplanes) 9'

X Total weight authorized does not permit carrying the total number of persons unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed: Two

19. Makes: Ranger

20. Types: 6-44D-05

21. International power of the engine or engines at

(a) Sea Level 200 H.P. at 2450 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. Propellers — Number fitted: Two Types: Curtiss No.: 55518-10; Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators): (a) Landplane: Amphibian ~~3311~~ (27.10.49) 3345 lbs. (b) Seaplane ..... lbs. (c) Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

~~26. Fuel~~ (at 7·2 lbs. per gallon) (a) Number of tanks: Two (b) Capacity of tanks: 90 Imp. gals.	648 lbs.
27. Oil (at 9·0 lbs. per gallon) (a) Number of tanks: (b) Capacity of tanks: 6 Imp. gals.	54 lbs.
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	~~343~~ 308 (27.10.49) lbs.
32. Maximum total weight authorized	lbs.
Landplane: Amphibian	4525 lbs.
Seaplane	lbs.
Skiplane	lbs.

DELETED (30.10.50)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Amphibian Four thousand five hundred & twenty five 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 14.85 inches and 22.5 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 2450 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 2140 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 23.7.46 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 3rd day of March 19 47.

for *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.

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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
2 Engine Revolution Counters
2 Oil Pressure Gauges
2 Oil Temperature Gauges
Navigation Lights)
Landing Lights) 3.11.48

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

Fire Extinguisher

Two fitted

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

First Aid Kit.

D.—Special equipment:

Safety belt for each occupant
When being operated as a marine aircraft, life preservers must be provided 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

(27.10.49)

Note: This certificate is subject to Air Regulations, [redacted], 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
		23-7-47 (SGD.)	T.G. Stephens
		30/8/49 (SGD.)	C.A. Brethour
		25/10/50 (SGD.)	C.A. Brethour
		30/10/51 (SGD.)	T.M. Saunderson
Link Aeronautical Corp. Binghamton, New York July 14, 1952	"Airworthy"	July 14, 1953	A R Pinder

(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.

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2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 11217

NATIONALITY AND REGISTRATION MARKS CF-EHD

1. Type and description	Grumman G-44A
2. Name and address of constructor	Grumman Aircraft Engineering Corporation, Bethpage, Long Island, N.Y.
3. Constructor's serial number	1441
4. Name of owner	H. J. McFarland Construction Co.,Ltd.,
5. Address of owner	Picton, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Picton, 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 24th day of July 1952., 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-EHD and is of Canadian nationality.

Given at Ottawa this 22nd day of August 1952.

H. L. Patterson

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.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

114 2 9-50

TORONTO Ontario March 30, 1953.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-4	Grumman G-44A CF-EHD	5008-E8-4

61258

TRANSPORT - RECORDS
MAR 31 P.M. 1953
File 5008-E8-4

In Reply Refer to File

Director of Air Services,
Department of Transport,
Ottawa.

Attention C.A.R.

1. The m/n aircraft has now been sold by the H.J. McFarland Construction Co. Ltd., Picton, Ontario to Carl Millard Limited, Toronto. Mr. Millard is exporting this aircraft to the United States.

2. In this regard, please find the following-noted documents attached, for cancellation:

Certificate of Registration No. 11217

Certificate of Airworthiness No. 1627

Licence to Use Radio No. 791.

file down 6252-1057 N?

3. Also attached is copy of ferry permit issued this date to Mr. C.W. Millard, in respect of this aircraft.

D W Saunders

(D. W. Saunders),
District Superintendent, Air Regulations,
for District Controller of Air Services,
Toronto.

Attach. (4)

Noted

FILE No. 5008 - E8 - 5

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM AUG. 1946

TO

VOL. 1

5008 - E8 - 5

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EHE - 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

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 - E8 - 5

VOLUME No. 1

VOL. 1

5008 - E8 - 5

DEPARTMENT OF TRANSPORT

FROM AUG. 1946

TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF-EHE ~ (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 1 194	21789	SAR		DL	SEP 27 1946
SEP 25 194	24295	SAR	EC 28.10.46	SJ	OCT 7 1946
OCT 26 1946	BF 28-10-46	SAR	BF 18.12.46	SJ	DEC 3 19
DEC 17 1946	BF Dec 18	SAR		SJ	
		CAI ①			FEB 19
		Treas ②			MAR 4 19
FEB 9 1947					
SEP 15 47	19342	CAR		SJ	SEP 19 47
		CAE			SEP 19 47
OCT 6 48	27425	CAR		SJ	OCT 7 48
		CAC		SJ	OCT 48
OCT 27 48	30351	CAR		SJ	OCT 29 48
DEC 7- 48	35284	CAR			
DEC 10 48		CAI ①			DEC TO A
DEC 10 48		CR ②			DEC TO 4
DEC 1 , 48		Trans Accounts ③		W	DEC 14 946
					DEC 20 48
MAY 13 1949	6048.	CAR		SJ	MAY 16 1949
		CAE			MAY 16 19
OCT 5 - 1949	Reg M Finkle	CAC			OCT 6 - 1949
OCT 6 - 1949		CAI			OCT 7 - 1949

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
			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 NOS. 5008-E8-5
5008-2

HTP/ZG OTTAWA ONTARIO AUGUST 3rd, 1946

DISTRICT INSPECTOR AIR REGULATIONS
420 FEDERAL BUILDING
VANCOUVER BRITISH COLUMBIA

AR47 REGISTRATION MARKINGS CHARLIE FOX DASH EASY HOW EASY ALLOTTED

CESSNA 140 SERIAL NUMBER NINE SIX THREE SIX

CIVIL AVIATION

File Copy

H.P. G. R14

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

Vancouver, B.C., July 31st, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna 140, Serial No. 9636	5008---

A17181

TRANSPORT-RECORDS
AUG 2 P.M.
File

AIR MAIL.

C.C.A.,
Ottawa, Ont.

1. Vancouver U-Fly, Ltd. has requested that registration markings be allotted for the above noted aircraft which they are bringing from Wichita, Kansas the last week in August.

2. May we be advised as soon as possible, please, of the registration markings allotted.

G Clipsom
D.I.A.R.

W.

CF-EHE

LEJG.

CANADIAN NATIONAL TELEGRAPHS

FOR FILE

5008-D24-2
D11-1
D22-26
D24-1
D22-25
E6 -3
E8 -2
E8 -1
D13-17
D13-15
E8 -5

5008-E8-5

1946 AUG 23 PM 5 44

MCA451 194/104 DL GOVT PD-WASHINGTON DC 23 355P

J A WILSON-

DIRECTOR OF AIR SERVICES DEPT OF TRANSPORT OTTAWA-

CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10256 COVERING CESSNA 120 AIRCRAFT SERIAL 9446 CF-DXB E-10257 E-10258 AND E-10199 COVERING CESSNA 140 AIRCRAFT SERIALS 9444 9445 AND 9116 CF-DVZ CF-DXA AND CF-DVY RESPECTIVELY PURCHASED BY ROCKY MOUNTAIN AIR SERVICE LTD. CALGARY ALBERTA E-10198 E-10259 AND E-10260 COVERING CESSNAS 140 SERIAL NUMBERS 9261 9493 AND 9492 CF-EFC CF-EHB AND CF-EHA RESPECTIVELY PURCHASED BY AVIATION SERVICES LTD REGINA SASKATCHEWAN E-10197 AND E-10261 COVERING CESSNAS 140 SERIALS 9495 AND 9637 CF-DMQ AND CF-DMO RESPECTIVELY PURCHASED BY CENTRAL AIRCRAFT LTD LONDON ONTARIO AND E-10262 COVERING CESSNA 140 SERIAL 9636 CF-EHE PURCHASED BY VANCOUVER U FLY VANCOUVER BRITISH COLUMBIA BEING PREPARED-

JOHN T MORGAN CIVIL AERONAUTICS ADMINISTRATION.

4

5008-E8-5

420 Federal Building,
Vancouver, B.C.,
Sept. 5th, 1946.

Mr. C.C. Agar,
Penticton, B.C.

Dear Sir:

This letter constitutes your temporary Certificates of Registration and Airworthiness for Cessna 140 aircraft CF-EHE for a period of sixty days, to be not valid after November 4th, 1946.

All-up weight not to exceed 1450 pounds.

DAY FLYING ONLY.

Before operating this aircraft commercially you should obtain permission from the Air Transport Board, Ottawa.

Yours truly,

District Inspector, Air Regulations.

cc:CCA
CCU/u.

Vancouver, B.C., Sept. 6th, 1946.

Cessna 140 - CF-EHK - Serial #9636 5008-E8-5
C.C. Agar

D.I.A.R.,
Vancouver, B.C.

1. This aircraft was inspected at Vancouver on August 5th, 1946, for a Certificate of Airworthiness. Aircraft is new and satisfactory. Total time of aircraft is 26 hours.

2. Engine installed is a Continental 85 Serial #22587-6-12. Propeller installed Sensenich Model 74-49, serial J-8458.

3. Instruments installed are:

Air speed
Altimeter
Oil temperature gauge
Oil pressure gauge
Tachometer
Compass
Fuel gauges
Fire ext. qt. size
Ammeter

4. It is recommended that a Certificate of Airworthiness be issued.

Resident Inspector, A.I.D.

cc:CCA
CAE
GCU/u.

Form No. 140. Bill of Sale (Absolute) BC 1-44. THE WILLSON STATIONERY CO., LTD., VANCOUVER, B. C.

This Indenture

made the 5th day of September in the year of our Lord one thousand nine hundred and Forty-six

In Pursuance of the "Bills of Sale Act"

Between

VANCOUVER'S-U-FLY LIMITED
a body corporate duly incorporated
under the Laws of the Province of
British Columbia with Registered Office
at 908 Credit Foncier Building,
Vancouver, B. C. (hereinafter called the Grantor) of the First Part

Insert full Names, Addresses and Occupations of Parties

AND

CARLYLE CLARE AGAR, Flying Instructor,
ARNOLD HARRY BENT, Merchant,
ALFRED STRINGER, Air Engineer
all of Penticton, British Columbia, and
ANDREW DUNCAN, Orchardist,
of Kelowna, British Columbia (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 Three Thousand Eight Hundred and Fifty-Three Dollars and Eighty-Five cents ($3,853.85) 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:

Cessna Aircraft 140 of Official Registration
Letters C F - E H E

All of which goods and personal chattels are now in the possession of Vancouver's-U-Fly Limited, Vancouver Airport, Sea Island, B. C. and are situate, lying and being in, upon or about Vancouver Airport, Sea Island, in the Municipality of Richmond 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:

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.

Form No. 107. Acknowledgment of Officer of Corporation. A-10-44 — THE WILLSON STATIONERY CO. LTD., VANCOUVER, B. C.

Acknowledgment of Officer of Corporation

I HEREBY CERTIFY that, on the 5th day of September, 19 46, in the City of Vancouver, in the Province of British Columbia, Almer Michaud ~~of the City of~~), who is personally known to me, appeared before me and acknowledged to me that he is the Secretary of Vancouver's-U-Fly Limited, and that he is the person who subscribed his name to the annexed instrument as Secretary of the said Vancouver's-U-Fly Limited and affixed the seal of the Vancouver's-U-Fly 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, and ~~that such corporation is legally entitled to hold and dispose of lands in the Province of British Columbia~~

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 5th day of September one thousand nine hundred and Forty-six

"E.W.W. Wilkinson"

~~A Notary Public in and for the Province of British Columbia~~
A Commissioner for taking affidavits within British Columbia.

NOTE:—Where the person making the acknowledgment is personally known to the officer taking the same, strike out the words in brackets.

"BILLS OF SALE ACT"

BRITISH COLUMBIA, TO WIT: I, Carlyle Clare Agar of the -- Penticton, B. C.

in the Province of British Columbia, the Grantee in the foregoing Bill of Sale named, make oath and say: That the sum therein mentioned is bona fide and for valuable consideration, namely, the consideration of the sum of Fifty-Five Cents 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 5th day of September A.D. 19 46

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

Dated 5th September 19 46

VANCOUVER'S-U-FLY LIMITED

—TO—

CARLYLE CLARE AGAR
ARNOLD HARRY BENT
ALFRED STRINGER and
ANDREW DUNCAN

Bill of Sale

(ABSOLUTE)

THE WILLSON STATIONERY CO. LTD., VANCOUVER, B. C.

"BILLS OF SALE ACT"

British Columbia, TO WIT: I, A. W. R. Carrothers of the City of Vancouver in the Province of British Columbia 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 Vancouver's-U-Fly Limited

2.—That the Bill of Sale was made and given by the said Vancouver's-U-Fly Limited on the 5th day of September, in the year of our Lord one thousand nine hundred and Forty-six

3.—That I was present and did see the said Vancouver's-U-Fly Limited per Almer Michaud, Secretary, in the said Bill of Sale mentioned, and whose name is signed thereto, sign and execute the same on the said 5th day of September in the year aforesaid.

4.—That the said Vancouver's-U-Fly Limited has Registered office at 908 Credit Foncier a body corporate, duly incorporated under the Laws of the Province of British Columbia 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 A. W. R. Carrothers 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 5th day of September A.D., 19 46 at the City of Vancouver in the Province of British Columbia

"E. W. to. Wilkinson"

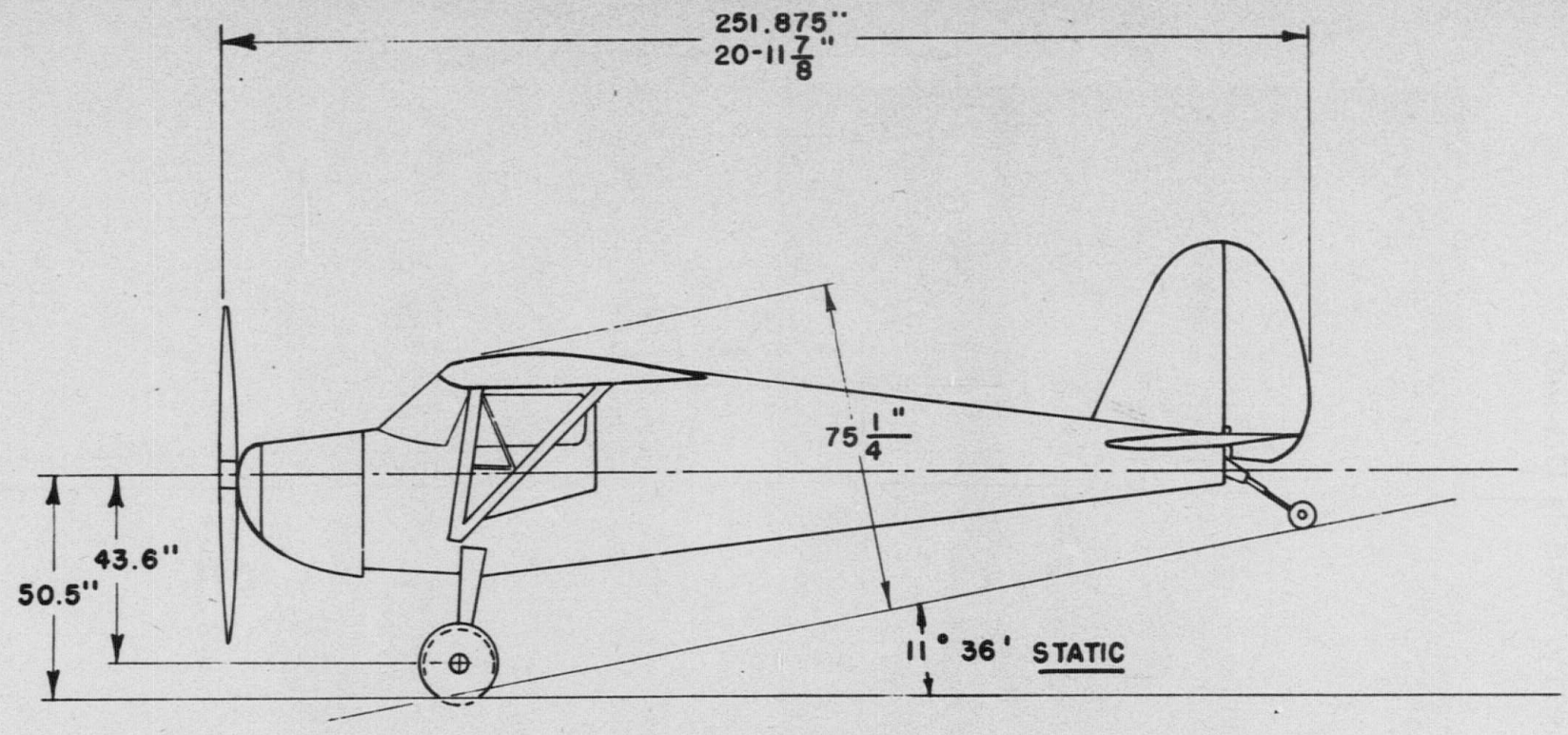
A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

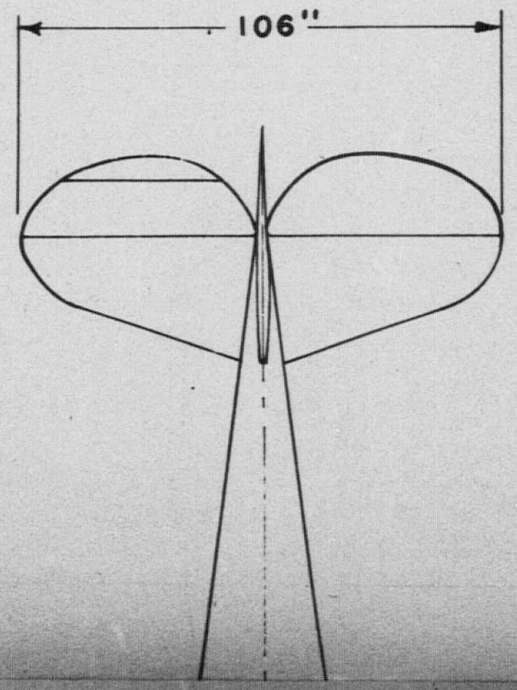
CESSNA AIRCRAFT COMPANY
Wichita, Kansas

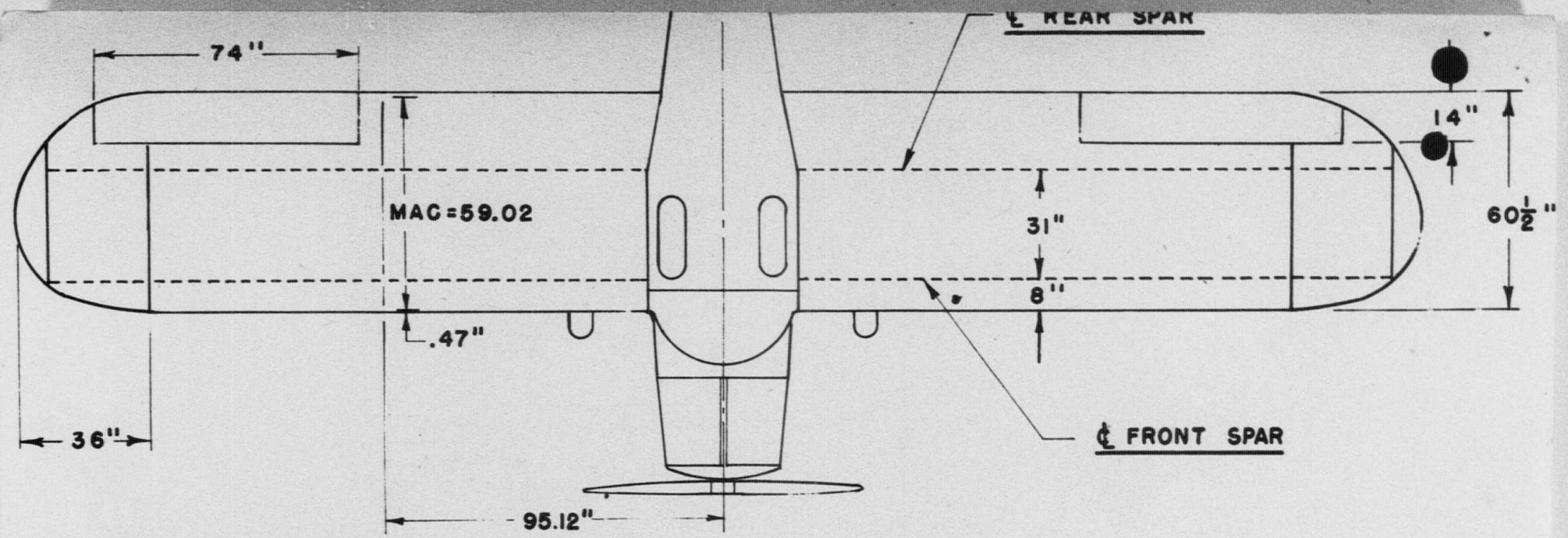
Specifications - Cessna Models 120-140

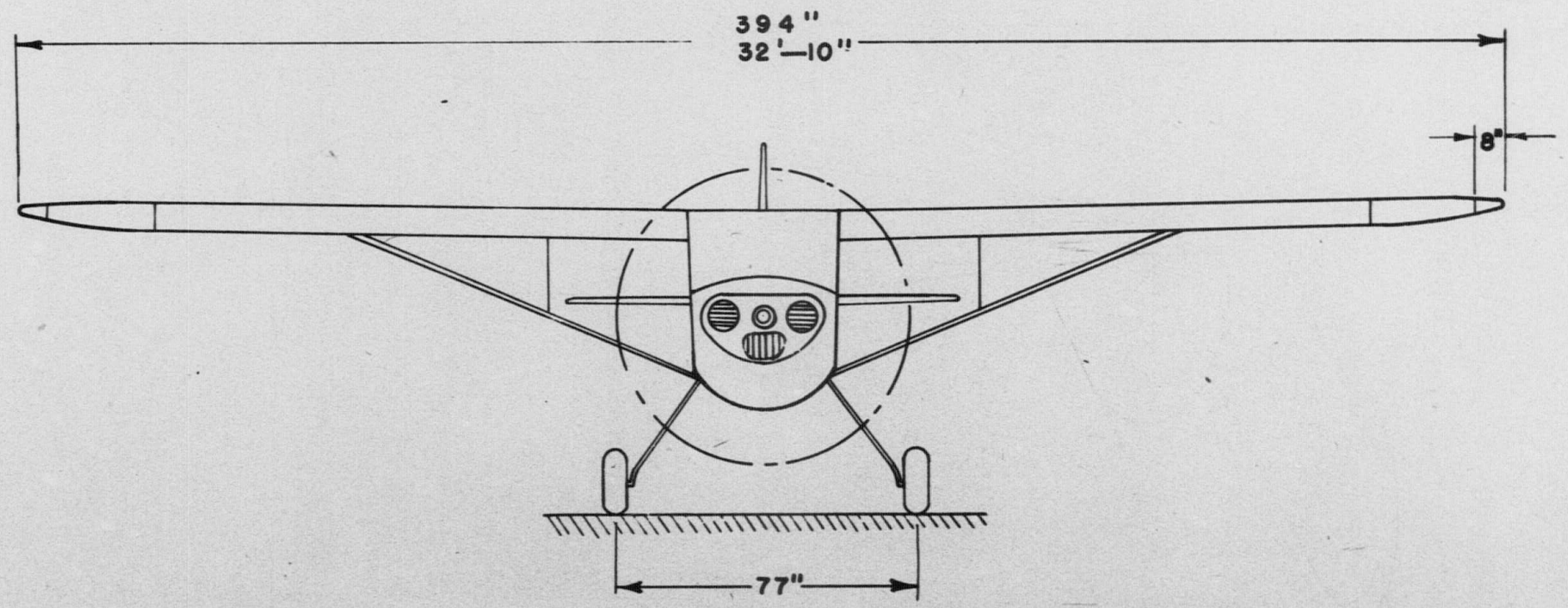


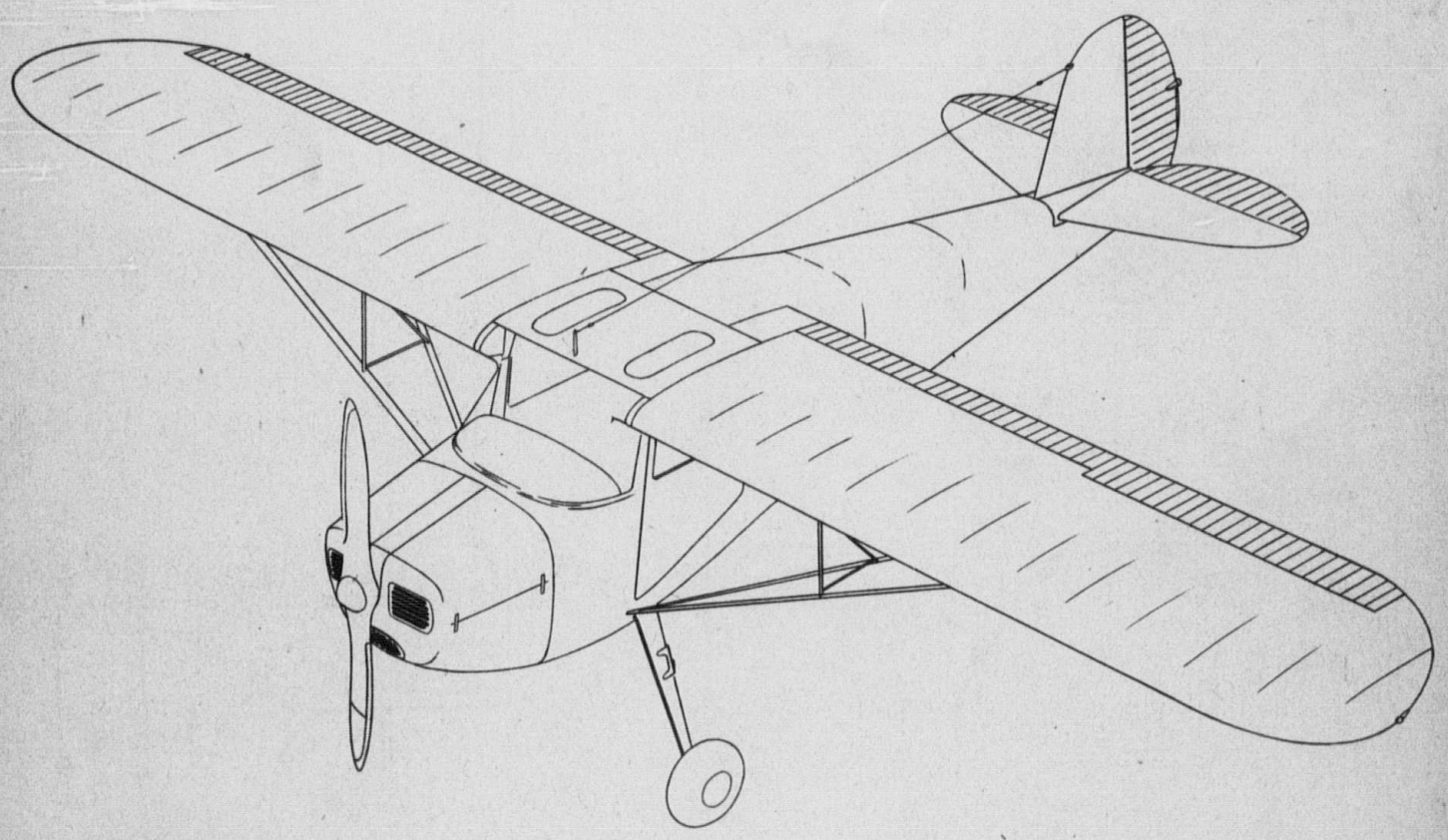



251.875"
20-11 7/8"
75 1/4"
43.6"
50.5"
11° 36' STATIC


106"


74"
MAC=59.02
.47"
36"
95.12"
℄ REAR SPAR
14"
31"
8"
60½"
℄ FRONT SPAR


394"
32'—10"
8"
77"



SPECIFICATIONS MODEL 120

ENGINE: CONTINENTAL	85 h.p.
TOP SPEED	Over 120 m.p.h.
CRUISING SPEED	Over 100 m.p.h.
CRUISING RANGE	Over 4½ hrs.
RATE OF CLIMB	Sea Level—680 ft. per min.
SERVICE CEILING	15,500 ft.
LANDING SPEED	41 m.p.h.
GROSS WEIGHT	1,450 lbs.
EMPTY WEIGHT	770 lbs.
FUEL CAPACITY	25 gallons
SPAN	32 ft. 10 in.
LENGTH	21 ft. 6 in.
HEIGHT	6 ft. 3¼ in.
WING AREA	159.3 sq. ft. including fuselage
WING LOADING	9.1 lbs. per sq. ft.
POWER LOADING	17.1 lbs. per h.p.

STANDARD EQUIPMENT

AIRSPEED
ALTIMETER
COMPASS
GAS GAUGE
CARBURETOR HEATER MUFF
OIL PRESSURE
OIL TEMPERATURE
TACHOMETER
CARBURETOR AIR FILTER
DUAL CONTROL WHEELS
TIRES AND TUBES
WHEELS AND BRAKES
PARKING BRAKE
TWO GAS TANKS
OVERHEAD WINDOWS

SPECIFICATIONS MODEL 140

ENGINE: CONTINENTAL	85 h.p.
TOP SPEED	Over 120 m.p.h.
CRUISING SPEED	Over 100 m.p.h.
CRUISING RANGE	Over 4½ hrs.
RATE OF CLIMB	Sea Level—680 ft. per min.
SERVICE CEILING	15,500 ft.
LANDING SPEED	41 m.p.h.
GROSS WEIGHT	1,450 lbs.
EMPTY WEIGHT	890 lbs.
FUEL CAPACITY	25 gallons
SPAN	32 ft. 10 in.
LENGTH	21 ft. 6 in.
HEIGHT	6 ft. 3¼ in.
WING AREA	159.3 sq. ft. including fuselage
WING LOADING	9.1 lbs. per sq. ft.
POWER LOADING	17.1 lbs. per h.p.

STANDARD EQUIPMENT

AIRSPEED
ALTIMETER
AMMETER
COMPASS
GAS GAUGE
OIL PRESSURE
OIL TEMPERATURE
TACHOMETER
CARBURETOR AIR FILTER
BATTERY
DUAL CONTROL WHEELS
GENERATOR
NAVIGATION LIGHTS
STARTER
STEERABLE TAIL WHEEL
TIRES AND TUBES
WHEELS AND BRAKES
CARBURETOR HEATER MUFF
GLOVE COMPARTMENT
LANDING LIGHT WIRING AND BRACKETS
PARKING BRAKE
REAR WINDOWS (TWO)
SHOCK MOUNTED INSTRUMENT PANEL
WING FLAPS
OVERHEAD WINDOWS
TWO GAS TANKS

Form 169

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'

INSTRUMENTS (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.

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

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.

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 magnoto. 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.

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.

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.)

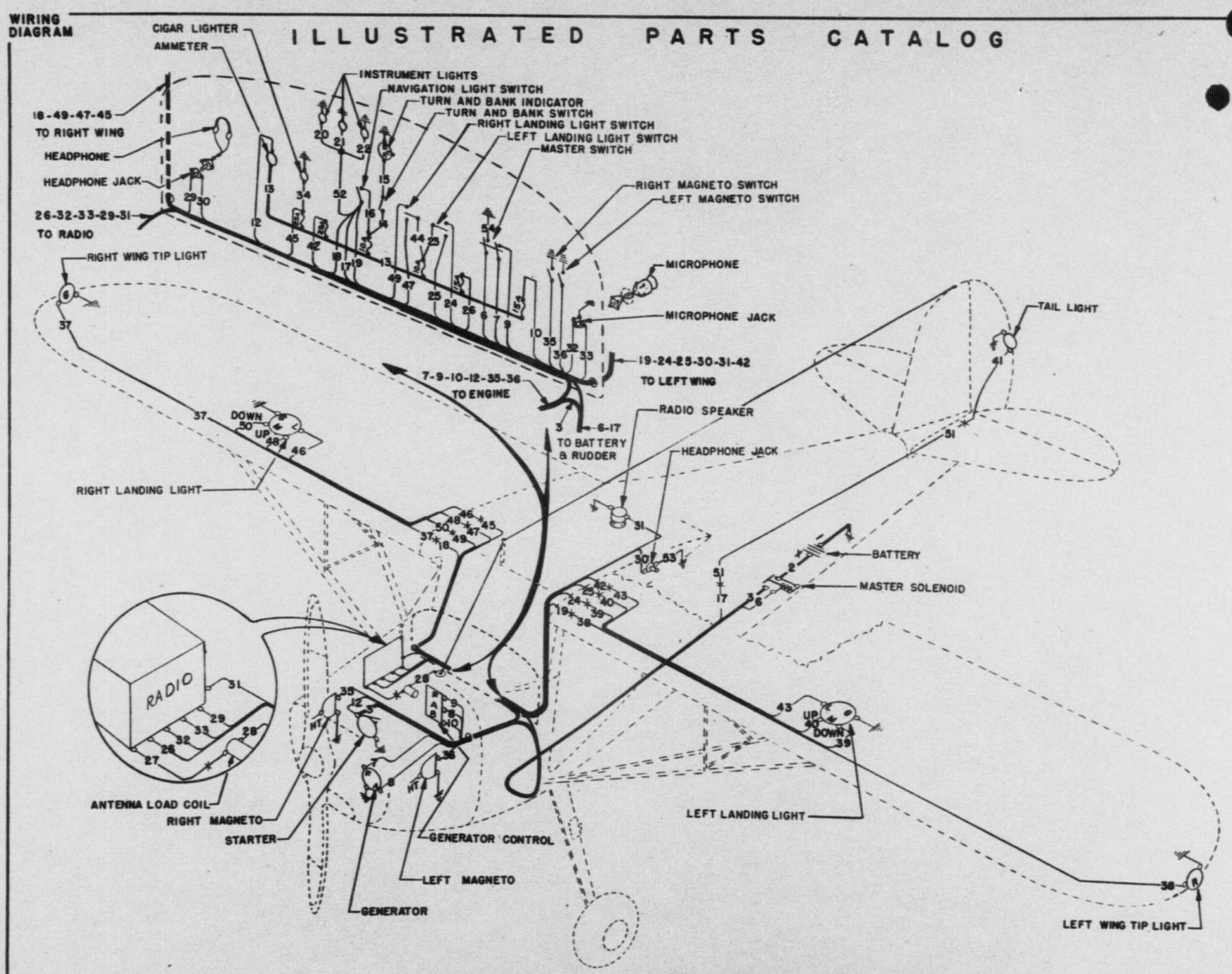


FIGURE 36-ELECTRICAL WIRING DIAGRAM

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 hingaline 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.

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. 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.

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 these 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.

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.

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).

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10262

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: 869 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 - AUGUST, 1946
Type	LAND MONOPLANE
Model	CESSNA 140
Serial No.	9636
Date	AUGUST 14, 1946

Charles F. Dyer

Charles F. Dyer, Director
Aircraft & 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)

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)

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.

2043,

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.

20431

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
70LI	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

Model	Cert. Basis*	Max., Except Take-off HP	RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Dia. Holes	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"	21	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	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.	Thick-ness	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. 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

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. Dycer
Charles F. Dycer, 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

Weight & Balance Report
removed from file
& forwarded to D.I.A.R.
Vancouver
22/3/49

Form ACA-502
(Rev. Feb. 1946)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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
MANUFACTURER'S SERIAL NO.: 9636
MODEL: 140
C.A.A. IDENTIFICATION MARK: Canada

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
The Cessna Aircraft Company, the undersigned, whose
(Seller)

address is Wichita, Kansas,
does this 19th day of August, 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 _____
(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 TESTIMONEY WHEREOF, we have set our hand and seal this 19th day of August, 1946

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 19th day of August, 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.

Lualla Bishop
Notary Public.

My commission expires 9/10/49, 19___
[SEAL]

21668

1

Port of Vancouver BC Sept. 3.46 19

Arriving per Via Airways

Imported by Vancouver U Fly Ltd.

ds Exported to Canada Direct from Wichita Kansas U.S.A.

Via direct to Vancouver Bc
(Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

Report No.

Entry No. 21389

Outport

Port

arks and mbers	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 $	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-	Aircraft & Complete parts thereof NOP. not including engines, under regulations prescribed by the Minister.			2075.	20%	415.	00	2490.	00						440L ex
	~~1CK~~	Engines, when imported for use only in the equipment of aircraft.			~~497.~~	~~17½%~~	86.	98	583.	98						440N
		Products of Petroleum NOP., lighter than .9256 Specific gravity (40.3 A.P.I.) at 60 degrees Fahrenheit per gallon. 20 3/4gls.	Imp. gls.		8.	1½gl.	.21		8.	21			3½gl.	.62		440(1)
		Lubricating Oils Composed wholly or in part of petroleum NOP.			8.	17½%	.38		2.	38						442
		Aircraft & Complete parts thereof NOP. not including engines, under regulations prescribed by the Minister Cigarette Lighter.			2.	20%	.40		2.40				35%	.84		440(1)
e Cessna		Aircraft Co. Aug. 19.46 (2 invoices)		2581.37	2581.		502.	94	3085.	94	246.	72		1.	46	

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 2567.86

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. 4237/4270 which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

INITIALS

DUTY 502.94

SALES TAX 246.72

EXCISE TAX 1.46

TOTAL 751.12

LEIN & DYKE LTD.

National Revenue Customs and Excise DUTY PAID SEP 4 1946

CHECKED SEP 4 1946 VANCOUVER, B. C.

8

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.....

Date of Application.....Sept - 5 - 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CARLYLE, CLARE, AGAR	PENTICTON, B.C	CANADIAN
ARNOLD, HARRY, BENT	" "	"
ALFRED, STRINGER	" "	"
ANDREW, DUNCAN	KELOWNA, BC.	"

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 PENTICTON, - KELOWNA, BC.

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: Cessna

Type: 140 — Maker's No.: 9636

	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: 895

Total weight authorized (fully loaded) in lbs: 1450 — Air speed: 100 — miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Airspeed, Altimeter, Compass, Ammeter, Tachometer
2. Gauges: Gas Gauge, Oil pressure, Oil Temp.
3. Lights: Navigation Lights
4. Signals:
5. Fire Extinguishers: One
6. Parachutes:
7. Tools:
8. Other Equipment: Battery, Generator, Starter, Shielding

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.	85			
Bore	4 1/16			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on: August 5th, 1946

Particulars accurate as corrected: Yes

Modifications from type are indicated on annexed sheet: Nil

Registration recommended with the following special conditions: Nil

Date: Sept. 9, 1946 — Signature: G.C. Upsmith D.I.A.R.

Registration approved and Registration Mark C.F-KHR allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

9

Vancouver, B.C., Sept. 9th, 1946
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-5	Cessna 140 - CF-EHE - C.C. Agar	5008-E8-5

TRANSPORT-RECORDS
SEP 11 / M.
File 5008-E8-5

AIR MAIL. A21789

C.C.A.,
Ottawa, Ont.

1. Attached please find the following data:

Application in duplicate
Copy of customs entry showing duty paid
Bill of Sale from Cessna Aircraft Co. to Vancouver's U-Fly
Bill of Sale from Vancouver's U-Fly to Carlyle C.Agar Arnold H. Bent, Alfred Stringer and Andrew Duncan
Copy A.I.D. inspection report
Copy letter temporary authority

2. Civil Aeronautics Authority Tag No.186 is on file at this office, and fee of $10.00 was paid Sept. 5th, 1946, reference Financial Receipt No. 76573 to be forwarded with next Cash Book folio.

G C Ibsen
D.I.A.R.

W.
Encls. 7

Ser No.?
Signing officer

Cap Cert? (see folio 3)

10.

PSW/BB

Ottawa, Ontario, September 20, 1946.

5008-ES-5

Cessna Aircraft CF-EHE

5008-ES-5

AIR MAIL

District Inspector, Air Regulations,
420 Federal Building,
Vancouver, B.C.

1. It is noted in Application for Registration of Cessna 140 aircraft CF-EHE, that no serial number is supplied. May the name of the the designated signing officer be supplied, please.

(S. Graham),
Superintendent, Air Regulations.

8

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11

2
8-45

Vancouver, B.C., Sept. 23rd, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-5	Cessna 140 - CF-KHE, Serial #9636 C.C. Agar, A.H. Bent, A. Stringer and A. Duncan	5008-E8-5

TRANSPORT-RECORDS
SEP 26 A.M.
File 5008 C
8-5

AIR MAIL.

C.C.A.,
Ottawa, Ont.

A24295

1. Reference your letter of September 20th, serial number of this aircraft is #9636 and the designated signing officer is Mr. C.C. Agar.

G C Gibson
D.I.A.R.

W.

6

9636

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

B 2 8-45

Vancouver, B.C. (PLACE) 5th November, 1946 (DATE)

YOUR FILE	SUBJECT	OUR FILE
	CF-EHE Cessna 140	5008-E8-5

A31226

TRANSPORT-RECORDS
NOV 12 A.M.
FILE 5008-C8-5

C.C.A.
Ottawa, Ont.

1. Temporary Certificate of Registration and Airworthiness for Cessna 140 aircraft, CF-EHE has been extended for a period of 60 days to be not valid after 4th January, 1947.

Department of Transport Canada D.P.A.W.

GCG/DB

4086 (R)
1532 (A)

nwa 5-8-47

/RM

2462A
8-41

16

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4086

NATIONALITY AND REGISTRATION MARKS CF-EHE

1. Type and description	Cessna 140
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas.
3. Constructor's serial number	9636
4. Name of owner	C.C. Agar; A.H. Bent; A. Stringer; A. Duncan.
5. Address of owner	Penticton, B.C., Kelowna, B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Penticton, B.C., Kelowna, 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 5th 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-EHE and is of Canadian nationality.

Given at Ottawa this 30th day of November 19 46

1495

Superintendent, Air Regulations.

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

Not valid after 5-8-47 unless endorsed.

/mm

5008-E8-5 17

REGISTERED

OTTAWA, Ontario.
February 18th , 19 47.

Mr. C.C. Agar,
Penticton,
B.C.

Dear Sir:-

Enclosed please find Certificate of Registration No. 4086 and Certificate of Airworthiness No. 1532 for your Cessna 140 aircraft CF- [redacted], Serial No. 9636.

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. Vancouver, B.C.

mailed (C.C.F.-C.S.D.) 19-2-47 @

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

6-46

Vancouver, B. C., September 9th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-5	CF-EHE Cessna 140 Serial No. 140 - C.C. Agar -Okanagan Air Service	5008-E8-5

TRANSPORT-RECORDS
SEP 15 A.M.
File 588 f. C 8.5

Controller of Civil Aviation,
Ottawa.

A19342

1. This is to advise that Certificate of Registration No. 4086 and Certificate of Airworthiness No. 1532, for the marginally noted aircraft, were renewed to be not valid after September 3rd, 1948.

2. Attached hereto, please find Inspection Report by Resident Inspector, A.I.D.; Copy of Log Book Entry signed by L. Rowley and Flight Test Report (copy) signed by R. W. Berryman.

noted
RSI

R. Carter Guest

District Inspector,
Air Regulations.

RA
Encl. 3

20

Vancouver, B. C., September 9th, 1947.

CF-EHE Serial No. 140 Cessna 140 -
Okanagan Air Service 5008-EE-5

D.I.A.R.,
Vancouver.

1. This aircraft was inspected at Vancouver, B.C. on September 3rd, 1947, for renewal of C. of A. and R.

2. Total time of aircraft - 594 hours 45 minutes.

3. Engine installed - Continental C85-12, Serial No. 22587-6-12.
Total time of engine - 595 hours.
Total time since overhaul - Nil.

4. Propeller installed - Sensenich Model 74FK49, Serial No. K0177.

5. Instruments installed to specification. Fire Extinguisher and Safety Belts installed. Compass swung.

6. Certificate of Registration No. 4086 and Certificate of Airworthiness No. 1532 were renewed to be not valid after September 3rd, 1948.

7. Aircraft is considered airworthy.

per (N. C. Terry),
Resident Inspector, A.I.D.

NCT/RA
cc:cca
cc:cae

Cop

19

Vancouver AMF, B. C.
September 3rd, 1947.

LOG BOOK ENTRY

The following work was completed on the Continental engine, Model C-85, Serial #22587-6-12, by Brisbane Aviation Company Limited, Vancouver Civic Airport, B. C., September 2nd, 1947.

Engine completely dismantled, cleaned and inspected. All steel parts magnafluxed.

Engine re-assembled and the following new parts installed with proper release notes.

4 only Exhaust guides
1 set Piston rings
1 set main bearing shells
1 set con rod bearing shells
1 only starter clutch and gear
1 set brass thrust washers
1 set gaskets and seals.

Generator, starter, magnetos and carburetor overhauled and tested.

Engine test run five hours and found satisfactory.

Certified airworthy.

Signed: "L. Rowley".

Copy

BRISBANE AVIATION CO. LTD.

18

Vancouver, B. C.
September 3, 1947.

District Inspector, Air Regulations,
Department of Transport,
420 Federal Building,
Vancouver, B. C.

Dear Sir:

This is to certify that I have air tested Cessna 140 CF-EHE. I executed all normal manoeuvers and the aircraft performed satisfactorily.

The weights were as follows:

Pilot	155 lbs.
Ballast	150 lbs.
Gas	60 lbs.
Oil	9 lbs.

Flight time - 30 minutes.

Yours truly,

"R. W. Berryman,"
Chief Pilot.

/RM

AC-5-61

22

5008-E8-5

OTTAWA, Ontario,
February 5th, ~~1947.~~ 1948.

REGISTERED

Messrs. C.C. Agar, A.H. Bent, A. Duncan,
and A. Stringer,
Penticton,
B.C.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-[redacted].

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,

(W. Graham),
Superintendent, Air Regulations.

cc. D.I.A.R. Vancouver, B.C.

CIVIL AVIATION
INFORMATION CIRCULAR

A15937

OTTAWA, ONT.
JUN 15
12[30] AM
1948
CANADA

C. P. [illegible]
FREE

C. C. AGAR,
~~BOX 1322,~~
~~PENTICTON~~, B. C.

PENTICTON
21
JUN 28
48
B.C.

not Rutland

5008-E 8-5

DEPARTMENT OF TRANSPORT
OTTAWA

2505
11-45

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Vancouver, B.C. (PLACE) 2 October, 1948. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E8-5	CF-EHE - Cessna 140 - Serial No. 9636 Okanagan Air Service.	5008-E8-5.

A27425

TRANSPORT-RECORDS
OCT 6 P.M.
File 5008-E8-5

D.A.S.,
Ottawa, Ont.

Attention: Controller Civil Aviation.

1. This is to advise that Certificate of Registration No. 4086 and Certificate of Airworthiness No. 1532 for the marginally noted aircraft have been renewed to be not valid after September 19, 1949. ✓

2. Attached find Inspection Report by Resident Inspector, A.I.D.

D.C.A.S.

P.
Attach-1.

Noted

24

Vancouver, B.C. 2 October, 1948.

5008-E8-5. CF-EHE - Cessna 140 - Serial No. 9636 5008-E8-5.
Okanagan Air Service.

D.I.A.R.,
Vancouver, B.C.

1. This aircraft was inspected at Kelowna, B.C. on September 20, 1948 for renewal of Certificates of Registration and Airworthiness.

2. Total time of aircraft since new - 1156:20 hrs.

3. Engine installed. Continental C85-12. Serial No. 22587-6-12.
Total time of engine since new - 1161:25 hrs.
Total time of engine since overhaul - 565:25 hrs.

4. Propeller installed. Sensenich. Serial No. K4167.

5. Instruments installed to specifications. Fire Extinguisher and Safety Belts installed. Compass swung.

6. Aircraft considered airworthy, and it is recommended that the Certificates of Registration and Airworthiness be renewed.

for (Resident Inspector, A.I.D.)

JB/p
cc: OCA

26

5008-E8-5

420 Federal Building,
Vancouver, B.C.,
22 October, 1947.

TRANSPORT-RECORDS
OCT 27 A.M.
File 5008-E8-5

Okanagan Air Services Ltd.,
280 Bernard Avenue,
Kelowna, B.C.

Dear Sirs:

This letter constitutes your temporary authority to operate Cessna 140 aircraft, CF-MMZ, for a period of thirty days, ending 21 November, 1947, pending re-issue of Certificates of Registration and Airworthiness for change of ownership.

Yours truly,

A30351

R. V.

District Inspector Air Regulations.

P.
cc: DAS, Ottawa. ✓

Inc. Co 1947

28

5008-BS-5.

420 Federal Building,
Vancouver, B.C.,
26 November, 1948.

Okanagan Air Services Ltd.,
280 Bernard Avenue,
Kelowna, B.C.

Dear Sirs:

This letter constitutes your temporary authority to operate Cessna 140 aircraft, CF-EHE, for a period of thirty days, ending 25 December, 1948, pending re-issue of Certificates of Registration and Airworthiness for change of ownership.

Yours truly,

for District Inspector Air Regulations.

cc: DAS.

Noted
AMW

COPY

27

OKANAGAN AIR SERVICES LTD.

280 Bernard Ave.
Kelowna, B.C.

November 29th, 1948.

District Inspector Air Regulations,
Department of Transport,
420 Federal Building,
Vancouver, B.C.

Reference No. 5201-O-1

Dear Sir:-

We hereby certify that John H. Horn, Vice-President, and Secretary of the Company, is authorized to sign the applications for re-registration of Cessna CF-GDU and Cessna CF-EHE in the name of Okanagan Air Services Ltd.

Yours faithfully,

"O.St.P. Aitkens"
O.St.P. Aitkens
Director.

"C.C. Agar"
C.C. Agar,
Director.

H

/RM

29

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4086

NATIONALITY AND REGISTRATION MARKS CF-EHE

1. Type and description	Cessna 140
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas.
3. Constructor's serial number	9636
4. Name of owner	C.C. Agar; A.H. Bent; A. Stringer; A. Duncan.
5. Address of owner	Penticton, B.C., Kelowna, B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Penticton, B.C., Kelowna, 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 5th 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-EHE and is of Canadian nationality.

Given at Ottawa this 30th day of November 19 46

J.P.S. [illegible]

Superintendent, Air Regulations.

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

Not valid after 5-8-47 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

Sept. 4th, 1947. Renewed to be not valid after Sept. 3rd, 1948.

R. Gauthier

District Inspector,
Air Regulations.

SEPT 21 1948 RENEWED TO BE NOT VALID AFTER 20 SEPT 1949

GC Gibson

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.

30

BILL OF SALE

To Whom It May Concern:

We, Carlyle Clare Agar, Arnold Harry Bent, Andrew Duncan and Alfred Stringer, hereby transfer to Okanagan Air Services Ltd., Kelowna, B. C., all rights in the Aricraft bearing registered markings CF-EHE, for the sum of One Dollar ($1.00) and other considerations, receipt of said sum being hereby acknowledged.

Witness as to all four signatures
H. Gerein
Clerk
Kelowna, B.C.

C. C. Agar
A. H. Bent
A. Duncan

Fuel - 8/11/48 - Rec # 20657

31

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 ..... OKANAGAN AIR SERVICES LTD. Jas A Dewar Pres & Secy

Date of Application ..... Sept. 27th, 1948.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
OKANAGAN AIR SERVICES LTD.	280 Bernard Ave., Kelowna, 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
Douglas Dewar, K.C.	President	Box 1131, Penticton, B.C.	Canadian
John H. Horn	Vice Pres.&Secy.	280 Bernard Ave, Kelowna, B.C.	"
Carlyle Clare Agar	Director	"	"
Ormonde St.P.Aitkens	"	"	"
Arnold H. Bent	"	201 Winnipeg St. Penticton, B.C.	"
James B. Kidston	"	Coldstream, Vernon, B.C.	"
Ernest E.Buckerfield,	"	2040 S.W.Marine, Vancouver, B.C.	"

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

Usual Station ..... Rutland

Date and place of manufacture or reconstruction ..... Aug. 1946 Wichita, Kansas, U.S.A.

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, 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: Cessna 140 Maker's No.: 9636

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	32:10	NA
Length o/a in feet	20:11	
Height o/a in feet	6:3	

Cubic Capacity (of Airship or Balloon): NA

Weight equipped, but without load, fuel, or oil: 869

Total weight authorized (fully loaded) in lbs: 1450 Air speed: 100 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Airspeed, Altimeter, Compass, Turn & Bank, Clock
2. Gauges: Gas, Oil Pressure, Oil Temperature, Tachometer
3. Lights: Navigation
4. Signals: Nil
5. Fire Extinguishers: 1
6. Parachutes: Nil
7. Tools: Nil
8. Other Equipment: Dual Controls

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	R.H.			
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: 20 September, 1948 at Kelowna, B.C. by Resident Inspector, A.I.D. for renewal of Certificate of Airworthiness.

Particulars accurate as corrected: Yes.

Modifications from type are indicated on annexed sheet: Nil

Registration recommended with the following special conditions:

Satisfactory

Date: 12 November, 1948

Signature: G.G. Wilson for D.I.A.R.

Registration approved and Registration Mark C.F. - EHE allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

32

2
6-46

420 Federal Building,
Vancouver, B.C. (PLACE) 1 December, 1948 (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E8-5	CF-EHE - Cessna 140 - Serial No. 9636 Okanagan Air Services Ltd.	5008-E8-5

TRANSPORT-RECORDS
DEC 6 A.M.
File 5008-E8-5

AC5284

D.A.S.
Ottawa, Ont.

1. Attached please find the following data:-

Application forms for re-registration (in duplicate)
Bill of Sale from Messrs Carlyle Clare Agar, Arnold H. Bent, A. Duncan and A. Stringer, Penticton, B.C. to Okanagan Air Services Ltd., 280 Bernard Ave., Kelowna, B.C.
Certificate of Registration No. 4086
Certificate of Airworthiness No. 1532.
Copy of temporary Certificates of Registration and Airworthiness valid for thirty days, ending 25 December, 1948.
Copy of letter of signing authority from Okanagan Air Services Ltd.

2. Fee of $5.00 was paid on 8 November, 1948, reference Financial Receipt No. 20857, which will be forwarded with the next Cash Book Folio Sheet.

3. Aircraft inspected on 20 September, 1948 by the Resident Inspector, A.I.D. at Kelowna, B.C. for renewal of Certificate of Airworthiness, and found to be airworthy.

4. May Certificates of Registration and Airworthiness be re-issued, please.

G. C. Upton
for D.C.A.S.

W.
Attach -7

Mrs Jones
for R. Reg HLP

1590(R)
1532(A)

/RM

34

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7590

NATIONALITY AND REGISTRATION MARKS CF-EHE

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	9636
4. Name of owner	Okanagan Air Services Ltd.,
5. Address of owner	280 Bernard Ave., Kelowna, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rutland, 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 22nd 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-EHE and is of Canadian nationality.

Given at Ottawa this 9th day of December 19 48.

Superintendent, Air Regulations.

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

Not valid after September 20th, 1949, unless endorsed.

FORM

Valid in Canada only.
Issued in lieu of U.S.
Dept. of Commerce.
Certificate of Airworthiness
for Export #S-10262 &
subject to the conditions
contained herein.

Valid for day
flying only.

33

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) (22.10.48) OKANAGAN AIR SERVICES LTD.
2. Christian name ~~C.C.--A.H.--Av.--Av.~~
3. Address 280 Bernard Ave., Kelowna, B.C.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-EHE

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series 140 Constructor's No. 9636
8. Place and year of construction of aircraft Wichita, Kansas.

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) 32' 10"
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6½"

ENGINES

18. Number installed: One
19. Makes: Continental
20. Types: C18-12
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 Sensich No. ..... ; Pitch ..... Diameter ..... }

25. Weight of aircraft empty (ncluding water in the radiators):	(a) Landplane	869 lbs.
	(b) Seaplane	..... lbs.
	(c) Skiplane	..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		150 lbs.
(a) Number of tanks	Two	
(b) Capacity of tanks	21 Imp. gals.	9 lbs.
27. Oil (at 9·0 lbs. per gallon)		
(a) Number of tanks	One	
(b) Capacity of tanks	1 Imp. gals.	170 lbs.
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		252 lbs.
		1450 lbs.
32. Maximum total weight authorized		1450 lbs.
Landplane		..... lbs.
Seaplane		..... lbs.
Skiplane		..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane Fourteen hundred & fifty 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 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 September 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.

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.

W & B REPT. INCLUDED IN C OF A (10.5.49)

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
		Aug. 5, 1947. Sept 3/48 September 20, 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

35

5008-E8-5

REGISTERED

OTTAWA, December 9th, 1948.

Okanagan Air Services Ltd.,
280 Bernard Ave.,
Kelowna, B.C.

Dear Sirs:

Enclosed please find Certificate of Registration No. 7590 and Certificate of Airworthiness No. 1532 for your Cessna 140 aircraft CF- [redacted], Serial No. 9636.

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 20th, 1949.

Yours truly,

NOTED
DEC 20 1948
Revenue Audit
Dept. of Transport

(S. Graham)
Superintendent, Air Regulations.

Encls.

P.S. Your attention is drawn to Information Circular T/8/39.

cc. D.C.A.S.,
Att: D.I.A.E. Vancouver, B.C.

W

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

36 2
2-48

420 Federal Bldg.,
Vancouver, B.C. (PLACE) May 10th, 1949. (DATE)

YOUR FILE	SUBJECT	OUR FILE
	CF-EHE - Cessna 140 - Serial No. 9636 Okanagan Air Services Ltd.	5008-E8-5

TRANSPORT-RECORDS
MAY 13 P.M.
5008-E8-5
File

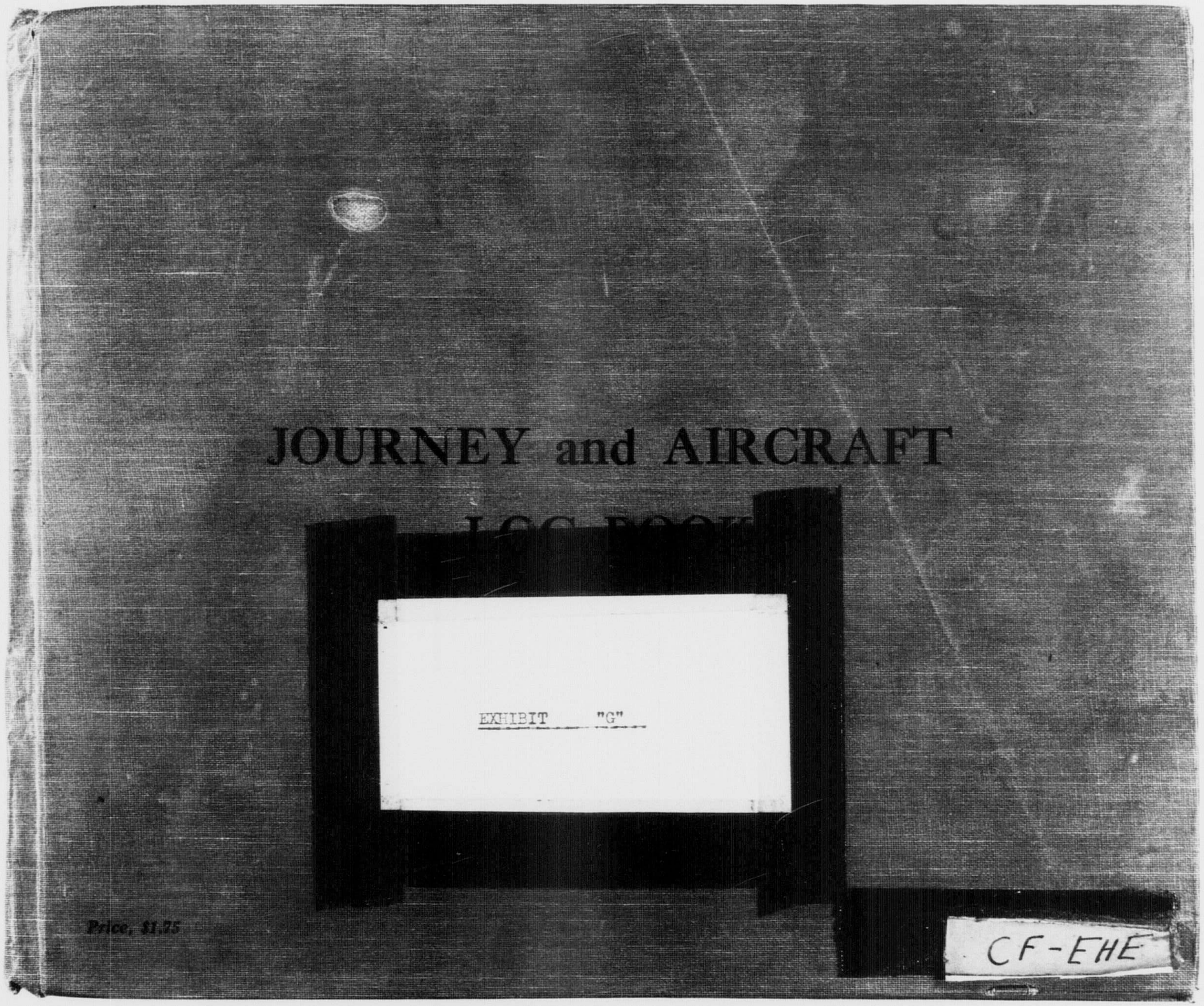
6048

D.A.S.
Ottawa.

1. This is to advise that Certificate of Airworthiness No. 1532 for the marginally noted aircraft has been amended to include a copy of the Weight and Balance Report and endorsed accordingly. ✓

for D.C.A.S.

noted


JOURNEY and AIRCRAFT
EXHIBIT "G"
Price, $1.75
CF-EHE

AIRCRAFT

1. Nationality CANADIAN
2. Registration marks CF- EHE
3. Certificate of Airworthiness No. 1533 dated 5TH SEPTEMBER 1946
4. Certificate of Registration No. 4086 dated 5TH SEPTEMBER 1946
5. Classification of Aircraft (Category, Subdivision) COMMERCIAL
6. Station Penticton and Kelowna
7. Owner C.C. AGAR
   A.H. BENT
   A DUNCAN
   A STRINGER
8. Address PENTICTON B.C
   PENTICTON B.C
   KELOWNA B.C.
   PENTICTON B.C
9. Nationality CANADIAN

DESCRIPTION OF THE AIRCRAFT

10. Builder CESSNA AIRCRAFT CO.
11. Type of aircraft CESSNA 140
12. Series No. 9636
13. Maximum span (flying position) 32'10"
14. Maximum length (flying position) 21'6"
15. Total height 6' 6 1/4"
16. Lifting surface
17. Maximum total weight authorized — Landplane 1450 lbs. / Seaplane ... lbs. / Skiplane ... lbs.
18. Weight empty — Landplane 869 lbs. / Seaplane ... lbs. / Skiplane ... lbs.
19. Pay load (with crew and full tanks) — Landplane 253 lbs. / Seaplane ... 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 21 GALS
24. Oil 1 GAL.
25. Flying hours at normal power (... pts. per B.H.P. hour)
26. Marks and types of engines CONTINENTAL C18-12
27. Normal revolutions 2575
28. Normal horse power 85
29. Airscrews 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. L. Williams

34. Superintendent Air Regulations

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
TIME BROUGHT FORWARD FROM FIRST LOG BOOK		
TOTAL TIME TO DATE APR 13-49		
1303:35	T. Duncan	

ENGINE No. 22587G-12

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				1303:35						
April 13/49	Ellison											
April 16-1949	✓	Anderson	1	1415	1430	.15	160	—	20	1	160	—
✓	✓	Wiles	—	1435	1450	.15	160	—	19	1	—	—
✓	✓	Anderson	1	1600	1610	.10	160	—	18	1	160	—
✓	✓	Anderson	1	1615	1715	1.00	160	—	17	1	160	—
April 17/49	Ellison	J. Macarthy	1	1205	13:05	1:00	165	—	20	1	160	—
"	"	Anderson	1	14:00	14:30	:30	160	-	15	1	158	—
"	"	R. Jolley		14:40	15:40	1:00	150	-	16	1	—	—
"	"	Anderson	1	15:45	16:00	:15	160	—	20	1	160	—
April 18-49	"	Benzer	—	1500	1520	.20	✓	—	20	1	—	—
"	"	Anderson	1	1750	1805	.15	✓	—	18	1	160	—
"	"	Anderson	1	1810	1825	.15	✓	—	16	1	160	—
" 25-49	Vancouver	Anderson	1	0930	1140	2.10	✓	—	20	1	160	—
" " "	Ellison	Anderson	—	1455	1635	1.40	✓	-	20	1	—	100
" 26-49	Vancouver	Anderson	—	1130	1330	2.00	✓	—	20	1	—	—
" 26-49	Ellison	Anderson	1	1340	1525	1.45	✓	—	20	1	160	—
" 27-49	Ellison	Snider	—	1030	1135	1:05	150	-	20	1	-	-
" 27-49	Ellison	Snider	—	19:00	20:00	1:00	150	-	20	1	-	-
" 29-49	Ellison Westbridge return	Anderson	1	17:00	18:15	1:15	160	-	20	1	160	-
" 29-49	Penticton	Anderson	1	12:40	13:15	:35	160	-	20	1	160	-
" 29-49	Ellison	Anderson	-	13:50	16:10	:20	160	-	18	1	—	-
'30-49	Ellison	C. Pare	1	15:20	16:15	:50	160	-	20	1	160	-
" 30-49	Ellison	N. Benzer	1	17:05	18:05	1:00	160	-	20	1	160	-
		Carried forward				1327:25						

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 Airworthy	K. D. Tarleton	D Anderson
April 20 Aircraft Inspected Airworthy	R E Snider #2514	D Anderson
April 25 Aircraft Inspected Airworthy	R E Snider #2514	D Anderson
April 28 25 hr inspection completed. All Controls Checked. Cables & Hinge Fittings. Landing Gear Checked. Wing Root Bolts Checked. Put Water in Battery Aircraft Airworthy	R E Snider.	D Anderson
Rudder Bushings Replaced.		

ENGINE No. 22587-6-12	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				1327:25						
May 1-49	Ellison	J. Fenwick	–	1450	15:15	:25	160	–	20	1	–	–
" 2-49	Vernon	R Snider	1	14:30	14:45	:15	160	–	20	1	160	–
" 2-49	Ellison	R Snider	1	15:15	15:35	:20	160	–	18	1	160	–
" 2-49	Ellison	R Snider	1	16:25	16:50	:25	160	–	20	1	160	–
" 4-49	Penticton	Anderson	–	09:40	10:00	:20	160	–	20	1	–	–
" 4-49	Ellison	Anderson	1	10:35	11:00	:25	160	–	19	1	160	–
" 4-49	Ellison	C Gray	–	14:00	15:30	1:30	160	–	20	1	–	–
" 5-49	Vernon	Snider	–	11:30	11:45	:15	160	–	20	1	–	–
" 5-49	Ellison	Snider	–	12:00	12:20	:20	160	–	19	1	–	–
" 7-49	Penticton	Jolley	1	11:30	11:55	:25	160	–	20	1	160	20
" 7-49	Ellison	Jolley	–	12:15	12:40	:25	160	–	18	1	–	–
" 8-49	Ellison	Benzer	1	09:50	10:40	:50	160	–	20	1	160	–
" 8-49	Ellison	Macarthy	–	13:00	13:25	:25	160	–	16	1	–	–
" 8-49	Ellison	Fenwick	–	14:20	15:05	:40	160	–	20	1	–	–
" 8-49	Ellison	Griffin	1	15:20	15:50	:30	160	–	17	1	160	–
" 8-49	Ellison	Griffin	1	16:15	17:15	1:00	160	–	13	1	160	–
" 8-49	Ellison	Snider	1	17:25	17:40	:15	160	–	12	1	160	–
" 10-49	Penticton	Anderson	–	13:45	14:05	:20	160	–	20	1	–	–
" 10-49	Vernon	Anderson	1	14:15	14:55	:40	160	–	19	1	160	–
" 10-49	Ellison	Anderson	–	15:30	15:45	:15	160	–	16	1	–	–
12-49	Comox	Snider	1	0990	12:20	2:40	160	–	20	1	160	30
12-49	Vancouver	Snider	1	12:40	13:30	:50	160	–	8	1	160	–
12-49	Ellison	Snider	1	15:30	17:30	2:00	160	–	28	1	160	–
		Carried forward				1342:55						

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 airworthy May 4-49	R.L. Schneider	
May 11/49 25 hr Check Completed. All Controls Checked Cables Inspected. Tail Wheel Inspected & greased. All control Hinges Checked. Landing Gear Inspected Aircraft Airworthy	R.L. Schneider	
May 13/49 Fuel Tank Sumps Drained. Propellor Revarnished.		

ENGINE No. 22587-6-12	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				1342:53						
May 13/49	Ellison	Snider	1	19:00	19:15	:15	160	-	20	1	160	-
" 13/49	Ellison	Snider	1	19:30	19:45	:15	160	-	20	1	160	-
" 15/49	Ellison	Benzer	1	10:45	11:45	1:00	160	-	20	1	160	-
" "	Ellison	Dewar	1	14:35	15:25	:50	160	-	16	1	160	-
"	"	Anderson	1	16:40	16:45	:35	160	-	12	1	160	-
"	"	"	1	19:40	19:55	:15	160	-	20	1	160	-
"	"	J Dawson	-	19:55	20:15	:20	160	-	20	1	-	-
" 16-49	Vernon	Anderson	-	09:30	09:50	:20	160	-	20	1	-	-
" 16-49	Ellison	Anderson	1	10:30	10:55	125	160	-	18	1	160	-
" 18-49	Ellison	Casian	-	17:10	17:50	:40	160	-	20	1	-	-
" 22-49	"	Anderson	1	14:55	15:15	:20	160	-	20	1	160	-
"	"	Anderson	1	15:20	15:35	:15	160	-	19	1	160	-
"	"	R Stewart	1	15:45	16:05	:20	160	-	18	1	160	-
"	"	A Stefanik	-	16:05	17:05	1:00	160	-	16	1	-	-
"	"	Anderson	1	17:15	17:35	:20	160	-	20	1	160	-
"	"	T Jones	1	17:40	18:10	:30	160	-	18	1	160	-
" 23-49	"	Anderson	1	1920	1950	:30	160	-	20	1	160	-
" 24-49	"	Anderson	1	15:00	15:35	:35	160	-	20	1	160	-
" 24-49	"	Benzer	1	15:45	16:05	:20	160	-	18	1	160	-
" " "	"	Anderson	1	16:20	16:45	:25	160	-	16	1	160	-
" 25-49	Penticton	Anderson	1	14:10	14:30	:20	160	-	20	1	160	-
" 25-49	Ellison	Anderson	1	14:35	15:00	:25	160	-	18	1	160	-
" " "	Ellison	Gray	-	15:55	16:15	:20	160	-	20	1	-	-
		Carried forward				1353:30						

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
May 18/49 Right Top Window Replaced Aircraft Inspected Airworthy	R.G. Schneider	D Anderson
May 25/49 Aircraft Inspected Airworthy	R.G. Schneider	D Anderson
		D Anderson
		D Anderson
		D Anderson
		D Anderson
		D Anderson
		D Anderson

ENGINE No. 22587-6-12	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				1353:30						
May 25-49	Ellison	Anderson	1	18:20	19:00	:40	160	—	16	1	160	—
May 26-49	"	Anderson	1	15:05	15:50	:45	160	-	20	1	160	-
" - "	"	Anderson	1	16:00	16:15	:15	160	-	17	1	160	-
" " "	"	Macdonald	—	16:15	16:45	:30	160	-	16	1	—	-
" " "	"	Anderson	1	17:50	18:05	:15	160	-	14	1	160	-
" " "	"	Carson	—	18:05	18:40	:35	160	-	11	1	—	-
" " "	"	Anderson	1	19:05	20:05	1:00	160	-	20	1	160	-
" " "	"	Anderson	1	20:10	20:45	:35	160	-	16	1	160	-
May 26-49	Ellison	Benzer	—	20:45	20:55	:10	160	-	12	1	—	-
" 27-49	Hope	Benzer	1	13:35	16:20	2:45	160	-	20	1	160	20
" " "	Vancouver	"	1	18:40	19:25	:45	160	-	9	1	160	20
" 30-49	Penticton	"	1	14:30	16:30	2:00	160	-	20	1	160	20
" " "	Ellison	"	1	17:00	17:25	:25	160	-	12	1	160	20
June 2-49	"	Snider	-	12:05	12:10	:05	160	-	8	1	—	-
" " "	Penticton	T Jones	1	16:35	17:00	:25	160	-	20	1	160	20
" " "	Ellison	T Jones	—	17:20	17:50	:30	160	-	18	1	—	-
" " "	Ellison	Anderson	1	18:40	19:25	:45	160	-	16	1	160	-
" " "	"	Anderson	1	19:40	20:50	1:00	160	-	13	1	160	-
" " "	"	Anderson	1	21:00	21:30	:30	160	—	8	1	160	-
June 4-49	Ellison	Anderson	1	16:40	17:25	:45	160	-	20	1	160	-
" " "	"	Anderson	1	20:00	20:25	:25	160	-	17	1	160	-
" " "	"	Anderson	1	20:30	20:50	:20	160	-	15	1	160	-
" 5 "	Ellison	Anderson	1	11:25	12:00	:35	160	-	20	1	160	-
		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
1353:30			D Anderson
1354:10	June 1-49 New Rib Assembly #1 Installed		D Anderson
1354:55	Tailwheel unit checked & Greased All Control		D Anderson
1355:10	Hinges & Cables Checked Landing Gear		W Mansfield
1355:40	Inspected Wheel bearings checked & Regreased		D Anderson
1355:55	Wing Attatchment Bolts checked Battery		D Anderson
1356:30	Water Cheked. Brake Fluid Added		D Anderson
1357:30	Aircraft Airworthy	R Schneider	D Anderson
1358:05			M Bauzer
1358:15			M Bauzer
1361:00			M Bauzer
1361:45			M Bauzer
1363:45			M Bauzer
1364:10			R Schneider
1364:15			D Anderson
1364:40			D Anderson
1365:10			D Anderson
1365:55			D Anderson
1367:05			D Anderson
1367:35			D Anderson
1368:20			D Anderson
1368:45			D Anderson
1369:05			D Anderson
1369:40			

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				1369.40						
June 5-49	Ellison	Snider	1	14:00	14:30	:30	160	-	18	1	160	-
" " "	"	"	1	14:35	15:00	:25	160	-	16	1	160	-
" " "	"	Fenwick	-	15:10	15:35	:25	160	-	14	1	-	-
" " "	"	Snider	1	15:55	16:15	:20	160	-	12	1	160	-
" " "	"	Snider	1	16:15	16:30	:15	160	-	10	1	160	-
June-6-49	Ellison	Anderson	1	10:00	10:45	:45	160	-	20	1	160	-
June 8-49	Ellison	Anderson	1	1440	15:45	1.05	160	-	20	1	160	-
" " "	Ellison	J. Ivens	1	19:30	2020	:50	160	-	16	1	160	-
June 9-49	"	Anderson	1	14:15	15:00	:45	160	-	20	1	160	-
June 10-49	Tulameen Mtn & Return	Snider	1	09:30	11:30	2:00	160	-	20	1	160	-
" " "	Ellison	Anderson	1	15:35	17:30	1:55	160	-	12	1	160	-
" " "	"	Wanderer	-	17:35	18:35	1:00	160	-	20	1	160	-
" " "	"	Snider	1	20:15	20:45	:30	160	-	18	1	160	-
June-11-49	Ellison	Anderson	1	13:35	14:15	:40	160	-	16	1	160	-
" " "	"	Tolley	1	15:10	16:15	1:05	160	-	14	1	160	-
" " "	"	Anderson	1	18:35	19:10	:35	160	-	20	1	160	-
June 12-49	Ellison	Anderson	1	10:20	11:10	:50	160	-	18	1	160	-
" " "	"	Snider	1	11:55	12:10	:15	160	-	15	1	160	-
" " "	"	Fenwick	=	13:30	14:15	:45	160	-	14	1	-	-
" " "	"	Sretanik	-	15:50	16:10	:20	160	-	11	1	-	-
" " "	"	Snider	1	16:45	17:00	:15	160	-	10	1	160	-
" " "	"	Snider	1	17:15	17:20	:15	160	-	9	1	160	-
June-14-49	Ellison	Anderson	1	14:25	14:50	:25	160	-	20	1	160	-
		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
1370:10			R.E. Snider
1370:35			R.E. Snider D. Anderson
1371:00			
1371:20			R.E. Snider
1371:35	June-8-49. Controls & Control Hinges Checked		R.E. Snider D. Anderson
1373-20	Landing Gear & Tailwheel Assembley Inspected		
1373:25	Aircraft Inspected Airworthy	R.E. Snider	D. Anderson
1374:15			J.W. Iverno
1375:00			D. Anderson
1377:00			R.E. Snider
1378:55	June 14-49 200 hr check completed. All		D. Anderson
1379:55	control hinges & cables checked. Landing		D. Anderson
380:25	Gear & Tires checked Brakes & Brake lines		R.E. Snider
381:05	checked Battery water replenished. Tail		D. Anderson
:82:10	wheel unit inspected & Greased Wing & wing		D. Anderson
82:45	strut Attachments checked. Safety Belts		D. Anderson
83:35	checked Aircraft Airworty	R.E. Snider	D. Anderson
83:50			R.E. Snider
84:35			D. Anderson
84:55			D. Anderson
:85:10			R.E. Snider
85:25			R.E. Snider
85:50			D. Anderson

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				1382:50						
June-18-49	Ellison	Anderson	1	11:40	12:35	:55	160	-	20	1	160	-
" " "	"	"	1	15:40	16:25	1:15	160	-	16	1	160	-
" " "	"	Snider	1	16:30	16:45	:15	160	-	12	1	160	-
June-19-49	Ellison	McCarthy	1	06:10	08:30	2:20	160	-	20	1	100	-
" " "	"	Anderson	1	10:45	17:30	:45	160	-	20	1	160	-
" " "	"	Anderson	1	11:45	12:30	:45	160	-	17	1	160	-
" " "	"	Anderson	1	13:05	13:15	:10	160	-	14	1	160	-
" " "	"	Anderson	1	13:45	13:50	:05	160	-	13	1	160	-
" " "	"	Springer	-	13:50	14:10	20	160	-	13	1	-	-
" " "	"	Anderson	1	14:20	14:30	:10	160	-	12	1	160	-
" " "	"	Anderson	1	15:40	16:55	1:15	160	-	12	1	160	-
" " "	"	Anderson	1	18:35	18:50	:15	160	-	20	1	160	-
" " "	"	Wanderer	-	18:50	19:45	:55	160	-	19	1	-	-
June-22-49	Princeton	Jones	1	14:55	15:35	:40	160	-	20	1	160	-
" " "	Ellison	Jones	1	16:55	17:30	:35	160	-	17	1	160	-
" " "	"	Wanderer	-	18:55	19:45	:50	160	-	15	1	-	-
" " "	"	Anderson	1	20:05	20:25	:20	160	-	12	1	160	-
" " "	"	Wanderer	-	20:25	21:00	:35	160	-	11	1	-	-
June-23-49	Ellison	Fenwick	-	17:00	17:35	:35	160	-	20	1	-	-
June-25-49	"	Anderson	1	15:00	15:15	:15	160	-	18	1	160	-
" " "	"	Snider	1	17:40	18:15	:35	160	-	17	1	160	-
" " "	"	Anderson	1	18:25	18:40	:15	160	-	15	1	160	-
" " "	"	Snider	1	18:45	19:00	:15	160	-	14	1	160	-
		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
			D Anderson
1386:45			D Anderson
1388:00	June-20-49 Aircraft Inspected Airworthy	R E Snider	R E Snider
1388:15			T. Jr Carthy
1390:35	June-26-49 - Control Hinges checked - Tires s		D Anderson
1391:20	Landing Gear checked. Tailwheel Assembly checked		D Anderson
1392:05	Aircraft Inspected Airworthy	R E Snider	D Anderson
1392:15			D Anderson
1392:20	June 30-49 Stbd Wing Top Surface Redoped		D Anderson
1392:40	Aluminum Dope - R E Snider		D Anderson
1392:50			D Anderson
1394:05			D Anderson
1394:20			D Anderson
395:15			T Jones
395:55			T Jones
196:30			D Anderson
197:20			D Anderson
97:40			D Anderson
98:15			D Anderson
98:50			D Anderson
99:05			R E Snider
99:40			D Anderson
99:55			R E Snider
0:10			

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			14[illegible]	:10						
June-26-49	Ellison	Wanderer	–	08:35	10:50	1:15	160	–	20	1	–	–
" " "	"	Anderson	1	14:35	15:15	:40	160	–	15	1	160	–
" " "	"	Anderson	1	16:15	16:25	:10	160	–	12	1	160	–
" " "	"	Anderson	1	18:00	19:30	1:30	160	–	20	1	160	–
June-30-49	Ellison	Wanderer	–	15:53	16:58	:55	160	–	14	1	–	–
" " "	"	Gray	–	17:45	18:45	1:00	160	–	20	1	–	–
" " "	"	Anderson	1	19:45	20:50	1:05	160	–	16	1	160	–
" " "	"	"	1	21:00	21:15	:15	160	–	12	1	160	–
July-1-49	"	Anderson	1	11:25	12:15	:50	160	–	20	1	165	–
" " "	Ellison	Snider	1	12:30	12:45	:15	160	–	17	1	160	–
" " "	"	Anderson	1	13:00	13:30	:30	160	–	16	1	160	–
" " "	"	Chapin	1	15:35	16:35	1:00	160	–	14	1	160	–
July-2-49	Ellison	Anderson	1	12:15	12:50	:35	160	–	10	1	160	–
" " "	"	"	1	14:15	14:30	:15	160	–	20	1	160	–
" " "	"	"	1	14:50	15:35	:45	160	–	19	1	160	–
" " "	"	Lingford	–	15:50	16:00	:10	160	–	16	1	–	–
" " "	"	Wanderer	–	16:05	17:00	:55	160	–	15	1	–	–
July-3-49	Ellison	Wanderer	–	11:20	12:25	1:05	160	–	20	1	–	–
" " "	"	Anderson	1	13:00	14:10	1:10	166	–	16	1	160	–
" " "	"	"	1	14:30	14:45	:15	160	–	12	1	160	–
" " "	"	Lingford	–	14:55	15:15	:20	160	–	11	1	–	–
" " "	Penticton	Tolley	1	15:35	16:00	:25	160	–	20	1	160	–
" " "	Ellison	Tolley	1	17:40	18:05	:25	160	–	18	1	160	–
		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
1401:25	July-1-49 - Brake Fluid Added		D Anderson
1402:65			D Anderson
1402:15	July-3-49 - Aircraft Inspected Airworthy	R Schneider	D Anderson
1403:45			D Anderson
1404:40	July-4-49 225 hr. check completed. New wheel		D Anderson
1405:40	Bearing - Cone Installed on Stbd wheel outside.		D Anderson
1406:45	Wheel Bearings Removed cleaned & Regreased.		D Anderson
1407:00	All control Hinges checked. Tailwheel unit checked		D Anderson
1407:50	Tires checked. Battery water Replenished.		D Anderson
1408:05	Propellor cleaned & checked. Aircraft Airworthy	R Schneider A-2514	R Schneider
1408:35			D Anderson
1409:35			W. Chapin
410:10			D Anderson
410:25			D Anderson
411:10			D Anderson
11:20			D Anderson
12:15			D Anderson
3:20			D Anderson
4:30			D Anderson
14:45			D Anderson
415:05			D Anderson
415:30			R. Polley
15:55			R. Polley

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				14/15:55						
July-3-49	Ellison	Stefanik	-	18:20	18:50	:30	160	-	16	1	-	-
" " "	"	Snider	1	19:40	19:55	:15	160	-	14	1	160	-
" " "	"	Snider	1	20:30	20:45	:15	160	-	13	1	160	-
" " "	"	Anderson	1	20:50	21:15	:25	160	-	12	1	160	-
July-6-49	Ellison	Anderson	1	14:50	15:00	:10	160	-	20	1	160	-
" " "	"	Kyle	1	15:00	15:30	:30	160	-	19	1	160	-
" " "	"	Anderson	1	18:30	19:10	:40	160	-	17	1	160	-
July-7-49	Ellison	Anderson	1	10:10	12:45	2:30	160	-	20	1	160	-
" " "	"	Johns	1	15:00	15:20	:20	160	-	10	1	160	-
" " "	"	Anderson	1	19:30	20:10	:90	160	-	20	1	160	-
" " "	"	Conklin	-	20:15	20:50	:35	160	-	17	1	160	-
July-9-49	Ellison	Anderson	1	11:10	11:45	:35	160	-	20	1	160	-
" " "	"	Anderson	1	16:10	17:00	:50	160	-	18	1	160	-
July-10-49	Ellison	"	1	11:00	11:10	:10	160	-	14	1	160	-
" " "	"	"	1	11:30	11:50	:20	160	-	13	1	160	-
" " "	"	Conklin	-	11:50	13:10	1:20	160	-	20	1	-	-
" " "	"	Snider	1	13:15	13:40	:25	160	-	15	1	160	-
" " "	"	Harsent	-	13:50	14:20	:30	160	-	13	1	-	-
" " "	"	Anderson	1	15:10	17:45	2:25	160	-	20	1	160	-
" " "	"	Anderson	1	17:50	18:00	:10	160	-	10	1	160	-
" " "	"	Barlee	-	18:05	18:50	:45	160	-	20	1	-	-
" " "	"	Benzer	-	20:00	20:21	:20	160	-	17	1	-	-
" " "	"	Wanderer	-	20:25	20:55	:30	160	-	16	1	-	-
		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
1416:25	July 10-49 Aircraft Inspected Airworthy	R S Snider	D C Anderson
1416:40			R S Snider
1416:55			R S Snider
1417:20			D C Anderson
1417:30			D C Anderson
1418:00			F. Kyle
1418:40			D C Anderson
1421:10			D C Anderson
1421:30			D C Anderson
1422:10			D C Anderson
1422:45			D C Anderson
1423:20			D C Anderson
424:10			D C Anderson
24:20			D C Anderson
424:40			D C Anderson
26:00			R S Snider
26:25			D C Anderson
6:55			D C Anderson
9:20			D C Anderson
9:30			D C Anderson
30:15			R. Bleger
30:35			D C Anderson
31:05			

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				1431:05						
July-10-49	Ellison	Benzer	-	21:00	21:10	:10	160	-	14	1	-	-
July-13-49	"	Gray	-	13:40	14:20	:40	160	-	13	1	-	-
July-14-49	Ellison	Lingford	-	10:50	11:50	1:00	160	-	20	1	-	-
" " "	"	"	-	13:15	13:50	:35	160	-	16	1	-	-
" " "	Vernon	Anderson	-	14:00	14:15	:15	160	-	14	1	-	-
" " "	Ellison	"	1	14:20	14:40	:20	160	-	13	1	168	40
" " "	"	Conklin	-	19:30	20:20	:50	160	-	12	1	-	-
" " "	"	Anderson	1	20:30	20:45	:15	160	-	20	1	168	-
" " "	"	Conklin	-	20:45	21:00	:15	160	-	19	1	-	-
" " "	"	Benzer	1	21:05	21:20	:15	160	-	18	1	160	-
July-16-49	Penticton	Anderson	1	14:05	14:35	:30	160	-	20	1	160	20
" " "	Orville	"	1	15:05	15:30	:25	160	-	18	1	160	20
" " "	Ellensburg	"	1	16:00	17:30	1:30	160	-	16	1	160	20
July-17-49	Wenatchee	Anderson	1	15:15	15:35	:20	160	-	10	1	160	20
" " "	Orville	"	1	16:25	17:35	1:10	160	-	20	1	160	20
" " "	Penticton	"	1	17:40	18:00	:20	160	-	15	1	160	20
" " "	Ellison	"	1	18:15	18:40	:25	160	-	14	1	160	20
July-18-49	Ellison	Harsent	-	14:10	14:55	:45	160	-	12	1	160	-
" " "	"	Lingford	-	15:10	15:50	:40	160	-	20	1	-	-
July-19-49	Ellison	Ivens	1	10:35	11:05	:30	160	-	17	1	160	-
" " "	"	Barlee	-	18:25	18:45	:20	160	-	15	1	-	-
" " "	"	Gray	-	18:50	20:15	1:25	160	-	14	1	-	-
July-20-49	Ellison	Lingford	-	13:50	14:25	:35	160	-	20	1	-	-
		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
1431:15	July-15-49 All Controls Surfaces & Hinges		N. Berger.
1431:55	Inspected Landing Gear Checked Tires &		D Anderson
1432:55	Brakes Checked. Battery Checked		D Anderson
1433:30	Cockpit Cleaned. Tailwheel Assembly Checked.		D Anderson
1433:45	Aircraft Airworthy.	R Schneider.	D Anderson
1434:05			D Anderson
1434:55	July-22-49 Registration Letters On Top Stbd		D Anderson
1435:10	wing Repainted. Engine Cowl Repainted		D Anderson
1436:25	with Dulux Cossack Red. Aircraft Inspected		D Anderson
1435:40	Airworthy	R Schneider.	N Berger.
1436:10			D Anderson
1436:35			D Anderson
1438:05	July 27-49 Red Stripping On Fuselage & Tail		D Anderson
1438:25	& Registration Letters On Top Port Wing		D Anderson
1439:35	Repainted with Dulux Cossack Red. R S		D Anderson
1439:55			D Anderson
1440:20			D Anderson
1441:05			D Anderson
1441:45			J. B. Ivens.
1442:15			D Anderson
1442:35			D Anderson
1444:00			D Anderson
1444:35			

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				1444:35						
July 23-49	Ellison	Gray	–	14:10	15:20	1:10	160	–	18	1	–	–
" " "	Ellison	Conklin	–	16:15	16:53	:40	160	–	13	1	–	–
July-24-49	Ellison	Marshall	–	14:05	14:46	:35	160	–	20	1	–	–
" " "	"	Wanderer	–	16:10	16:40	:30	160	–	18	1	–	–
" " "	"	Barlee	–	16:50	17:05	:15	160	–	16	1	–	–
" " "	"	Anderson	1	17:10	17:20	:10	160	–	15	1	160	–
" " "	"	Fenwick	–	17:50	18:15	:25	160	–	14	1	–	–
July-27-49	"	Kyle	1	16:40	17:00	:20	160	–	12	1	160	–
" " "	"	Anderson	1	18:30	18:45	:15	160	–	10	1	160	–
" " "	"	Anderson	1	18:45	19:00	:15	160	–	8	1	160	–
" " "	"	Lingford	–	19:20	20:45	1:25	160	–	20	1	–	–
" " "	"	Johns	1	20:50	21:10	:20	160	–	14	1	160	–
" 28·49	CRESTON	ANDERSON	1	0830	1020	1·50	160	–	20	1	160	–
" " "	ELLISON	ANDERSON	1	1630	1825	1.55	160	–	20	1	160	–
" " "	"	DEWAR	1	1955	2020	.25	160	–	20	1	160	–
July-29-49	Ell Princeton	Grisson	1	15:45	16:35	:50	160	–	18	1	160	–
" " "	Ellison	Grisson	1	18:15	19:00	:45	160	–	14	1	160	–
July-30-49	Ellison	Conklin	–	16:40	17:10	:30	160	–	11	1	–	–
" " "	"	Barlee	–	17:20	18:50	1:30	160	–	20	1	–	–
July-31-49	Ellison	Conklin	–	14:55	15:55	1:00	160	–	14	1	–	–
" " "	"	Lingford	–	19:25	20:50	1:25	160	–	20	1	–	–
" " "	"	Banger	1	20:50	21:05	:15	160	–	15	1	160	–
Aug 1-49	Ellison	Snider	1	10:00	10:15	:15	160	–	14	1	160	–
		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
1445:45	July-27-49 - Aircraft Inspected Airworthy	R.E. Snider	D Anderson
1446:25			D Anderson
1447:00			D Anderson
1447:30	July 30-49 - Battery water Added. Brake Fluid		D Anderson
1447:45	Added. Flap Handle Repainted. R.S.S.		D Anderson
1447:55	Aircraft Inspected Airworthy	R.E. Snider.	D Anderson
1448:20			D Anderson
1448:40			J. Lyle
1448:55			D Anderson
1449:10			D Anderson
1450:35			D Anderson
450:55			Lt John
52:45			D Anderson
54:#6			D Anderson
58:05			Mr. F. Dewar.
55:55			G. H. Griffin
6:40			G. H. Griffin
7:10			D Anderson
8:40			D Anderson
9:40			D Anderson
:05			D Anderson
:20			M Burgess
:35			R Snider

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				196:35						
Aug-1-49	Ellison	Wanderer	-	15:25	16:10	:45	160	-	20	1	-	-
" " "	"	Anderson	1	18:35	20:00	1:30	160	-	17	1	160	-
" " "	"	Conklin	-	18:05	18:25	:20	160	-	15	1	-	-
" " "	"	Snider	1	20:30	20:45	:15	160	-	14	1	160	-
Aug-2-49	"	Snider	-	16:30	16:45	:15	160	-	13	1	-	-
Aug-3-49	Ellison	Snider	1	12:20	13:35	:15	160	-	20	1	160	-
" " "	"	Snider	1	12:45	14:00	:15	160	-	19	1	160	-
" " "	"	Benzer	1	15:30	15:50	:20	160	-	18	1	160	-
" " "	"	Snider	1	17:05	17:30	:25	160	-	17	1	160	-
" " "	"	Budd	1	17:40	17:55	:15	160	-	15	1	160	-
" " "	"	Conklin	-	18:30	19:00	:30	160	-	20	1	160	-
" " "	"	Benzer	1	19:10	19:30	:20	160	-	18	1	160	-
" " "	"	Benzer	1	19:35	20:00	:25	160	-	16	1	160	-
" " "	"	Anderson	1	20:05	20:50	:45	160	-	14	1	160	-
Aug-4-49	Ellison	Anderson	1	13:00	13:15	:15	160	-	11	1	160	-
" " "	"	Anderson	1	13:45	14:50	1:05	160	-	20	1	160	-
" " "	"	Hall	-	14:50	15:00	:10	160	-	16	1	-	-
" " "	"	Anderson	1	15:55	16:10	:15	160	-	15	1	160	-
Aug-5-49	Vernon	Tollee	1	10:10	10:25	:15	160	-	14	1	160	-
" " "	Ellison	Tollee	1	14:30	14:50	:20	160	-	13	1	160	-
" " "	Ellison	Snider	1	19:30	19:45	:15	160	-	12	1	160	-
		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
			D Anderson
1462:20			D Anderson
1463:50	Aug-6-49 Aircraft Inspected Airworthy	R G Snider	D Anderson
1463:10			R G Snider
1463:25			R G Snider
1463:40			R G Snider
1463:55			R G Snider
1464:10			W Benger
1464:30			R G Snider
1464:55			D Anderson
1465:10			D Anderson
1465:40			D Anderson
1466:00			W Benger
1466:25			D Anderson
1467:10			D Anderson
1467:25			D Anderson
1468:30			D Anderson
1468:40			D Anderson
1468:55			D Anderson
1469:10			D Anderson
1469:30			R G Snider
1469:45			
	Note Aug 6 Time (taken from Time Sheet) is 2h 15m.		
	SUN		

BRISBANE AVIATION COMPANY LIMITED

INSTRUMENT SERVICE DEPARTMENT

Tachometer

C A L I B R A T I O N C H E C K & O V E R H A U L R E P O R T

MAKE Stewart Warner MODEL _____ SERIAL NO. _____

OWNER Okanagan Air Services Limited, Penticton, B.C. WORK ORDER NO. 1387

PARTS REPLACED	WORK DONE
	Drive tightened, adjusted.

CALIBRATION		REMARKS
	Error	
0	0	
500	0	
1000	0	
1500	0	
2000	0	
2500	0	

DATE RECEIVED September 24, 1947. DATE RELEASED September 30, 1947.

REPAIRED BY BJH RELEASED BY BJH

INSPECTION RELEASE CERTIFICATE

AIRCRAFT MATERIALS

I hereby certify that the materials listed below, or on the accompanying invoices, have been selected from properly classified stock, representative samples of which have been tested to prove conformity with the appropriate specification; and that documentary evidence of the tests or release certificates from the country of origin are on file in the records of this office.

Date December 12, 1946. Signed K. Thomas.
Approved Inspector.

BRISBANE AVIATION COMPANY LIMITED.

NATURE OF MATERIAL	QUANTITY	SPECIFICATION
Federal Skis, #A1850	1 set	
Shock Cord & Cable Rigging, #A1850	1 set	
Axle Bushings for Cessna 140	1 set	

Okanagan Air Services,
Penticton, B.C.

Serial No. 1008

R 17

INSPECTION RELEASE CERTIFICATE

CANADIAN AEROPLANE COMPONENTS
(Including Airscrews)

(For Aeroplanes having Canadian Type Approval)

(Not required for components forming part of a complete aeroplane)

I hereby certify that the components listed below 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.

DESCRIPTION	AEROPLANE TYPE & MODEL	DRAWING AND ISSUE NO.
Two - 600x6 4-ply Goodyear Aircraft Casings #N882453N #L034853N	Sesna 140	Commercial Tire Co. Ltd. Inv. #30445 - Aug. 20/47.

Signed: L. G. Vernon L.G. VERNON
Chief Inspector

20th August, 1947. DATE

COMMERCIAL TIRE CO. LTD.

Jeffree & Jeffree Ltd.
775 HOMER STREET
Vancouver, B. C.

INSPECTION RELEASE CERTIFICATE FOR AIRCRAFT ACCESSORIES, INSTRUMENTS AND PARTS, INCLUDING REPAIRS

BETTS ELECTRIC LIMITED
AUG 8 1947
MATERIAL RECEIVED
By Allen Date 8 Aug 47
Price Approved By
PAYMENT
Check No. Date
Job Name Airpark
Job No.
Billed Out By
Date

ISSUED TO

Betts Electric,

Penticton, B. C.

I hereby certify that the materials covered by our documents listed below are in good order, and that their conformity to approved type is substantiated either by my own inspection and test or by a satisfactory documentary evidence from the original source of supply.

1 DR Generator, Model 1101875, Serial 10119
1 DR Regulator #11118259

OVERHAULED AND TESTED

Release Note #198
Invoice No.
Job 82775
Date August 6th, 1947
Your order #5188

Signed for and on behalf of:

JEFFREE & JEFFREE LTD.

Chief Inspector.

BETTS ELECTRIC LIMITED
RECEIVED
AUG 8 1947

ENGINE LOG BOOK

ENGINE TYPE C 85 - 12 No. 2255

EXHIBIT "H"

PRICE $1.75

CF-FHE

ENGINE

Type CONTINENTAL Series or Mark C-85-12

Maker's Serial Number 22587-6-12

Gear Reduction Ratio 1-1

Direction of Rotation of Airscrew R.H. Tractor

	Normal	Maximum
R.P.M. Airscrew	2450	2575
B.H.P.		85

Weights:—

	lbs.
Engine bare	
Airscrew hub	
Starter	
Starting Magneto	
Carburettor	
Air intake	
Exhaust System	
Generator	
Total	182

NOTE:—
Where weight of components are not available, only the total weight need be given, but the items not included in this total weight are to be crossed out.

Certified correct ..... Date .....

MAKER

Name CONTINENTAL Motors Corporation

Address Muskegon, Michigan

OWNER

Name OKANAGAN AIR SERVICES Ltd.

Address c/o Three Gables Bldg. Penticton BC.

Nationality British

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
			TIME BROUGHT FORWARD FROM	
			TEMPORARY LOG.	
			TOTAL TIME TO DATE 581:00	
			A. Stung CW A2172.	
Aug. 23/47		15	ENGINE INSPECTED & FOUND TO	
		15	BE AIRWORTHY.	A. Stung CW A2172.
		20		
		30		
	1	20		
Aug 24		50		
		45		
		10		
		30		
		15		
		15		
		20		
		25		
		25		
		30		
		15		
	1	00		
		40		
		20		
Aug 25/47		20		

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	9	40	Total from previous Summary	581	00	Total from previous Summary			Total from previous Summary		
			Total this Double Page	9	40	Total this Double Page			Total this Double Page		
			TOTAL	590	40	TOTAL			TOTAL		

2 DATE	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Aug 25/47		20		
"	1	00		
"		20		
"		10		
"		20		
"		15		
"		40		
"	1	00		
"		15		
Sept 3/47		30	Engine removed from aircraft	
	5	00	and gen. completed major overhaul	
			by Canadair Limited - Cunworthy -	
			Ground run 5 hours - Test flown	
			½ hour. Certified Cunworthy	L. Pooley
SEPT. 5/47	1	35	ENGINE AIRWORTHY	A. Page
SEPT. 5/47		35		
SEPT. 5/47		30		
SEPT 6/47		25		
Sept 6/47		20		
" "		15		
" "		30		
" "		35		
" "		40		
SEP 7-47		30		
" " "		30		

Vancouver A.M.F., B.C.
September 3, 1947.

LOG BOOK ENTRY

The following work was completed on the Continental engine, Model C-85, Serial #22587-6-12, by Brisbane Aviation Company Limited, Vancouver Civic Airport, B.C., September 2nd, 1947.

Engine completely dismantled, cleaned and inspected. All steel parts magnafluxed.

Engine re-assembled and the following new parts installed with proper release notes.

4 only Exhaust guides
1 set Piston rings
1 set main bearing shells
1 set con rod bearing shells
1 only starter clutch and gear
1 set brass thrust washers
1 set gaskets and seals.

Generator, starter, magnetos and carburetor overhauled and tested.

Engine test run five hours and found satisfactory.

Certified airworthy.

Signed L. Rowley

DATE		DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	TURE AND INTMENT
SEP. 9/47	1 55		
"	25		
"	20		
"	30		
"	40		
"	45		
"	25		
"	15		
SEP 11/47	25		
"	20		
"	40		
"	25		
SEP 12/47	50		
"	50		
"	100		
"	30		
SEPT. 13	20	ENGINE OIL DRAINED, OIL FILTER CLEANED	
"	25	TACH. DRIVE REMOVED & CHECKED. ENGINE	
"	25	AIRWORTHY —	A. T. Long - A2172.
"	30		
"	1 00		
"	25		

TOTAL TIME FOR DOUBLE PAGE	29 35	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
		Total from previous Summary	590	40	Total from previous Summary	—		Total from previous Summary		
		Total this Double Page	29	35	Total this Double Page	25	15	Total this Double Page		
		TOTAL	620	15	TOTAL	25	15	TOTAL		

4

DATE	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
				A = C
SEP-13-47		20		
SEP-14-47		20		
" "	3	20		
SEP 15-47	4	25		
" "		20		
" "		30	TACHOMETER ECCATIC — TURN NEEDLE U/S	
			TRIM TAB IN WRONG POSN.	G. Duncan
SEPT. 15-47		25		
SEPT. 17-47		35	ENGINE INSPECTED & FOUND	
			TO BE AIRWORTHY	A Young FT2172.
SEPT 17-		20		
SEPT 18		20		
SEPT 18		50		
SEPT 19		25		
SEPT 20		20		
" "	1	00		
" "		20		
" "		30		
" "		15		
" "		15		
" "		35		
SEP21-47	1	00		
" "		45		
" "		15		
" "		30		
" "		25		
" "		30		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
SEP21.47	-	15		
"		15		
"		15		
"		15		
"		25		
"		20		
"		15		
"		30		
"		15		
"		20		
"		05		
"		55		
SEP22.47		15		
"		15		
SEP23.47	1	15	ENGINE OIL DRAINED - TANK FLUSHED - FILTER	
"		15	REMOVED AND CLEANED AND REPLACED - NEW OIL PUT IN.	A-Thung A2172.
SEP24.47		45	ENGINE AIRWORTHY	A-Thung - A2172.
		30	TURN NEEDLE U/S DUE TO SHORT IN	
		45	INSULATION. INSULATION TAPED AND	
		15	TURN NEEDLE CHECKED AS WORKING	A-Thung - A2172.
		15	FREELY.	
SEP25.47		30		
SEP26/47		15		

TOTAL TIME FOR DOUBLE PAGE	28	25

	Time since manufacture Hrs.	Mins.	Since cpte. overhaul Hrs.	Mins.	Since top overhaul Hrs.	Mins.
Total from previous Summary	620	15	25	15		
Total this Double Page	28	25	21	25		
TOTAL	648	40	53	40		

6

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
SEP 26-47		15		
"		15		
SEP 27-47		30		
"		15		
"		30		
"		45		
SEP 28-47		55		
"		40		
"		30		
"		45		
"		20		
"	2	25		
"		15		
"		15		
"		15		
"		15		
"		15		
"		45		
"		15		
"		15		
"		15		
SEPT. 29-47	~~1~~	~~20~~		
SEPT. 29-47		20	ENGINE INSPECTED. SPARKING PLUGS	
		20	REMOVED. CLEANED. RE-GAPPED & RE-INSTALLED	
SEP 30-47	1	00	ENGINE RUNNING.	A. Stungis AB172.
		50		
		30		
OCT 1-47		30		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Oct 1-47		25		
"		30		
"		15		
"		25		
Oct 3-47		25		
Oct 4-47	1	15		
"		30		
"		30		
"		30		
"		10		
Oct 5/47		45		
"		30	Oct. 5-47 ENGINE INSPECTED & FOUND	
"		40	TO BE AIRWORTHY.	A. F. Lange FL 2172
"		40		
"		15		
"		15		
"		20		
"		15		
"		15		
"		15		
"		15		
"		45		
"		45		
"		15		

TOTAL TIME FOR DOUBLE PAGE	25	20	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
			Total from previous Summary	648	40	Total from previous Summary	53	40	Total from previous Summary		
			Total this Double Page	25	20	Total this Double Page	25	20	Total this Double Page		
			TOTAL	674	00	TOTAL	79	00	TOTAL		

8

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Oct-6-47	1	45		
"	1	45		
"	2	30		
"		20		
"		20		
"	1	00		
Oct-7-47		45		
"		30		
"		30		
"		30		
"		35		
Oct 8-47		25		
"	1	40		
"	1	40		
Oct 9-47	1	00	ENGINE OIL DRAINED - FILTER REMOVED AND	
"	1	00	CLEANED. TANK FLUSHED. FILTER REPLACED	
Oct 10-47		25	NEW OIL PUT IN.	
"		25		
"		30		
Oct-11-47		30		
"		35		
"		30		
Oct 12-47	1	10	Engine Inspected airworthy	R. F. Zaidman
		45		
		10		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Oct-12		15		
Oct-13-47		45		
"		45		
"		15		
Oct. 14		15		
"		10		
Oct-15-		45		
" 17		30		
Oct 16		30		
Oct. 19		25	Eng ind Chopped Satisfactorily	
"		30		
"		25		
"		15		
"		15		
"		30		
"		30		
"	1	30		
Oct-20		20		
	1	00		
Oct. 21		30		
	1	00		
Oct-22		30		
		45		
		10		
TOTAL TIME FOR DOUBLE PAGE	38	30		

	Time since manufacture Hrs.	Mins.	Since cpte. overhaul Hrs.	Mins.	Since top overhaul Hrs.	Mins.
Total from previous Summary	674	00	79	00		
Total this Double Page	38	30	38	30		
TOTAL	712	30	117	30		

10 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Oct-23-47		25		
Oct-24-47	2	30		
Oct-25-47	4	00		
" " "		35	Engine Oil Drained - Oil Filter Removed	
Oct-26-47		20	Cleaned & Replaced - Tank Flushed	
" " "		15	New Oil Put in. O.K.	
Oct 26/47		25	Engine Inspected Generally	R.F. Laidman
Oct 26-47		35		
" "		40		
" "		45		
" "	1	15		
" "		15		
Oct. 29-47		20		
"		30		
"		30		
Oct 30-47		20		
"		15		
2-11-47		15	Engine Inspected Generally	R.F. Laidman
"	1	00		
"		30		
"		45		
"		30		
"		15		
"		30		
"		10		
"		20		

DATE	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Nov 3	2	30		
Nov 8	3	00		
Nov. 9		30	Engine Inspected, Spark Plugs Removed.	
"	1	00	Cleaned, Re-Gapped and Re-Installed	
"	1	00	Engine Airworthy.	A. Stange A2.72.
Nov 11		45		
"	1	00		
"		30		
Nov 12-47		15		
"		20		
"		30		
"		30		
Nov 13		15		
"		30		
Nov 14		45		
Nov 15	——		Carb. Heat Control Bracket Removed.	
Nov 16		25	Repaired & Replaced. Prop # K0177	
		50	Removed and Prop'd K4167	
		20	Installed. & Traced.	
		30	Engine Inspected & Found To	
		25	Be Airworthy.	A. Stange
		10		
		55		
		20		

TOTAL TIME FOR DOUBLE PAGE	35	45	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
			Total from previous Summary	712	30	Total from previous Summary	117	30	Total from previous Summary		
			Total this Double Page	35	45	Total this Double Page	35	45	Total this Double Page		
			TOTAL	748	15	TOTAL	153	15	TOTAL		

12 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Nov 16-47		40		
Nov-18-47		30		
Nov-20-47		30		
Nov 21-47	1	00		
"		20		
"		20		
"		30		
Nov 22-47		20		
Nov-23-47		40		
"		30		
"		30		
"		20		
Nov 24-47		30	ENGINE OIL DRAINED, TANK FLUSHED, OIL	
"	1	00	FILTER SCREEN CLEANED, NEW OIL PUT IN	
"		20	AND ALL SAFETY DEVICES CHECKED. WINTERIZATION	
Nov 26-47		25	KIT INSTALLED. ENGINE AIRWORTHY/	A Thing to Repair
"		35		
Nov 27-47		40		
"		30		
"		40		
Nov 28-47		30		
"		35		
Nov 29-47		35		
"		35		
Nov 30/47		30		
"		30		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Nov. 30/47		25		
"		30		
"		15		
"		20	DEC. 3/47	
DEC 4		30	PORT. MAG. REMOVED, POINTS REMOVED,	
			CLEANED, AND RE-PLACED. MAG. RE-INSTALLED	
			& TIMED. ENGINE RAN UP AND CHECKED OK.	A Stung A2172.
			DEC. 5/47 AIRSCREW # K1467 REMOVED AND	
			AIRSCREW K0177 INSTALLED AND TRACKED	
			WITHIN LIMITS. AIRCRAFT TEST FLOWN	
			AND ENGINE AIRWORTHY.	A.S Stung A2172
DEC 6 47		40		
"		10		
DEC 7.47	1	00		
"	1	60		
"		25	DEC. 9, 1947 POINTS CLEANED ON	
DEC 9 47		30	PORT MAGNETO ENGINE RUN UP & FOUND	
DEC 11 47		30	TO BE C.R. ENGINE INSPECTED & FOUND	
"		20	TO BE AIRWORTHY.	A.S Stung - A2172
"		45		
"		30		
"		20		
DEC. 13		45		
DEC. 14 47		35		

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.
	23	40

Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary	748	15	Total from previous Summary	153	15	Total from previous Summary		
Total this Double Page	23	40	Total this Double Page	23	40	Total this Double Page		
TOTAL	771	55	TOTAL	176	55	TOTAL		

14 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
DEC-14-47	1	30		
" " "	1	10		
Dec. 17/47		30	Dec. 17/47 Spark Plugs Re-moved	
		30	and Reconditioned Set Installed,	
Dec 18/47		35	Engine Inspected and found	
"		40	to be Airworthy.	A Stung-
"		30		A2172
Dec 19-47		20	Dec 19/47 Engine Oil Drained.	
" "		15	Oil Pressure Filter Removed. Cleaned	
" "		35	and Re-Installed. Fuel Filter Removed.	
Dec 20-47		25	Cleaned and Re-Installed. New	
" "		20	Oil S.A.E 30 Put in Tank. Engine	
Dec 21-47		30	Inspected and found to be Airworthy.	A Stung- A2172
Dec. 21-47		30		
" 21-47	1	00		
" 21-47		25		
Dec. 22/47			Engine Inspected and found to be	
Dec 23-47		15	Airworthy.	A-Stung- A2172
" "		25		
Dec 26-47		40		
"		10		
"		45		
Dec 25-47		45		
"		35		
"		30		
"		15		
"		15		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
DEC.29.47	1	15		
"		10		
"		30		
DEC.30/47			ENGINE INSPECTED AND FOUND TO BE	
DEC 31.47	1	00	AIRWORTHY.	A. Stung - 32172
JAN 2-48		35		
"		15		
JAN 3-48		40		
"		15		
"		30		
JAN 4-48		35		
"		40		
"		30		
"		15		
"		15		
"		15		
JAN 6-48		30		
JAN 7-48		45		
JAN 8/48		30	ENGINE INSPECTED AND FOUND TO BE	
"		15	AIRWORTHY.	A. Stung
"		30		
JAN 9-48		20		
"		30		
"		10		

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	26	30	Total from previous Summary	771	55	Total from previous Summary	176	55	Total from previous Summary		
			Total this Double Page	26	30	Total this Double Page	26	30	Total this Double Page		
			TOTAL	798	25	TOTAL	203	25	TOTAL		

16 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
JAN. 11/48		50		
"		25		
"		20		
"		20		
JAN 13-48		25	JAN. 13/47 ENGINE INSPECTED AND	
JAN. 14-48	1	05	FOUND TO BE AIRWORTHY.	A. Stringer
" "		50		AZ12E.
JAN. 16-48		45		
JAN. 17-48	1	30		
" " "		25		
" " "		35		
" " "		10		
JAN 18-48		10		
"		50		
"		25		
"		25		
JAN 19-48		20		
JAN. 20-48		10	ENGINE OIL DRAINED, TANK FLUSHED; OIL PRESSURE	
JAN. 21-48		10	FILTER REMOVED AND CLEANED. FUEL FILTER CLEANED,	
JAN. 23-48		30	FILTERS RE-INSTALLED AND SAFTIED. ONE GALLON	
JAN. 24-48		25	S.A.E # 20 OIL POT IN. SPARK PLUGS	
JAN 25-48		30	REMOVED AND RECONDITIONED SET INSTALLED	A. Stringer
"		50	ENGINE AIR WORTHY.	AZ12E.
"		20		
"	1	50		
"	1	30		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
	15	25		
JAN. 25/48		20		
"		20		
JAN. 26/48	1	00	NEW CONDENSER INSTALLED IN PORT	
JAN 27-48	2	10	MAGNETO - FUEL FILTERS CLEANED -	
"	1	35	ENGINE INSPECTED AND FOUND TO	H. S. Leigh A2172
JAN. 28/48		35	AIRWORTHY.	
JAN 29/48	1	05		
JAN 31-48		40		
"		35		
FEB. 1-48		20		
"		10	FEB. 2, 1948	
"		30	AIRCRAFT ENGINE INSPECTED AND	
"		30	FOUND TO BE AIRWORTHY.	A. Leigh A2172
"		35		
"	1	30		
"		10		
"		35		
"		15		
FEB. 6/48		30		
"		20		
"		30		
"		25		
"		10		
FEB. 11/48		30		

TOTAL TIME FOR DOUBLE PAGE	31	25	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
			Total from previous Summary	799	25	Total from previous Summary	203	25	Total from previous Summary		
			Total this Double Page	31	25	Total this Double Page	31	25	Total this Double Page		
			TOTAL	829	50	TOTAL	234	50	TOTAL		

18 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
FEB. 11/48		30	ENGINE INSPECTED AND FOUND	
FEB. 12/48		20	TO BE AIRWORTHY.	A. Stung — A2172.
"	1	00		
"		35		
"		30		
"		30		
FEB 13, 1948		/	ENGINE OIL DRAINED, OIL PRESSURE FILTER	
FEB. 14, 48		15	REMOVED AND CLEANED. FUEL FILTER	
" "		15	REMOVED AND CLEANED. ENGINE GIVEN	
" "		15	INSPECTION. FILTERS REPLACED AND	
FEB 15, 1948		40	SERVICED. ONE GALLON AVIATION "65"	
"		30	OIL POT IN TANK.	
"		15	ENGINE RON UP, IDLING SYSTEM	
			SET. ENGINE FOUND TO BE AIRWORTHY.	A. Stung — A2172.
FEB 16, 1948		30		
"		30		
"		30		
FEB. 19, 1948	1	25		
"		45		
FEB. 20, 1948		45		
FEB 21, 1948	1	00		
FEB. 22-48		20		
"		20		
"		05		
"		25		
FEB. 23-48		40		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
FEB.23.48		25'	ENGINE INSPECTED. ONE QUART OIL	
FEB.27/48		30	ADDED. ENGINE AIRWORTHY.	A. Stange A2172.
FEB.28/48	1	55		
"		25'		
FEB 29/48	1	10		
"		25'		
"		35'		
"		30		
"		30		
MAR 3/48		30		
"		30		
"		30		
MARCH 3/48			ENGINE INSPECTED AND FOUND TO BE	
MARCH 4/48	2	00	AIRWORTHY. ONE QUT. OIL ADDED	A. Stange A2172.
"		25'		
"	1	55'		
MARCH 6/48		30		
MARCH 9/48		55'		
"		50		
MARCH 10/48		30	ENGINE INSPECTED & FOUND TO	
"		30	BE AIRWORTHY.	A. Stange A2172
MARCH 11/48	1	00		
		35'		
MARCH 15/48		20		
TOTAL TIME FOR DOUBLE PAGE	30	15'		

	Time since manufacture Hrs.	Mins.	Since cpte. overhaul Hrs.	Mins.	Since top overhaul Hrs.	Mins.
Total from previous Summary	829	50	234	50		
Total this Double Page	30	15'	30	15		
TOTAL	860	05'	265'	05'		

20 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
MARCH 15/48	1	10		
MARCH 16/48		40	ONE QUART OIL ADDED TO FILL TO	
"		80	PROPER LEVEL.	A. Stung A2172
MARCH 17/48		25		
"		15		
"		15		
"		30		
"		45		
MARCH 18, 1948		25		
MARCH 20, 1948		25		
"		20		
MARCH 21/48		30		
"		10		
"		10		
"		10		
"		10		
MARCH 22/48		30		
MARCH 24/48		10	ENGINE TEST (AIRSCREW)	A. Stung A2172
"		25		
"		30		
MARCH 26/48		20	ENGINE INSPECTED & FOUND TO BE	A. Stung A2172
"		20	AIRWORTHY.	
"	1	30		
MARCH 26/48		40		
"		15		
"		10		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
MARCH 24/48		15		
"		15		
"		15		
MARCH 27/48	2	15		
"	1	30		
MARCH 28/48		15		
"		20		
"		10		
"	1	20		
"		20		
"		30		
"		15		
"		15		
"		15		
"		15		
"		15		
"		15		
"		15		
"		30		
"		15		
"		15		
"		15		
MARCH 29/48		30		
"		20		
"		30		

TOTAL TIME FOR DOUBLE PAGE	23	30	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
			Total from previous Summary	860	03	Total from previous Summary	265	03	Total from previous Summary		
			Total this Double Page	23	30	Total this Double Page	23	30	Total this Double Page		
			TOTAL	883	33	TOTAL	288	33	TOTAL		

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DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
MARCH 31/48		15'	ENGINE INSPECTED & FOUND TO	A. S. Long -
APRIL 3/48		32'	BE AIRWORTHY.	A2172
APRIL 4/48		30		
"		40		
"		15'		
"		30		
"		15'		
"		15'		
APRIL 6, 1948		50		
"		50		
"		15'	APRIL 7, 1948 ENGINE INSPECTED &	
"		15'	FOUND TO BE AIRWORTHY.	A. Stung - A2172
APRIL 8, 1948		35'		
"		10		
"		15'		
APRIL 9, 1948		30		
APRIL 10, 1948		20		
APRIL 15, 1948	2	00		
"	2	00		
APRIL 17, 1948		50	ENGINE OIL DRAINED, PRESSURE FILTER REMOVED	
"		30	CLEANED & REPLACED, FUEL FILTER	
APRIL 15/48		15'	REMOVED, CLEANED, REPLACED SPARK	
"		15'	PLUGS REMOVED & RECONDITIONED SET	
"		35'	INSTALLED. ENGINE AIRWORTHY.	
"		50	ONE GALLON AVIATION #40 OIL	A. Stung - A2172
"		20	PUT IN.	

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
APRIL 1/48		15'		
"		15'		
APRIL 1/48		25'		
"		20		
APRIL 2/48		40		
"		10		
APRIL 23/48		20		
"		20		
"		20		
"		15'		
"		20		
APR. 24/48		20		
"		20		
"		25'		
APRIL 25/48		15'		
"		30		
"		40		
"		20		
APRIL 26/48		25'		
"		25'		
APRIL 27/48			FUEL FILTER REMOVED & CLEANED. ENGINE	
APRIL 3/48		15'	INSPECTED & FOUND TO BE AIRWORTHY.	FL. Sgt. J. 92172.
"		20		
"		15'		

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	23	00	Total from previous Summary	883	35'	Total from previous Summary	288	35'	Total from previous Summary		
			Total this Double Page	23	00	Total this Double Page	23	00	Total this Double Page		
			TOTAL	906	35'	TOTAL	311	35'	TOTAL		

24 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
APRIL 30/48		20		
"		15		
"		15		
MAY 1, 1948		40		
"		30		
MAY 2, 1948	1	00		
"		30		
"		15		
"		15		
"		35		
"		15		
"		15		
"		30		
"		30		
MAY 8/48		50		
MAY 9/48		20	ENGINE INSPECTED & FOUND TO BE	
MAY 10/48	1	30	AIRWORTHY.	H. Stringer A2172
"	1	10		
MAY-12-48		35		
"		15		
"		20		
"		40		
"		30		
MAY-16-48	1	20	ENGINE INSPECTED & FOUND TO BE	H. Stringer
"		30	AIRWORTHY.	A2172
"		10		
"		20	14 50	

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
MAY-16-48	1	00		
"		15		
"		15		
"		30		
MAY-20-48		35		
		45		
MAY-21-48		40		
MAY-22-48		15		
"		45		
MAY-23-48		30		
"		20		
"		15		
"		30		
"		15		
"		15		
"		15		
"		15		
"		25		
"		30		
NOV 24 48	1	35	ENGINE OIL DRAINED, FILTER CLEANED, FUEL	
"		15	FILTER CLEANED, ENGINE INSPECTED	
"		15	& FOUND AIRWORTHY.	
"		15	ENGINE OIL ADDED TO FULL MARK	E. J. Long -
"		15	11 05 ON DIP STICK.	A2172

TOTAL TIME FOR DOUBLE PAGE	26 00	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
		Total from previous Summary	906	35	Total from previous Summary	311	35	Total from previous Summary		
		Total this Double Page	26	—	Total this Double Page	26	—	Total this Double Page		
		TOTAL	932	35	TOTAL	337	35	TOTAL		

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DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
MAY 24-48		30		
"		35		
"		50		
MAY-25-48		35		
"		12		
"		50		
"		20		
May 26-48		50		
"	1	10		
"		50		
"		30		
"		45		
"	1	55		
May 27-48		30		
"		40		
"		30		
"	1	20		
"		45		
MAY-28-48		30	ENGINE INSPECTED & FOUND	
"		10	AIRWORTHY.	L A King
"		30		A2172
May 30-48	3	25		
"	3	00		
"		10		
"		15		
"		35		
MAY-31-48		20	2.2.22	

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
MAY 31-48	2	00		
"	1	45		
"	2	05		
"	1	25		
JUNE 1-48	1	10		
"		30		
JUNE 3-48		30		
"		30		
JUNE 4-48		30		
"		45		
"		30		
"		30		
"		25		
"		30		
JUNE 5-48		30		
"		30		
"		20		
"		35		
"		20		
"	1	15		
JUNE 6-48	1	40	JUNE - 6, 1948 - ENGINE INSPECTED &	
"	1	25	FOUND TO BE SERVICEABLE	A. Stung - 92132
"		15		
"		15		
"		40	21.25	

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	43	50	Total from previous Summary	932	35	Total from previous Summary	337	30	Total from previous Summary		
			Total this Double Page	43	50	Total this Double Page	43	50	Total this Double Page		
			TOTAL	976	25	TOTAL	381	20	TOTAL		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
JUNE 6-48	1	00		
"		40		
JUNE 7-48	1	55		
"	1	35		
"	1	30		
"		30		
"		30		
JUNE 8-48		30		
"		30		
"		30		
JUNE 11/48		10	SPARK PLUGS REMOVED, CLEANED & RE-GAPPED.	
JUNE 13/48		30	ENGINE INSPECTED. PLUGS INSTALLED.	
JUNE 14-48		35	ENGINE RUN UP & FOUND TO BE	A.S. Lunge — A2172
"		10	AIRWORTHY.	
"		10		
"		15		
"		20		
"		20		
JUNE 15-48		30		
JUNE 15-48	—	—	ENGINE INSPECTED & FOUND TO BE AIRWORTHY.	A.S. Lunge A2172.
JUNE 17-48		30		
JUNE 18-48	1	10		
"	1	25		
JUNE 19-48	1	30		
"	2	00		
JUNE 20-48		30		
JUNE 22-48		15	19 30	

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
June 22 41		30		
		30		
			ENGINE Oil DRAINED, FILTER CLEANED and	
			REPLACED; ONE IMPERIAL GAL. GRADE 80 OIL	
			PUT IN Oil TANK - G.R.	
July 1st/48			Engine inspected — Unnecessary	R.R. Landman
July 2		20		
"		35		
"		30		
"		25		
July 3-48	2	00		
"	1	55		
July 4-48		30		
"		30		
"		30		
"	1	00		
"	1	15		
"		25		
"		30		
"		20		
July 5-48		30		
"		30		
"		35		
July 8-48	2	00	1520	

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	34	50	Total from previous Summary	976	25	Total from previous Summary	381	25	Total from previous Summary		
			Total this Double Page	34	50	Total this Double Page	34	50	Total this Double Page		
			TOTAL	1011	15	TOTAL	416	15	TOTAL		

30 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
July-8-48	1	35		
"		15		
"		30		
July 9/48		20	Engine Inspected Aeronautz	R.R. Taubman
"		45		
"	1	10		
"		25		
"		30		
"		30		
"		25		
July-12-48	2	00		
July-13-48	2	45		
"		30	OIL TANK DRAINED & FLUSHED. FILTER	
July-14-48		50	REMOVED, CLEANED & REPLACED. ONE QAL	
"		30	IMP 80 OIL PUT IN. R.R.	
"		30		
July-15-48	2	10		
167.4		45	Plugs changed-Engine inspected Aircraft	R.R. Taubman
"	1	00		
"		30		
July-17-48	1	40		
"		20		
"		25		
July-18-48		20		
July-19-48	1	05		
-20-48		25		
July 21-48	4	00	27.10	

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
July 22	1	15		
July 23/48		25	Engine Inspected plugs changed	R. V. Davidson
July 24-48	2	20		
July 25-48	2	30		
"	2	30		
"		20		
"		30		
"		40		
July 26-48		45		
"		30		
"		30		
July 28-48	1	30	July 28/48. Engine Oil Drained. Tank	
July 28-48		15	Flushed. Fuel Filter Cleaned.	
"		35	Port Mag Removed. Points Cleaned.	
"		15	Mag. Re-Installed Timed Tobnine.	
July 29-48	1	45	One Gallon Gray Band Oil Put in.	
"	1	45	Engine found Airworthy.	A. Stringer A2172
"	1	10	July 29/48 - Engine Airworthy.	A. Stringer A2172
July 31-48	1	00		
"	1	00		
"		20		
"		20		
Aug 1	4	15		
Aug 2	3	10	29.35	
TOTAL TIME FOR DOUBLE PAGE	56	45		

Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary	1011	15	Total from previous Summary	416	15	Total from previous Summary		
Total this Double Page	56	45	Total this Double Page	56	45	Total this Double Page		
TOTAL	1068	00	TOTAL	473	00	TOTAL		

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DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Aug 3-48	2	30		
Aug 4-48		40		
Aug 5-48	2	40	Engine Inspected & found ok	R. H. Laidman
Aug 7-48	1	55		
Aug 8-48	5	10		
" 11-48		30		
" 12-48		35	Engine Inspected & found ok	R. H. Laidman
Aug. 14-48		30	ENGINE OIL DRAINED. TANK FLUSHED.	
" 15-48		30	FILTER Removed, Cleaned and Replaced	
" 16-48		50	One gal Grade 80 OIL Put in. C.D.	
Aug 17-48	4	50		
Aug 18-48		30		
Aug. 19. 48	2	25	Engine Inspected - & found ok	R. H. Laidman
Aug 20-48		45		
Aug 22-48	4	20		
Aug 24-48	1	25		
Aug 26/48	2	00	Engine Inspected & found ok	R. H. Laidman
Aug 27/48	1	00		
Aug 28/48	1	40		
Aug 29/48	3	45		
Aug 30/48		30	ENGINE OIL DRAINED. TANK FLUSHED	
Aug 31/48	1	30	OIL FILTER REMOVED AND CLEANED.	
SEP 1/48	3	40	ONE GAL. GRADE 80 IMP. OIL PUT IN. C.D.	
Sept 2/48	4	00	Engine Inspected & found ok	R. H. Laidman
SEP 4/48	5	00		
SEP 5/48	3	35		
	57	05		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
SEP 6/48	2	15		
"		15		
"		25		
"		30		
"		30		
"		30		
"		25		
"		25		
SEP 7/48	1	45		
"	1	45		
"		35		
SEP 8/48	2	30		
"		30	ENGINE O.L DRAINED, TANK FLUSHED, FILTER	
"		30	REMOVED, CLEANED AND REPLACED. ONE CAN	
"		15	NEW OIL PUT IN. GASOLINE FILTER	
SEP 9/48		05	REMOVED, CLEANED & REPLACED - O.K.	
SEP 9/48		30	Engine Inspected Generally	R. H. Landrum
SEP 10/48	2	10		
"	2	05		
SEP 13/48	1	00		
SEP 14/48	2	00		
"		35		
SEP 15/48	2	00		
"	1	00	24.30	
TOTAL TIME FOR DOUBLE PAGE	81	35		

	Time since manufacture Hrs.	Mins.	Since cpte. overhaul Hrs.	Mins.	Since top overhaul Hrs.	Mins.
Total from previous Summary	1068	00	473	00		
Total this Double Page	81	35	81	35		
TOTAL	1149	35	554	35		

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DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
SEP 16/48		15		
SEPT. 17/48			SPARK PLUGS REMOVED AND RECONDITIONED	
SEP. 18/48	1	00	SET INSTALLED.	
SEP. 19/48		45	ENGINE INSPECTED AND FOUND	
"		30	TO BE AIRWORTHY	H. Stinger
"	1	00		A2172.
"		15		
SEPT. 20/48	6	15	THIS TIME TO BE ADDED TO TOTAL	
SEP-20-48		40	AS PREVIOUSLY MISSED IN ENTRY	
SEP-21-48		15	FOR SEPT. 12, 1948.	H. Stinger
"	2	30		
"		50		
SEP-22-48	1	40		
	3	00		
SEP-25-48	2	15	SEPT. 23/48 - ENGINE OIL DRAINED	
SEP-26-48	1	20	TANK FLUSHED. OIL FILTER REMOVED	
			& CLEANED. ONE GALLON AVN. 80	H. Stinger -
			OIL PUT IN TANK.	A2172.
SEPT. 30, 1948			ENGINE INSPECTED & FOUND TO BE	
			AIRWORTHY.	H. Stinger
TOTAL TIME	1173:05		TOTAL - CORRECTED TIME ON	A2172.
OCT-1-48	1	50	ENGINE AS OF SEPT. 30, 1948	
OCT-2-48	2	50	IS 1178:05	
OCT-3-48	3	15	TOTAL TIME SINCE OVERHAUL	
OCT-4-48		25	IS 5'78:05 — H. Stinger	
OCT-5-48		15	ENGINE AIRWORTHY	H. Stinger
	1181	40		A2172

Vancouver A.M.F., B.C.
October 23, 1948.

LOG BOOK ENTRY

The following work was completed on the Continental engine, Model C-85, Serial #22587-6-12, by Brisbane Aviation Company Limited, Vancouver A.M.F., B.C., October 22nd, 1948.

Engine completely dismantled, cleaned and inspected. All steel parts magnafluxed. Engine re-assembled to manufacturer's clearances and the following new parts installed.

2 only exhaust valves
2 only intake valves
4 only exhaust valve guides
1 only set con rod bearings
1 only set main bearings
1 only set thrust washers
1 only set piston rings
1 only gasket and seal set
8 only rocker arm bushings

Magneto, Serial #46-6080 overhauled and tested
Magneto, Serial #46-5722 " " "
Generator, Serial #5445 " " "
Starter, Serial #5681 " " "
Carburetor, Serial #380167-2 " " "

Engine installed in test stand and run four hours and found satisfactory.

Certified airworthy.

L. Pawley

DATE	Time Run Hrs.	Time Run Mins.	[illegible] OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Oct. 8/48	1	50		
Oct 9/48	3	50		
Oct 10/48	2	30	£94:50	
Oct. 12/48		15		
Oct. 13/48			ENGINE INSPECTED & FOUND FAIRWORTHY.	H.A. Long A2172
Oct. 14/48	2	30		
Oct 22/48	4	00	Test run time	L. Bowley
Oct. 23/48	1	40	VOLTAGE CONTROL WIRES CROSSED	
Oct. 24/48	1	05	GENERATOR REMOVED AND INSPECTED	
Oct. 25-48		55	VOLTAGE CONTROL REMOVED AND INSPECTED	
Oct 27/48			GENERATOR & VOLTAGE CONTROL RE-ASSEMBLED	
Oct. 28/48	3	00	TO ENGINE - ENGINE RAN UP & FOUND AIRWORTHY.	H. J. Long -
Oct 31/48	1	05	Oct. 27, 1948 -	A2.172.
Oct. 3/48	2	55	PRIMING LINE TO CARB. REMOVED	
Nov 2/48		45	AND END FITTING SILVER SOLDERED ON.	
Nov 3/48	1	10	PRIMING LINE RE. INSTALLED & FOUND	
Nov 5/48	1	55	SATISFACTORY. WORK SHEETS	H. Long - A2172.
Nov 6/48	1	30	Oct. 30 - 1948 - NEW OIL SEAL	
Nov 7/48	3	25	PART # 54504 INSTALLED	
Nov. 8/48	2	10	ON FRONT OF CRANKSHAFT. ENGINE	
Nov. 9/48	1	15	RAN UP & FOUND SERVICEABLE	H. Long - A2172
Nov. 10/48	2	25		
Nov. 11/48	1	00	ENGINE INSPECTED & FOUND AIRWORTHY	H. Long A2172

TOTAL TIME FOR DOUBLE PAGE	73	15	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
			Total from previous Summary	1149	55	Total from previous Summary	864	55	Total from previous Summary		
			Total this Double Page	73	15	Total this Double Page			Total this Double Page		
			TOTAL	1222	30	TOTAL	30	15	TOTAL		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS, ETC.	SIGNATURE AND APPOINTMENT
Nov. 14/48	3	15'		
Nov. 16/48	—		ENGINE O.I. DRAINED. TANK FLUSHED.	
Nov. 21 '48		20	FUEL FILTER CLEANED. OIL FILTER	
Nov 24/48	1	55'	CLEANED, ONE GALLON AVN. = 65'	
Nov 25'/48		35'	OIL DT. IN TANK. ENGINE	
Nov 28/48	1	45'	INSPECTED & FOUND TO BE AIRWORTHY.	A2172
"		10	Nov. 22, 1948- ENGINE AIRWORTHY.	A2172.
Nov 29/48	1	15'		
Dec 1 '48		30		
Dec. 4/48		55'		
Dec. 8/48	2	25'		
Dec. 12/48		15'	Dec. 10/48- ENGINE AIRWORTHY.	A2172
"		30'		
Dec. 15'/48	1	15'		
Dec. 19/48	1	05'	ENGINE INSPECTED & FOUND AIRWORTHY.	A2172.
Dec 26/48	2	30	Dec. 22/48 -	
Dec. 27/48	1	40	ENGINE INSPECTED & FOUND	A2172.
Dec 29/48	1	30	TO BE AIRWORTHY.	
Dec 30/48		30		
Dec 31/48	2	35	ENGINE INSPECTED & FOUND AIRWORTHY	A2172
Jan 2-1949	2	45		
Jan 3- 49	2	35		
Jan 4- 49		30		
Jan 5-49	1	35'		
	32	25'		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
JAN 9-49	3	30	JAN. 11, 1949-	
JAN 5/49	1	15	GENERATOR + VOLTAGE CONTROL	
JAN. 16/49	2	00	REMOVED, CLEANED INSPECTED	
JAN 19/49	1	05	+ RE. INSTALLED. GENERATOR	
JAN 19/49	2	35	CHECKED + FOUND TO	
JAN 22/49			FUNCTION NORMALLY.	
JAN 24/49	2	30	ENGINE AIRWORTHY.	A. Stringer A2172
JAN 25/49	1	30	JAN 21/49-	
JAN 27/49	2	05	ENGINE OIL DRAINED. TANK FLUSHED.	
JAN 29/49		25	OIL FILTER REMOVED. CLEANED + REPLACED	
JAN 30/49	2	45	FUEL FILTER CLEANED. ONE GALLON	
FEB. 1/49	1	40	RUN. @ 65° OIL PUT IN. SPARK PLUGS	
FEB 4/49	5 4	40	REMOVED, CLEANED. RE. GASKETED +	
FEB 4/49	2	05	RE. INSTALLED. ENGINE	
FEB. 1/49		40	AIRWORTHY.	A. Stringer A2172.
FEB 12/49		35	JAN 28/49 - ENGINE INSPECTED + FOUND	
FEB. 13/49	2	50	TO BE AIRWORTHY.	A. Stringer A2172
FEB. 1/49		10	FEB. 11/49 - ENGINE INSPECTED	
FEB. 19/49		45	+ FOUND AIRWORTHY.	A. Stringer A2172
FEB 26/49		45	FEB. 19/49 - ENGINE INSPECTED +	
FEB 27/49		25	FOUND AIRWORTHY.	A. Stringer A2172
FEB 28/49		25	FEB. 27/49 - ENGINE INSPECTED	
FEB 28/49	1	00	+ FOUND AIRWORTHY.	A. Stringer A2172
MARCH 1/49		20		

TOTAL TIME FOR DOUBLE PAGE	64	45	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
			Total from previous Summary	1222	50	Total from previous Summary	30	15	Total from previous Summary		
			Total this Double Page	64	45	Total this Double Page	64	45	Total this Double Page		
			TOTAL	1287	35	TOTAL	95	00	TOTAL		

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DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
MARCH./49		15'		
MARCH 3/49		30		
MARCH 4/49		35'		
MARCH 5/49	1	10	ENGINE INSPECTED & FOUND AIRWORTHY	A. Stringer A2172
MARCH 6/49	2	20		
MARCH 9/49	1	45'		
MARCH 12/49	1	45'	ENGINE INSPECTED & FOUND AIRWORTHY.	A. Stringer A2172
MARCH 13/49	2	20		
MARCH 22/49		15'	ENGINE INSPECTED & FOUND AIRWORTHY.	A Stringer A2172
MARCH 24/49		30		
MARCH 27/49		20		
MARCH 28/49	1	25'		
MARCH 30/49	2	30		
MARCH 31/49			ENGINE OIL DRAINED, TANK FLUSHED, OIL FILTER REMOVED CLEANED & REPLACED, FUEL FILTER REMOVED CLEANED & REPLACED. ENGINE	
	110	30	INSPECTED & FOUND TO BE AIRWORTHY. ONE GALLON AVN. # 65 OIL PUT IN TANK.	A. Stringer A2172
Apr. 3-49	3	30		
			APRIL 6/49 ENGINE AIRWORTHY.	A Stringer A2172
Apr 7-49		35		
" 8-49	1	15		
" 9-49		20		
" 10-49	3	25		
	24	35'		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
April 13/49			Engine Inspected - Airworthy	P. G. Jackson
Apr. 16/49	1	40		
April 17/49	2	45		
Apr. 18-49		50	April 20. Engine Inspected Airworthy	R. E. Snider A-25 14
Apr. 25-49	3	50	April 25 Engine Inspected Airworthy	R. E. Snider A-2514
" 26-49	3	45		
" 27-49	3	20	April 28/49 25 hr check completed. Oil Drained	
" 29-49		55	Filter Cleaned. Tank Flushed. 4 qts Aviation 80	
" 30-49	1	55	Put In Tank. Rocker Box Covers Safetied. Exhaust	
May 1-49		30	System Checked. Engine Found To Be Airworthy	R. E. Snider.
" 2-49	1	10		
" 4-49	2	20	Engine inspected airworthy May 4/49	R. E. Snider
May 5-49		40		
" 7-49		55	May 11/49 149:15 25 hr check completed. Oil drained	
" 9-49	3	45	Filters Cleaned Tank Flushed. All Safetyes	
" 10-49	1	20	Checked. Magneto Mounting Nuts Checked.	
" 12-49	5	30	Air Filter Cleaned. 4 qts #80 oil Put In Tank.	
13-49		30	Engine Airworthy	R. E. Snider
" 15-49	2	50		
" 16-49		50	May 18/49 Engine Inspected Airworthy	R. E. Snider
" 18-49		40		
" 22-49	2	45		
" 23-49		30	May 25/49 Engine Inspected Airworthy	R. E. Snider
" 24-49	1	25		

TOTAL TIME FOR DOUBLE PAGE	69	15	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
			Total from previous Summary	1287	35	Total from previous Summary	95	00	Total from previous Summary		
			Total this Double Page	69	15	Total this Double Page	69	15	Total this Double Page		
			TOTAL	1356	50	TOTAL	164	15	TOTAL		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
May 25-49	1	50	May 26/49 - New B&G Spark Plugs Installed New	
May 26:49	4	10	Cowling Hold on Plates Installed Engine Run Up	
May 27-49	3	50	Airworthy. R.C. Snider A2514	
" 30-49	2	25	176:30 June 2-49 Oil tank removed & cleaned	
June 2-49	3	30	Oil Filter Cleaned Fuel Filter Cleaned	
" 4-49	1	30	Generator Removed, Thoroughly Cleaned, New	
" 5-49	2	30	Rubber Coupling Installed. Regulator Adjusted	
June-6-49		45	Air Maze Cleaned. All Safties Checked	
June-8-49	2	55	Fuel Tank Sumps Drained. Engine Airworthy	R.C. Snider
" -9-49		45	Voltage Regulator Removed June 3-49	
" -10-49	5	30	Regulator From Vernon Installed. Generator	
June-11-49	2	20	~~Installed~~. Removed For Inspection. Plate Installed.	
June-12-49	2	45	June-6-49 Generator checked & Installed	
June-14-49		25	at Vernon. Engine Airworthy R.C. Snider.	
June-18-49	2	30	June 9-49 Engine Inspected & Found To	
June-19-49	7	10	Be Airworthy	R.C. Snider
June-22-49	3	00	199:25 June 16-49 - Engine oil drained. Filter	
June-23-49		35	Removed & cleaned, Replaced & Safried Nuts	
" -25-49	1	25	#80 Aviation Oil put in Tank. Fuel Filter &	
June 26-49	3	40	Fuel Bowl drained, Replaced & Safried Fuel	
June-30-49	3	20	Tank sumps drained. All nuts & Bolts & Safties	
			checked. Propellor checked for Cracks & Track &	
July-1-49	2	40	waxed. Spark plugs Removed, cleaned, regaped	
July-2-49	2	45	& replaced. Engine Airworthy	R.C. Snider
			June 20-49 Engine Inspected Airworthy	R.C. Snider
			June 26-49 Engine Inspected Airworthy	R.C. Snider

DATE	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
			223:45	
July-3-49	5	10	July 1-49 - Engine oil drained Tank flushed	
July-6-49	1	25	Plugs Replaced & Safried. Pressure Filter Removed	
July-7-49	4	10	Cleaned & Replaced Fuel Filter Removed Cleaned	
July-9-49	1	30	& Replaced & Safried. Air Filter Removed Cleaned	
July-10-49	7	10	Replaced. All nuts & Safties Checked Engine	
July-12-49		45	Run up Airworthy. 4 qts #80 Aviation Oil from Tank.	R.S.Snider.
July-14-49	3	50	July-7-49 Engine Inspected Airworthy	R.S.Snider
July-16-49	2	30	July-13-49. Oil Cooler Pipe Installed.	
July-17-49	2	20	July-14-49 Engine Inspected Airworthy	R.S.Snider
July-18-49	1	30	250:30 July-15-49 Engine Oil Drained	
July-19-49	2	20	Plugs Replaced & Safried 4 qts #80 Aviation	
July-20-49		35	Oil from Tank. Oil Filter Removed Cleaned	
July-23-49	1	50	Replaced & Safried. Fuel Bowl Removed	
July-24-49	2	00	Cleaned Replaced - Safried. All nuts & Safties	
July-27-49	2	40	Checked. Engine Airworthy	R.S.Snider
July-28-49	4	05	Air Filter Cleaned & Replaced.	
July-29-49	1	40	July-18-49 - Oil Cooler Pipes Removed. RSS.	
July-30-49	2	00	July-22-49 - Battery Removed Recharged.	
July-31-49	2	45	Battery Box Thoroughly Cleaned & Repainted.	
Aug-1-49	2	00	Battery Replaced. Engine found To Be	
Aug-2-49		15	Airworthy	R.S.Snider
Aug-3-49	3	30	July-27- Engine Inspected Airworthy	R.S.Snider
Aug-4-49	1	45		
Aug-5-49		50		
TOTAL TIME FOR DOUBLE PAGE	120	50		

Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary	1356	50	Total from previous Summary	164	15	Total from previous Summary		
Total this Double Page	120	50	Total this Double Page	120	50	Total this Double Page		
TOTAL	1477	30	TOTAL	285	05	TOTAL		

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DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
			274:00	
			July-21-49 Engine Oil Drained Oil Filter	
			Removed Cleaned Replaced & Safried. 4 qts	
			#80 Aviation Oil Putin Tank. Fuel Filter	
			Drained Replaced & Safried. Air Filter Removed	
			Cleaned & Replaced. Engine Checked & Run	
			Up & Found To Be Airworthy	R Schneider.
			Aug-6-49 Engine Inspected Airworthy	R Schneider

INSPECTION RELEASE CERTIFICATE

Brisbane Aviation Company Limited.
Vancouver A.M.F.,
B.C.

Aero engines, propellers, relevant accessories and any parts thereof assembled or overhauled in Canada.
(including special engine parts overhauled by the engine manufacturer for the Canadian agent).

NOTE: This Release Note refers to Continental C-85 engine, Serial #22587-6-12.

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. (see note above) 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 manufacturer's drawings and specifications.

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

Signed L. J. Pawley Date Oct 25/48
Chief Inspector.

This is to certify that, to the best of my knowledge and belief, the aero engine described herein is airworthy and satisfactory for installation in airworthy aircraft.

Signed L. J. Pawley Date Oct 25/48
Air Engineer "D" License

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

Signed [illegible] Date Oct 25-1948
for Resident Inspector, A.I.D.

Valid in Canada only.
Issued in lieu of U.S.
Dept. of Commerce.
Certificate of Airworthiness
for Export #E-10262 &
subject to the conditions
contained herein.

Valid for day
flying only.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1532

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) (22.10.48) OKANAGAN AIR SERVICES LTD. ~~Agar, Bent, Stringer & Duncan~~
2. Christian name ~~G.G. A.H. A. A.~~
3. Address ~~Penticton, B.C. Kelowna, B.C.~~
4. Nationality British 280 Bernard Ave., Kelowna, B.C.

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-EHE

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series 140 Constructor's No. 9636
8. Place and year of construction of aircraft Wichita, Kansas.

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) 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: C18-12
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: Sensich No. .....
    Pitch ..... Diameter .....

25. Weight of aircraft empty (ncluding water in the radiators):	*(a)* Landplane	869 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		150 lbs.
(a) Number of tanks	Two	
(b) Capacity of tanks	21 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		252 lbs.
		lbs.
32. Maximum total weight authorized		1450 lbs.
Landplane		lbs.
Seaplane		lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane: Fourteen hundred & fifty 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 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 September 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

J. P. Stephens

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

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.

10/5/49 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
Sept. 3rd, 1947	Satisfactory	Aug. 5, 1947. Sept. 3, 1948. SEPT 20 1949	R. Carter Smest. GC Upton

(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.

COMPUTED WEIGHT & BALANCE REPORT

CESSNA AIRCRAFT COMPANY
WICHITA, KANSAS

DATE 8/14/46 MODEL 140

TYPE CERTIFICATE NO. 768 AIRCRAFT SPECIFICATION A-768-2
PRODUCTION CERTIFICATE NO. 4 (Dated March 28, 1946)

STANDARD AVERAGE WEIGHT 858 (Std) EMPTY C.G. 14.9 SERIAL NO. 9636
ACTUAL EMPTY WEIGHT _____ EMPTY C.G. _____ NC NO. CF-EHE
This plane has Fixed Antenna, Engine Bonding & Shielding, Cabin 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 +			
Fixed Antenna	.5	/14	/ 7
Engine Bonding & Shielding	4.5	- 5	- 22.5
Cabin Heater	4.0	-26	- 104
Dual Brakes	2.0	-11	- 22
NEW EMPTY WEIGHT	869	EMPTY C.G. 14.5	12642.5

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

$$\text{BALANCE} = \frac{-.5}{59.0} = \quad \%\text{M.A.C.}$$

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.	

$$\text{BALANCE} = \frac{-.5}{59.0} = \quad \%$$

PREPARED BY M. C. Stivers APPROVED BY Dores E. Hillman, 5066
DESIGNATED MANUFA
INSPECTION REPRESE.

EQUIPMENT LIST

Cessna Model 140

SERIAL NO. 9636
NC NO. CF-EHE

		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.)~~ O.F.N	6.0 Lbs.	(+15)
	Navigation Lights (Grimes B-1495 & A-2064)		
304.	~~Radio Receiver & Transmitter with Head Set~~ O.F.N	~~13.0 Lbs.~~	~~(- 5)~~
	~~Radio Loud Speaker~~ O.F.N	~~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)~~ O.F.N	~~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~~ O.F.N		(0)
	~~Carburetor Mixture Control~~ O.F.N	~~1. Lb.~~	~~(0)~~
	Compass	.5 Lb.	(- 1)
	Airspeed	.5 Lb.	(- 1)
	Altimeter	.5 Lb.	(- 1)
	~~Sensitive Altimeter~~ O.F.N	~~1. Lb.~~	~~(- 1)~~
	Oil Pressure Gauge	.5 Lb.	(- 1)
	Oil Temperature Gauge	.5 Lb.	(- 1)
	~~Turn & Bank~~ O.F.N	~~2. Lbs.~~	~~(- 2)~~
	~~Rate of Climb~~ O.F.N	~~1. Lb.~~	~~(- 1)~~
	~~Clock~~ O.F.N	~~.5 Lb.~~	~~(- 0)~~
	Ammeter	.5 Lb.	(0)
	Tachometer & Shaft	1.5 Lbs.	(-11)
601.	Wing Flaps	6. Lbs.	(+55)

Doras E. Hillman

Doras E. Hillman, 6006
Designated Manufacturing Inspection Representative

August 14, 1946
(DATE)

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.

/RM

2462A
5-47

CANADA

37

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7590

NATIONALITY AND REGISTRATION MARKS CF-EHE

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	9636
4. Name of owner	Okanagan Air Services Ltd.,
5. Address of owner	280 Bernard Ave., Kelowna, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rutland, 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 22nd 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-EHE and is of Canadian nationality.

Given at Ottawa this 9th day of December 19 48.

H. Platteon

Superintendent, Air Regulations.

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

Not valid after September 20th, 1949, unless endorsed.

OKANAGAN AIR SERVICES LTD.

280 Bernard Ave.
KELOWNA B.C.
August 11, 1949.

C
O
P
Y

District Inspector of Air Regulations,
420 Federal Building,
Vancouver, B.C.

Dear Sir:

We have to report that one of our aircraft viz. Cessna 140 CF-EHE was completely wrecked in a crash at the Ellison Airfield on August 6th.

Will you cancel Certificate of Air Worthiness and Certificate of Registration on this aircraft.

Yours faithfully,

"Gordon Bennett"
Secretary.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
11-48

HWF/M

Ottawa, Ontario, October 6th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aircraft Accident CF-EHE	5008-E8-5

39

MEMORANDUM FOR FILE:

1. Cessna aircraft CF-EHE was written off in an accident near Kelowna, B. C., on August 6th, 1949. Certificate of Airworthiness and Certificate of Registration folio below. See file 5002-217.

H. W. Finkle
(H. W. Finkle),
Inspector, Air Regulations.

REG. Section
Do note pls.

Noted
7/10/49.

Noted

FILE No. 5008 - E8 - 10

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM SEPT 1946

TO

VOL. 1

5008 - E8 - 10

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EHJ - STINSON 108.

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 10 1952	35692 37335	CAR CAR		[illegible] EJ	OCT 11 1952
OCT 23 1952		CAE			NOV 1 1952
NOV 1 1952 NOV 6 1952		RZL		[illegible]	NOV 6 1952
NOV 6 1952		CAS		NOV 7 1952	

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

1
10-50

K.P. 58825
D.L.&W. Co.

FILE NO. 5008 - E8 - 10

VOLUME NO. 1

FROM SEPT. 1946

TO

DEPARTMENT OF TRANSPORT

VOL. 1

5008 - E8 - 10

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - EHJ STINSON

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
MAI 9 1947	4245	CAR			JUN 19 194
JUN 19 1947		CRI (2)			JUN 20 194
		le A.D (1)			JUN 19 1947
		Insp (3)			JUN 27 194
JUN 20 194					JUN 18
JUN 18 48	11839	CAR			JUL 25 194
JUN 18 1949	11620	CAR			JUN 20 1949
JUN 15 194	15769	CAR			JUL 19 1949
OCT 1 1 1949	27845	CAR			OCT 12 19
	28400	CAR			OCT 18 194
OCT 15 49	28948	CAE (1)			
OCT 19 1949		le AD (2)			
OCT 25 1949		GRL (3)			OCT 27 1949
OCT 27 1949		Fin Accounts (4)			OCT 27 194
OCT 27 1949		RFL			28 1949
OCT 28 1949					OCT 28 194
DEC 10 194	37165	CAR			DEC 17 1949
		CAE			DEC 17 19
DEC 30 1949	39545	CAR			JAN 4 1950
		CAE			JAN 4 1950
JAN 10 1950		CAR			FEB 1 195
FEB 7 1950	K Funk 40840	CAI			FEB 11 195
FEB 10 1950		CAR			FEB 24 1950
F 21950	42415	R.F.L.			FEB 25 1950
FEB 24 1950		CAI			MAR 9 - 1950
MAR 9 - 1950	H 1158	Car			APR 4 - 1950
MAR 30 1950	Res Mr. Funk				

CD 21

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
STANDARD TIME

Veuillez expédier la dépêche suivante aux conditions mentionnées au verso, que j'accepte par les présentes.
Send the following message, subject to the conditions on the back thereof, which are hereby agreed to. (TRANSPORT) (AIR) (2221)

OTTAWAONTARIO SEPTEMBER 12 1946

DISTRICT INSPECTOR AIR REGULATIONS
210 CONFEDERATION BUILDING
1253 MCGILL COLLEGE AVENUE
MONTREAL 2 QUEBEC

AR94 THE FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION WASHINGTON QUOTE CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10384 COVERING STINSON AIRCRAFT SERIAL NO 108-630 CANADIAN REGISTRATION CF-EHJ PURCHASED BY CURTIS REID FLYING SERVICE CURTISS REID AIRPORT MONTREAL QUEBEC CANADA BEING PREPARED. UNQUOTE

CIVIL AVIATION

PSW/BB

L.D.51

Adresse et numéro de téléphone de l'expéditeur pour référence.
Sender's address or telephone number for reference.

CP TR

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

STANDARD TIME

W.D.NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

RAA505 42/30 NL GOVT

WASHINGTON DC 11

1946 SEP 17 PM 6 30

A22149

J A WILSON 770

DIRECTOR OF AIR SERVICES DEPT OF TRANSPORT OTTAWA ONT

CERTIFICATE OF AIRWORTHINESS FOR EXPORT E-10384 COVERING STINSON 108 AIRCRAFT SERIAL NO 108-630 CANADIAN REGISTRATION CF-EHJ PURCHASED BY CURTIS REID FLYING SERVICE CURTISS REID AIRPORT MONTREAL QUEBEC CANADA BEING PREPARED

CHARLES F DYCER CIVIL AERONAUTICS ADMINISTRATION

S C.A.R. 12/9 Copy to Montreal

ENTERED ON CARDS

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

910 Confederation Building,
Montreal 2, Que., April 21, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson CF-EHJ	5008-E8-10

A 4245

TRANSPORT-RECORDS
MAY 9 A.M.
File 5008-C

11

8-10

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 private aircraft in the name of Mr. Paul Mathieu.

(b) Fees $10.00 (Department Receipt No. 66985), forwarded under Cash Book Folio 3316.

F.I. Ps. mail office pour fiche C.R.I. 10.5.

(c) Copy of Advice of Sale from Factory to Curtiss Reid Flying Service.

(d) Copy of letter from Curtiss Reid Flying Service passing ownership to Mr. Paul Mathieu.

(e) Copy of Customs Entry.

(f) Copies of our letters of authority for operation.

C.R.I.

2. The radio equipment in this aircraft has been inspected by our Radio Division and found satisfactory.

3. This application is submitted for the purpose of information and record only as same has been resold and application in the name of the new owner will be submitted in the near future.

for J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg
Encl.

2413

CANADA

10

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-EHJ ..... $5.00 ✓ 66985

Certificate of Airworthiness ..... $5.00 ✓
(See note below)

The particulars given below are true in every respect. Paul Mathieu

Signature of Applicant .....

Date of Application September 10th 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Mr. PAUL MATHIEU	560 McEachran Ave. Montreal, 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

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

Usual Station Curtiss-Reid Airport (Cartierville)

Date of manufacture or reconstruction September 1946

Crew required None

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 Heavier made by Consolidated Vultee Aircraft Corp.

Type Stinson V[illegible] 150 Maker's No. 108-630

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	~~23'~~ 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 2150 Air speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed, Altimeter, Tachometer, Compass
2. Gauges Oil Pressure, Oil Temperature, Fuel Gauge
3. Lights Navigation and 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	Franklyn 11B02			
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

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 9-P-13 500 8-46

INVOICE

CONSOLIDATED VULTEE AIRCRAFT CORPORATION
STINSON DIVISION
WAYNE, MICHIGAN

INVOICE **A** 314

DATE 9-10-46

SOLD TO

Curtiss-Reid Flying Service
Box 365
Station "O"
Montreal, Quebec

SHIPPED TO

DATE ORDERED

DATE SHIPPED 9-10-46

PACK SHEET NO.

YOUR ORDER NO.

F. O. B. WAYNE, MICH.

VIA

TERMS:

SALES ORDER NO.

AIRPLANE MODEL	$ 3,321	25		$	
PAINT FUSELAGE					
PAINT CONTRAST					
ENGINE ~~Seneca~~ Franklin	800	00			
PROPELLER			Kit Fire Extinguisher & First Aid	25	00
RADIO RECEIVER			COOPERATIVE ADV. FUND		
RADIO TRANSMITTER			DELIVERY CHARGE & Documentation	31	35
LANDING LIGHTS			FEDERAL, STATE AND CITY TAXES		
TURN AND BANK			TOTAL	4,177	60
RATE OF CLIMB			DEPOSIT		
SENSITIVE ALTIMETER					
CLOCK			BALANCE		

W. C. Monroe

Mr. T. D. Mathieu

NC NO. CF-EHJ

PLANE SERIAL NO. 108-630

ENGINE SERIAL NO. 11802

EXTENSION

DISTRIBUTION 708

ENTERED 483

PAID

APPROVED WA

PAID
SEP 10 1946
Julia Johnson

8

CURTISS-REID FLYING SERVICE LIMITED

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

Sept. 12th 1946.

Department of Transport,
Civil Aviation Branch,
Confederation Building,
Montreal, Que.

BILL OF SALE

Dear Sirs;

KNOW ALL MEN BY THESE PRESENTS: That Curtiss-Reid Flying Service is the owner of the full legal and beneficial title to Aircraft CF-EHJ. 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 12th day of September 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 Mr. Paul Mathieu, 560 McEachran Ave., Outremont, 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 12th day of September 1946.

CURTISS-REID FLYING SERVICE LTD.

W.R.J.Oliver,
President.

B. 1
600,000-2-46

THE A. W. W. KYLE COMPANY
THE A. W. W. KYLE COMPANY

ENTRY FOR HOME CONSUMPTION

Port of DORVAL, P.Q. SEPT. 12 TH. 19[illegible]
Arriving per AIR
Imported by CURTISS REID FLYING SERVICES LTD.,
Goods Exported to Canada Direct from U.S.A.
Via DORVAL, P.Q.
(Country through which carried in transit if any)

Through B. of L. produced

Shipping Note Numbers of Manifests: AE-2598X1-23

Report No. 3/15 [illegible]
Entry No.
Outport
Port

REPORT UNCHANGED 413 HSEP 13 40

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
	1	AIRCRAFT AS-										
		AIRCRAFT NOT INCLUDING ENGINES UNDER										
		REGULATIONS PRESCRIBED BY THE MINISTER.		3337.26	3332. 20%		667. 60					
	/	ENGINES WHEN IMPORTED FOR USE ONLY.										
		IN THE EQUIPMENT OF AIRCRAFT		800.00	800. 17½%		140. 70					
	/	HAND FIRE EXTINGUISHERS.		25.13	25. 30%		7. 50					
					4167.		815. 80	4982.80	390.62			
		STINSON MODEL 108 SERIAL 108630 1 FRANKLIN ENGINE MODEL SERIAL 11302										
		EXEMPT FROM PERMIT										
		FOR- CARTIERVILLE AIRPORT, ST. LAURENT, QUEBEC.										
		CONSOLIDATED VULTEE AIRCRAFT CORP., WAYNE, MICH., U.S.A.										

CANADA CUSTOMS LONG ROOM COMPTON 12 SEP 1940 Montreal, P. Q.

POWER OF ATTORNEY AND LICENSE NUMBER VERIFIED AT. MONTREAL, QUE. TO BE CHECKED IN EVERY OTHER PARTICULAR AT PORT OF ENTRY

CANADA CUSTOMS 13 SEP 1940 DUTY PAID Droits Acquittés MONTREAL, P.Q.

CERTIFICATE

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 invoice price of the goods in the currency of the settlement unless already included add all charges (freight, etc.) payable to non-residents.

Currency U.S. DOLLS. Amount $117.00

Cheques etc. must be made payable to the Receiver General of Canada.

INITIALS

DUTY	815.80
SALES TAX	390.62
EXCISE TAX	
TOTAL	1206.42

Sales Tax Licence No. 9335
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 o/c 10786

6

5008-E8-10

910 Confederation Building,
Montreal 2, Que., December 17, 1946.

Paul Mathieu, Esq.,
560 McEachran Ave.,
Montreal, Que.

Re: Stinson CF-EEJ

Dear Sir:

The temporary authority granted you on September 13, 1946, for the operation of the subject aircraft as a private machine for day contact flying operations is hereby extended not valid after February 12, 1947.

The radio equipment having now been found satisfactory, you are permitted to operate same.

The maximum all-up weight of this machine must not exceed 2150 pounds at any time. The weight empty has been established at 1218 pounds.

The passenger capacity of this machine is three passengers in addition to the pilot.

Yours truly,

J. L. Blondeau,
District Inspector, Air Regulations.

R.

5008-E8-10

910 Confederation Building,
Montreal 2, Que., October 21, 1946.

Paul Mathieu, Esq.,
560 McEachran Ave.,
Montreal, Que.

Dear Sir:

Re: Stinson CF-EHJ

The temporary authority granted you on Sept. 13,1946, for the operation of the subject aircraft as a private machine for day contact flying operations is hereby extended not valid after December 12, 1946.

The radio equipment having now been found satisfactory you are hereby permitted to operate same.

The maximum all-up weight of this machine must not exceed 2150 pounds at any time. The weight empty has been established at 1218 pounds.

The passenger capacity of this machine is three passengers in addition to the pilot.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

H92

4

5008-E8-10

910 Confederation Building,
Montreal 2, Que., Sept. 13, 1946.

Paul Mathieu, Esq.,
560 McEachran Ave.,
Montreal, Que.

Dear Sir:

Re: Stinson CF-EHJ

This letter will constitute your authority not valid after October 12, 1946, for the operation of the subject aircraft as a private machine for day flying operations only.

The radio equipment in this aircraft must be rendered inoperative until such time as a radio license has been obtained.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

DEC 16 A.M. 46
File 5008-E8-10

910 Confederation Buil
Montreal 2, Que., Dece

62589

Paul Mathieu, Esq.,
560 McEachran Ave.,
Montreal, Que.

Re: Stinson CF-EHJ

Dear Sir:

The temporary authority granted you on September 13, 1946, for the operation of the subject aircraft as a private machine for day contact flying operations is hereby extended not valid after February 12, 1947.

The radio equipment having now been found satisfactory, you are permitted to operate same.

The maximum all-up weight of this machine must not exceed 2150 pounds at any time. The weight empty has been established at 1218 pounds.

The passenger capacity of this machine is three passengers in addition to the pilot.

Yours truly,

P.K. Rusté

for J. L. Blondeau,
District Inspector, Air Regulations.

R.

C.C.C.A. H.Q.

5008-E8-10

17

910 Confederation Building,
Montreal 2, Que., May 3, 1947.

Grenville Crushed Rock Co. Ltd.,
Merrickville, Ont.

Gentlemen:

Re: Stinson CF-EHJ

This letter will constitute your authority not valid after July 2, 1947, for the operation of the subject aircraft as a commercial machine for V.F.R. day flying conditions only.

The maximum all-up weight of this aircraft must not exceed 2,150 pounds at any time. The weight empty has been established at 1,218 pounds.

No more than three passengers can be carried in this aircraft in addition to the pilot.

This letter does not include authority for the operation of the radio equipment. Before this equipment can be operated a radio license must be obtained from the Radio Division of the Department of Transport.

Yours truly,

Acted

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

17 2 6-46

910 Confederation Building,
Montreal 2, Que., May 9, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Stinson CF-EHJ	5008-ES-10

CAR

A 4530

TRANSPORT-RECORDS
MAY 12 A.M.
File 5008-ES-10

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Please find attached the following documents, regarding this subject aircraft:

(a) Application for Certificates of Registration and Airworthiness as Commercial Aircraft in the name of Grenville Crushed Rock Co., Limited.

(b) Fees $5.00 (Dept. Receipt No. 20233)will be forwarded under Cash Book Folio No. 3340.

(c) Proof of ownership: Bill of Sale transferring title of Aircraft from Mr. Paul Mathieu to Curtiss-Reid Flying Service Limited.

(d) Copy of Bill of Sale transferring title of Aircraft from Curtiss-Reid Flying Service Limited to Grenville Crushed Rock Co. Ltd.

(e) Copy of our letter authorizing the Grenville Crushed Rock Co., Limited to operate this machine as a commercial aircraft.

Miss Jones.
Have you a C of A in respect to this aircraft.

2. This aircraft was inspected by Air Engineer P. Pascal on April 30, 1947 and certified as airworthy and this certification is considered satisfactory.

C.C.A. May 9, 1947. 16

3. The radio installation was inspected by our Radio Division on November 6, 1946 and was found satisfactory.

4. Issue 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.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. GRENVILLE CRUSHED ROCK CO., LIMITED

Signature of Applicant.....

Date of Application.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
GRENVILLE CRUSHED ROCK CO. LTD.	MERRICKVILLE 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
H.F.McLean	Pres.& Director	Merrickville,Ont.	Canadian
C.W.Switzer	Vice-President	Toronto,Ont.	do
L.B.Abbott	Sec'y-Treas.& Dir.	Montreal,Que.	do
E.Galbraith	Director	Toronto	do

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

Usual Station Merrickville Ont.

Date of manufacture or reconstruction

Crew required

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.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Consolidated Vultee Aircraft Corporation.

Type Stinson Voyager 150 Maker's No. 108-630

	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	7' 6' 10"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 1264 To be checked against C of A for Ex/.

Total weight authorized (fully loaded) in lbs 2150 Air speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed, Altimeter, Tachmoter, Compass, Clock.
2. Gauges Oil Pressure, Oil Temperature, Fuel Gauges, Ammeter.
3. Lights Navigation and 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	Franklyn 11802			
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 30-'47 Insp. 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 issue of radio license.

Date 8.5.'47 Signature J Lawrence

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

14

Department of Transport,
Civil Aviation Branch,
Confederation Building,
Montreal, Que.

BILL OF SALE

Dear Sirs:

KNOW ALL MEN BY THESE PRESENTS:
That Mr.Paul Mathieu is the owner of the full legal and beneficial title to Aircrat CF-EHJ. 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 Mr. Paul Mathieu does this 15 day of MARCH sell, grant, transder, and deliver all of his 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., Cartierville, Airport, Cartierville, 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 day of

Paul Mathieu

P.O.Mathieu.

CURTISS-REID FLYING SERVICE LIMITED

13

OFFICES AND WORKS:
CURTISS-REID AIRPORT, MONTREAL

POSTAL ADDRESS:
BOX 365, STATION "O"
MONTREAL

TELEPHONE
BYWATER 0644

March 19th.1947.

Department of Transport,
Civil Aviation Branch,
Room 910 Confederation Bldg.,
Montreal,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-EHJ. 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 19th. day of March 1947, sell,grant,transfer, and deliver all of their above-described right,title and interest in and to the abcve- described Aircraft, together with such equipment installed therein unto The Grenville Crushed Rock Company Limited, Merrickville,Ontario. 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 19th. day of March 1947.

CURTISS-REID FLYING SERVICE LIMITED.

W.R.J.Oliver.
President.

WO/el.

PRELIMINARY
APPROVED OPERATION LIMITATIONS

Stinson Model 108
Serial Nos. 108-1 and Up

A. Airspeed Limitations

	Normal	Utility
Never-Exceed Speed	148	168
Stalling Speed - Flaps Lowered	57	54
Stalling Speed - Flaps Up	61	58
Cruising Speed	117	117
Maneuvering Speed	113.5	116.5
Design Flap Speed - Power On	88	88
Design Flap Speed - Power Off	100	100

The never-exceed speed is the maximum safe speed for airplane operation, and is marked on the airspeed indicator by a radial red line; N for the Normal Category and U for the Utility Category.

The stalling speed with flaps lowered is the lowest airplane operating speed, and is marked on the airspeed indicator by the beginning of the white line.

The stalling speed with flaps up is shown on the airspeed indicator by the beginning of the green line.

The cruising speed is shown on the airspeed indicator by the beginning of the yellow line and the end of the green line.

The maneuvering speed, referred to in above table, is the minimum speed at which it is possible to attain a load factor of: 3.8 for the Normal Category (2150 pounds gross), and 4.4 for the Utility Category (1900 pounds gross).

The design flap speed, power on, is the maximum speed at which the flaps should be lowered with power on.

The design flap speed, power off, is the maximum speed at which the flaps should be lowered with power off.

The white arc on the airspeed indicator marks the range of speeds at which the airplane can be operated with flaps lowered.

The green arc on the airspeed indicator marks the range of speeds of the airplane from the stalling speed flaps up to the design cruising speed.

The yellow arc on the airspeed indicator marks the caution operating range of speeds of the airplane, from cruising speed to maximum speed.

B. Power Plant Limitations

1. Take-Off Operation

Maximum R.P.M. for take-off - 2600

2. Continuous Operation

Maximum R.P.M. - 2600

3. Fuel Octane Rating - 80 Octane

4. Fuel remaining in tank when fuel gauge registers "E" may not be used safely in flight.

5. Oil Viscosity Rating - Summer - Above 40 F SAE 40

Winter - Above 10 F SAE 30

- Below 10 F SAE 20

C. Weight

	Normal	Utility
1. Maximum Weight	2150 lbs.	1900 lbs.
2. Empty Weight -	See Weight and Balance Report.	
3. Useful Load -	See Weight and Balance Report.	

D. Approved C.G. Limits

Approved limits are: Forward 10.62 inches aft of wing L.E.

18.2% M.A.C.

Rearward 20.03 inches aft of wing L.E.

35.2% M.A.C.

The limits are the same for the normal and utility categories.

E. Authorized Maneuvers

Inverted and snap maneuvers are not approved.

Normal Category - No acrobatic maneuvers including spins are authorized.

Utility Category - No acrobatic maneuvers approved except the following:

Maneuver	Recommended Entry Speed
Loop	130
Barrel Rolls	90
Chandelle	120
Wing - Over	120
Lazy-Eights	115

F. Flight Load Factors

Normal Category (2150 lbs. Gross) - 3.8

Utility Category (1900 lbs. Gross) - 4.4

G. Performance information at 2150 Gross Weight (Estimated figures based on calculations - not approved)

1. Stalling Speed - Power Off:

	Angle of Bank - Degrees						
	0	10	20	30	40	50	60
Flaps Retracted	61	62	63	66	70	76	86
Flaps Full Down	56						

2. *Take-off distance over a 50 foot obstacle from a hard surface runway - Flaps in take-off position, airplane accelerated near ground to 73 mph and this maintained during climb.

	Altitude - Feet							
	Sea Level	1000	2000	3000	4000	5000	6000	7000
Feet	1785	1970	2150	2350	2570	2820	3100	3425

3 *Distance required to come to a complete stop from a point 50 feet above landing surface with 73 mph true indicated airspeed when over obstacle and flaps in landing position:

	Altitude - Feet							
	Sea Level	1000	2000	3000	4000	5000	6000	7000
Feet	1134	1170	1210	1240	1280	1320	1360	1400

4. *Rate of Climb:

(a) Flaps in take-off position with 77 mph true indicated airspeed
(b) Flaps retracted with 81 mph true indicated airspeed

	Altitude - Feet							
	Sea Level	1000	2000	3000	4000	5000	6000	7000
(a) Ft/Min	625	565	510	460	410	360	315	270
(b) Ft/Min	770	700	640	580	525	470	415	365

5. *Effect of Temperature on Performance:

The figures given for items 2, 3, and 4 above must be revised according to temperature as follows:

	Temperatures - Degrees F									
	0	10	20	30	40	50	60	70	80	90	100
Take-Off %	-22	-18	-14	-11	-6	-3	+1	+5	+8	+12	+16
Landing %	-16	-14	-11	- 8	-5	-2	+1	+4	+6	+ 9	+12
Climb %	+19	+16	+13	+10	+6	+3	-1	-4	-7	-11	-14

License No. CF-EHJ

STINSON DIVISION
CONSOLIDATED VULTEE AIRCRAFT CORPORATION

ACTUAL WEIGHT AND BALANCE

Serial No. 108-630

STANDARD EQUIPMENT LIST

No.	Item	Weight	Arm
201	Propeller Sensenich 76JR53	13.5	—65.7
202	Engine Franklin 6A4-150-B3	277.4	—46.35
103	Carburetor Air Heater and Control	5.0	—41.0
104	Fuel Tanks—2 20 gal.	30.0	22.0
203	Wheels and Brakes—Goodyear PD-127-2	15.8	—1.0
106	Tires—Goodyear 7.00 x 6	15.0	—1.0
107	Tubes—Goodyear 7.00 x 6	3.8	—1.0
108	Tail Wheel, Tire and Fork 6.00 x 2	5.9	217.8
109	Instruments—Standard	4.8	—4.4
110	Seats—Front 2	27.8	16.0
111a	Safety Belts—Front 2	1.6	16.0
111b	Safety Belts—Rear 2	1.6	48.0
301	Spinner—Propeller	1.8	—23.6
302	Starter—Delco-Remy	16.0	—3.2
303	Wheel Pants	6.4	13.6
304	Parking Brake	.5	89.7
305	Steerable Tail Wheel	.3	35.0
306	Generator—Delco-Remy	12.0	4.0
306a	Voltage Regulator—Delco-Remy	.6	—66.4
306b	Ammeter	.2	—31.8
307	Battery Electric Storage Co. 6TS-9F	28.6	—1.0
308	Navigation Lights	.6	—16.2
309	Dome Light and Wiring	.3	212.7
310	Landing Light and Wiring	1.3	—31.4
311	Transmitter—Receiver General Electric	8.5	—8.8
311a	Power Unit	4.2	15.0
311b	Loud Speaker	1.1	27.0
311c	Microphone	.4	6.0
311d	Loading Coil	.1	12.0
311e	Antenna—Fixed	.5	38.0
312	Seats—Rear	19.4	48.0
313	Rugs—Cabin	5.6	15.0
314	Cabin Heater and Control	1.4	—37.3
315	Door and Window Locks	1.4	16.0
316	Glove Compartment	.8	—10.0
317	Carburetor Air Filter Air-Maze C-13197	.6	—40.0
	Fire Extinguisher Pyrene 1 qt.	6.7	19.0
	First Aid Kit	1.3	-4.4

Form ACA 26
(Rev. 10-15-40)

18

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10384

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, including Equipment List, is attached and made part of the certificate.

Preliminary Approved Operation Limitations is attached and made part of the certificate.

Engine: Franklin 6A4-150-B3.

Propeller: Sensenich 76JR-53.

Actual empty weight: 1218 pounds.

Standard weight: 2150 pounds. (Normal).
1900 pounds. (Utility).

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	CONSOLIDATED VULTEE AIRCRAFT CORPORATION STINSON DIVISION - SEPTEMBER 5, 1946
Type	LAND MONOPLANE
Model	STINSON 108
Serial No.	108-630
Date	SEPTEMBER 11, 1946

5745-(R)
2119 (A)

Charles F. Dyer

Charles F. Dyer, Director
Aircraft & Components Service

CF-EHJ

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-767-1
CONSOLIDATED VULTEE
STINSON DIVISION
108
(Normal and Utility
Categories)

June 17, 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: Consolidated Vultee Aircraft Corporation
Stinson Division
Wayne, Michigan

I - Model 108 - 4 PCLM (Normal Category)
2 PCLM (Utility Category)

Engine	Franklin 6A4-150-B31, -B3
Fuel	80 minimum octane aviation gasoline
Engine limits	For all operations, 2600 rpm (150 hp)
Airspeed limits	Cruising 117 mph True Ind.
	Never exceed (Normal Category) 148 mph True Ind.
	Never exceed (Utility Category) 158 mph True Ind.
	Flaps extended 88 mph True Ind.
Propeller limits	Diameter: 76 in. max., 74 in., min.
	Static rpm at maximum permissible throttle setting: Not less than 2150 rpm; not more than 2150 rpm
C.G. range	(+10.6) (18.2% MAC) to (+20.0)(35.2% MAC)
Datum	Leading edge of wing
MAC	55.5 in., L.E. MAC (+0.5)
Leveling means	Inside door frame at top
Maximum weight	2150 lbs. (Normal)
	1900 lbs. (Utility)
No. seats	2 (+16) and 2 (+48)
Baggage	50 lbs. (+42) (See NOTE 3)
Fuel capacity	40 gals. (Two 20 gal. tanks (+22) (See NOTE 1)
Oil capacity	2 gals. (-49)
Control surface movements	Elevator Up 17° (Flaps Up) Down 20°
	Up 25.5° (Flaps Down)
	Elevator Tab Up 14° Down 14°
	Rudder Left 20° Right 19°
	Aileron Up 24° Down 12°
	Flap Up Down 33°
	Stabilizer Fixed
Serial Nos. eligible	108-1 and up (See NOTE A)
Required equipment	Items 1, 102, 201, 202, 204

Specifications Pertinent to All Models

Certification basis	Type Certificate 767 (CAR 03 effective November 13, 1945)
Production basis	None (See NOTE A)
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 Great Britain, 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 parentheses 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 76JA-53 or any other fixed pitch wood propeller which is eligible for the engine power and speed and which meets the diameter and static rpm limits given on page 1.	14 lbs.	(-65.5)
2. Propeller spinner (108-6921000)	2 lbs.	(-66.5)
Engine and Engine Accessories		
101. Starter (Delco Remy 1109651)	16 lbs.	(-32)
102. Carburetor air heater (108-6221210)	5 lbs.	(-41)
103. Carburetor air filter (Air Maze C-13197)	1 lb.	(-40)
104. Cabin Heater & Control (108-6221209)	1 lb.	(-37)
Landing Gear and Floats		
201. Main landing gear wheels (Goodyear I6H/MBD) with 7.00-6 4 ply tires & tubes	33 lbs.	(-1)
202. Tail wheel and tire - steerable (Scott 3-24BS)	6 lbs.	(+218)
203. Parking brake	5 lbs.	(-16)
204. Wheel pants	6 lbs.	(-1)
Electrical and Radio Equipment		
301. Generator (Delco Remy No. 1101877)	12 lbs.	(-31.5)
302. Battery, 12 volt, 24 amp. hr.	29 lbs.	(+13.5)
303. Landing light (G.E. 4509)	1 lb.	(+4)
304. Radio		
(a) Transmitter - Receiver	9 lbs.	(-9)
(b) Power Unit	4 lbs.	(+15)

Interior Equipment
401. Approved Operating Limitations (Current Issue)(See NOTE 2(a))

Deicing Equipment (Propellers, Wing, Windshield)
None

Miscellaneous (Not listed above)
600. Miscellaneous items listed in Approved Operating Limitations for each aircraft.

NOTE A. Prior to original certification, each aircraft must satisfactorily pass:
(a) An inspection for workmanship, materials, and conformity before any covering, metal priming or final finish is applied. All woodwork may be varnished.
(b) A final inspection of the completed aircraft.
(c) A check of the flight characteristics.

NOTE 1. Weight and balance data including list of equipment in certificated weight empty with corresponding center of gravity location, and loading instructions when necessary, must be included in the originally approved operating limitations for each aircraft and for each subsequent change of equipment. The certificated weight empty must include the unusable fuel supply and undrainable oil as follows:

21 lbs. at (+22)

NOTE 2. The following placards must be displayed:

(a) In front and in clear view of the pilot: "This airplane must be operated in compliance with the C.A.A. Approved Operating Limitations."

(b) In front and in clear view of pilot:
"Normal Category (GW = 2150 lbs.). No acrobatic maneuvers including spins approved."
"Utility Category (GW = 1900 lbs.). No acrobatic maneuvers approved except those listed below:

Maneuver	Entry Speed
Chandelle	120 mph
Lazy - Eights	115 mph
Stalls (Except whip stalls)	
Spins."	

(c) On rear seats: "Not to be occupied when airplane is operated as utility category."

NOTE 3. Baggage allowance may be increased to 350 pounds with rear seats removed. Rear compartment must be placarded for maximum baggage allowance.

Charles F. Dycer
Charles F. Dycer, 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 D.C.

A-238-2
AIRCOOLED MOTORS
Franklin
(See NOTE 4) { 6A4-125-A3, 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 thorttle 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	4.5 x 3.5	--	--	--	--	--
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 NOTE 3)
Carburetion	Marvel MA-3SPA carburetor	--	--	--	--	--
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; 78S. 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"

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. 10760	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 incorporates a propeller shaft drilled for eight 3/8 inch bolts on a five inch circle.

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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	6A4-150-B3
6AL-335-F31	6A4-150-B31

The data plate on all engines should be corrected accordingly where necessary.

Charles F. Dycer, 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.

23223

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	Hub Dia.	Hub 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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All Sensenich Wood Propeller Specifications - Page 2 of 4 pages

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 699	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
176L	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

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
84W	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. 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.

2-6-32

2462A
8-41

CANADA

/ZC

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5745

NATIONALITY AND REGISTRATION MARKS CF-EHJ

1. Type and description	Stinson 108
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-630
4. Name of owner	Grenville Crushed Rock Co. Ltd.,
5. Address of owner	Merrickville, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Merrickville, 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 3rd, 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-EHJ and is of Canadian nationality.

Given at Ottawa this 26th, day of May, 1947.

Superintendent, Air Regulations.

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

/RM

5008-E8-10 21

Ottawa, Ontario.
June 6th, 1947.

REGISTERED

Grenville Crushed Rock Co. Ltd.,
Merrickville,
Ontario.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5745 and Certificate of Airworthiness No. 2119, together with Engine and Journey and Aircraft Log Books, for your Stinson 108 aircraft, CF-EHJ.

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

Yours very truly,

added 9-6-47

(S. Graham),
Superintendent, Air Regulations.

Encls:
cc. D.I.A.R. Montreal, P.Q.

GENRE DE SERVICE

Plein tarif	
Lettre de [illegible]	
Dépêche de [illegible]it	
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

CD 28

CLASS OF SERVICE DESIRED

Full Rate	
Day Letter	
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

ACCOUNTING REFERENCE	CHECK	TIME FILED
		22

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.

HTP/HMC TRANSPORT AIR 3712 FILE:5008-EB-10

OTTAWA ONTARIO MAY 28 1948

RICHARD PRESTON
MERRICKVILLE ONTARIO

CAR495 ON YOUR ASSURANCE AS TO FITNESS FOR FLIGHT OF AIRCRAFT CF DASH

EASY HOW JIG CERTIFICATE OF AIRWORTHINESS WILL BE VALID UNTIL JUNE FIFTEENTH 1948

CIVIL AVIATION

Sender's address or telephone number for reference.
Adresse et numéro de téléphone de l'expéditeur pour référence.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 3 2
6-46

1 Montgomery Avenue, Toronto, June 17th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-10	Renewal of Certificates of Registration and Airworthiness - aircraft CF-EHJ	5008-E8-10

TRANSPORT-RECORDS
JUN 18 A.M.
File 5008-E8-10

A11839

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Stinson 108 aircraft, C F - E H J, Serial No. 108-630, owned by Grenville Crushed Rock C. Ltd., has recently been reconditioned by Cub Aircraft Limited, Hamilton, Ontario.

2. Proper entries have been made in the Log Book of this aircraft that it was airworthy on June 14th, 1948. These entries have been signed by Messrs. J.F. Gibson and A. Bisci as Air Engineers and G.W. Preston as Test Pilot.

3. Certificate of Registration No.5745 and Certificate of Airworthiness No. 2119 have been renewed valid until June 14th, 1949.

noted

(for) District Inspector, Air Regulations,
Toronto.

:alb

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, GENERAL MANAGER, MONTREAL

CLASS OF SERVICE DESIRED	
Full Rate	X
Day Letter	
Night Message	
Night Letter	

PLACE X OPPOSITE SERVICE DESIRED

ACCOUNTING REFERENCE	CHECK	TIME FILED
"COLLECT" WIRE		24

Send the following message, subject to the conditions ... which

TRANSPORT-RECORDS
JUN 18 A.M.
5008-E8-10
File

FILE: 5008-E8-10

260 RICHMOND ST W TORONTO JUNE 16 1949

G D PRESTON
GRENVILLE CRUSHED ROCK CO
MERRICKVILLE ONT

11620

REYURTEL YOUR PRESENT AUTHORITY CERTIFICATE AIRWORTHINESS CF DASH EASY HOW

JIG EXTENDED TO JULY FOURTEEN NINETEEN FORTY NINE

DISTRICT INSPECTOR AIR REGULATIONS

CC:HQ
DWS/MH

Noted
DL

C

HTP/CHN

5008-E8-10

28

Ottawa, Ontario,
30th June, 1949.

Mr. Russell L. Bradley,
Carp Airport,
Carp, Ontario.

Dear Sirs-

Pending the re-registration of Stinson 108 aircraft, registration CF-EHJ, this letter will be your authority to operate the above aircraft under the conditions of the Certificate of Airworthiness No. 2119.

This authority is not valid after July 14th, 1949.

Yours truly,

C. T. Travers,
Assistant Superintendent, Air Regulations.

CC: DIAR TORONTO

By Hand
L. Bradley

Mailed

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

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
			COLLECT

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

Toronto July 15th, 1949.

TRANSPORT - RECORDS
JUL 18 A.M.
5508-E-8-10
File

15769

Russell Bradley
Carp Airport
CARP, Ontario

THIS WIRE CONSTITUTES YOUR AUTHORITY OPERATE CHARLIE FOX DASH EASY HOW JIG AS A COMMERCIAL AIRCRAFT (SEAPLANE) ON DAY VISUAL FLYING UNDER CONDITIONS OF ISSUE AS STATED IN CERTIFICATE OF AIRWORTHINESS NO. 2119 AND VALID UNTIL AUGUST 15th, 1949

District Inspector
Air Regulations

CC:Headquarters

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE DESIRED	
FULL RATE	X
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			ACCTS/AIR REGS

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

FILE: 5008-E8-10 27

CAR

260 RICHMOND ST W TORONTO AUGUST 12, 1949
19681

TRANSPORT RECORDS
AUG 15 P.M.
5008-E8-10
File

DIRECTOR OF AIR SERVICES
DEPARTMENT OF TRANSPORT
3 TEMPORARY BLDG.
OTTAWA ATTENTION SUPERINTENDENT AIR REGULATIONS

ART 273 HAVE YOU WEIGHT AND BALANCE REPORT CHARLIE FOX DASH EASH HOW JIG

DISTRICT CONTROLLER AIR SERVICES

DWS/MH
CC:HQ
CHARGE TO: DOMINION GOVERNMENT AIR SERVICES
6TH FLOOR 260 RICHMOND ST W TORONTO 2-B

DW

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

FORM

STANDARD TIME

1949 AUG 12 PM 12 01

28 (59)

TNA189 16/14=TORONTO ONT 12 1135A

DIRECTOR OF AIR SERVICES. ATTN SUPT AIR REGULATIONS=
302 DEPT OF TRANSPORT 3 TEMPORARY BLDG OTTAWA=

=ART 273 HAVE YOU WEIGHT AND BALANCE REPORT CHARLIE FOX DASH
EASY HOW JIG=

DISTRICT CONTROLLER AIR SERVICES.

5008-E8-10

.ART 273.

29

HTP/MMC

OTTAWA ONTARIO AUGUST 17, 1949

5008-E8-10 Stinson 108 aircraft - CF-EHJ 5008-E8-10

REGISTERED

District Controller of Air Services,
260 Richmond Street, West,
TORONTO 2B, Ontario

ATTENTION: District Inspector, Air Regulations

1. Complying with your request of August 12, 1949, we enclose Weight and Balance Report in respect to the above-mentioned aircraft.

(C.P. Stippers),
Superintendent, Air Regulations.

Encl.

COPY

30

ORIGINAL ON FILE 5008-E8-10

COPY FOR FILE .....

260, Richmond St., W., Toronto.
7th October, 1949.

TRANSPORT - RECORDS
OCT 11 P.M.
File 5008 - E8-10

Mr. R.L. Bradley,
Carp Airport,
CARP, Ontario.

27845

Dear Sir:

Pending check of the Weight and Balance Report relating to Stinson 108 aircraft, CF/EHJ, this letter constitutes your Temporary Authority to operate this aircraft under the Conditions as laid down in Certificate of Airworthiness No. 2119.

This Authority is valid until 5th December, 1949, and does not include permission for the operation of radio apparatus.

This Temporary Authority does not 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 Inspector, Air Regulations,
Toronto.

CAB/AH
cc: HQ.,

noted
ESN

P/

COPY

TRANSPORT - RECORDS
OCT 14 A.M.
File 5008-E8-10

3/

ORIGINAL ON FILE..... 5260-875

COPY FOR FILE..... 5260-394
5008-E8-10

TORONTO 8th Oct. 1949.

BRADLEY FLYING SCHOOL. 5258 - 79

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

28400

Attention: C.A.R.

1. Please find enclosed application form 2484 regarding Stinson 108 aircraft, CF/EHJ.

2. May this aircraft be endorsed on Operating Certificates Nos. 875 and 394.

3. It is to be noted that Bradley Flying School are conducting casual seaplane operations in the vicinity of Constance Bay.

4. As of this date, the Certificate of Airworthiness regarding this aircraft has been endorsed for seaplane operations.

5. Will you please advise this office if there is any further action to be taken in this manner.

(D.W. Saunders),
District Inspector, Air Regulations,
(for) District Controller, Air Services,
Toronto.

8
4-49

32

XLB/FMI

Ottawa, Ontario, October 17, 1949.

5260-875
5260-394
5008-22-10 Op.C

5258-79

Bradley Flying School

District Controller, Air Services,
260 Richmond Street West,
Toronto, Ontario.

Attention: District Inspector, Air Regulations

1. With reference to your letter dated October 5th, 1949, concerning endorsement to Operating Certificates Nos. 394 and 875 please be advised that Mr. Bradley called at this office this morning and this matter was discussed in detail.

2. Apparently Mr. Bradley is desirous of establishing a sea-plane base at Constance Lake, Ontario, for the operation of his Stinson 105 aircraft on floats. Inasmuch as Mr. Bradley appears to be experiencing some technical difficulties concerning a licence for his base at that point there will be some delay concerning amendment of his Operating Certificates in that regard.

3. In view of the fact that endorsement of Stinson 105 on Operating Certificates Nos. 394 and 875 for land-plane and ski-plane operations would serve no useful purpose at this time, it is suggested that action be deferred pending your receipt of further word from Mr. Bradley concerning his negotiations for facilities at Constance Lake.

(C.F. Travers),
Superintendent, Air Regulations.

2462A
8-41

33

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5745

NATIONALITY AND REGISTRATION MARKS CF-EHJ

1. Type and description	Stinson 108
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Michigan, U.S.A.
3. Constructor's serial number	108-630
4. Name of owner	Grenville Crushed Rock Co. Ltd.,
5. Address of owner	Merrickville, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Merrickville, 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 3rd 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-EHJ and is of Canadian nationality.

Given at Ottawa this 28th day of May, 1947.

H. Stevenson
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

June 17th, 1948 - Renewed valid until June 14th, 1949 - [illegible]
October 14th, 1949 - Renewed valid until July 5th, 1950 - A.R. Pinder

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.

COPY

34

ORIGINAL ON FILE.....

COPY FOR FILE..... 5008-E8-10

260 Richmond St. W., Toronto,
7th October 1949

Mr. R.L. Bradley,
Carp Airport,
Carp, Ontario.

Dear Sir:

Pending check of the Weight and Balance Report relating to Stinson 108 aircraft, CF/EHJ, this letter constitutes your Temporary Authority to operate this aircraft under the Conditions as laid down in Certificate of Airworthiness No. 2119.

This Authority is valid until 5th December, 1949, and does not include permission for the operation of radio apparatus.

This Temporary Authority does not 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,

A.R. Pinder

for (D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

CC:HQ

8
4-49

Form No. 106 Page 1 Bill of Sale [Printed Feb. 1947]

Underwood Limited, Legal Form Dept.
135 Victoria St., Toronto—1249

This Indenture

made, in duplicate, the 30th day of June
one thousand nine hundred and 49

Between GRENVILLE CRUSHED ROCK LTD.
MERRICKVILLE, ONT

hereinafter called the Bargainor,
of the First Part,

and RUSSELL L. BRADLEY
CARP, ONT

hereinafter called the Bargainee,
of the Second Part.

Whereas the Bargainor is possessed of the goods, chattels and effects hereinafter described, and has contracted and agreed with the Bargainee for the absolute sale thereof to him for the sum of [illegible] dollars.

Now this Indenture Witnesseth that in pursuance of the said agreement and in consideration of the sum of
dollars paid by the Bargainee to the Bargainor at or before the sealing and delivery of this Indenture (the receipt whereof is hereby acknowledged), the Bargainor doth bargain, sell, assign, transfer and set over unto the Bargainee

those the said goods, chattels and effects described as follows:—

STINSON 108 AIRCRAFT
COMPLETE WITH FLOATS, WHEELS
AND SKIS

all of which said goods, chattels and effects are now in the possession of the Bargainor and situate in or upon are contained in

And all the right, title, interest, property, claim and demand whatsoever of the Bargainor thereto and therein.

To Hold the said hereinbefore assigned goods, chattels and effects and every of them and every part thereof, and all the right, title and interest of the Bargainor thereto and therein unto and to the use of the Bargainee.

And the Bargainor doth hereby covenant with the Bargainee that the Bargainor is now rightfully and absolutely possessed of and entitled to the said hereby assigned goods, chattels and effects and every of them and every part thereof.

And that the Bargainor now has in himself good right to assign the same unto the Bargainee in manner aforesaid, and according to the true intent and meaning of this Indenture.

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, chattels and effects 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 other person 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 encumbrances whatsoever.

And 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, chattels and effects 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 Bargainor, 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, chattels and effects, and every of them and every part thereof, unto the Bargainee, in the manner aforesaid, and according to the true intent and meaning of this Indenture, as by the Bargainee or his counsel in the law shall be reasonably advised or required.

And it is agreed that this Indenture and everything herein contained shall enure to the benefit of and be binding upon the executors, administrators and assigns or successors and assigns of the parties hereto respectively.

And it is further agreed that wherever the singular and masculine are used throughout this Indenture, they shall be construed as if the plural or the feminine or the neuter had been used, where the context or the party or parties hereto so require, and the rest of the sentence shall be construed as if the grammatical and terminological changes thereby rendered necessary had been made.

In Witness Whereof the said parties hereto have hereunto set their hands and seals the day and year first above written.

Signed, Sealed and Delivered
IN THE PRESENCE OF

Granville Courtland Rock
G. B. Rustor.

Clara. Barr.

D. Wardley.

If the affidavit is made by an agent, or by an officer of a corporation, the following clause must be added at the end of the affidavit:
"And that I am aware of all the circumstances connected with the said bill of sale and have personal knowledge of the facts herein deposed to."

I,
of the of
County of in the of
To Wit:
the Bargainee

in the foregoing Conveyance or Bill of Sale named, make oath and say:
THAT the sale therein made is bona fide and for good consideration, namely the sum of dollars,
as set forth in the said conveyance, and is not for the purpose of holding or enabling the bargainee to hold the goods mentioned therein against the creditors of

the Bargainor therein named.

SWORN before me at the
of
in the
of
this
day of
194

A Commissioner, etc.

Page No. 4
Form No. 106
Bill of Sale
Printed
Feb. 1947
1249

Province of Ontario

County of Renville

To Wit:

I, Clara Barr
of the Village of Minnetonka
in the County of Renville
clerk.
make oath and say:

1. I was personally present and did see the within or annexed Bill of Sale duly signed, sealed and executed by

of the parties thereto.

2. I know the said parties and the name " " set and subscribed as a witness to the execution of the said Bill of Sale is of the proper handwriting of me this deponent.

3. The said Bill of Sale was executed at the Village of Minnetonka
in the County of Renville
on the 30 day of June 1949.

4. I am a subscribing witness to the due execution of the said Bill of Sale.

Sworn before me at the Village
of Minnetonka
in the County
of Renville
this 30
day of June
1949

Clara. Barr.

A Commissioner, etc.

Dated Minnetonka June 30 1949

Minnie Bushnell Barr

—TO—

Russell Bradley.

Bill of Sale

Underwood Limited, Toronto

35

2413
1-48

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.....

Date of Application.....June 30, 1949.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
BRADLEY, Russell L.	Carp Airport, CARP, 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).....
Commercial

Usual Station.....Carp, Ont.

Date and place of manufacture or reconstruction.....May, 1947. Consolidated Vultee Aircraft Corp., Wayne, Mich., U.S.A.

Crew required.....Pilot only

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., Wayne, Mich., U.S.A.

Type Stinson 108 Maker's No. 108-630

	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 1194

Total weight authorized (fully loaded) in lbs 1900 Utility 2150 (normal) Air Speed 115 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Ammeter, Compass, Tachometer, Altimeter, Airspeed, Directional Gyro, Turn & Bank,
2. Gauges Oil Pressure, Oil Temperature, Fuel,
3. Lights Navigation, Landing
4. Signals
5. Fire Extinguishers One Hand Type
6. Parachutes Nil
7. Tools Nil
8. Other Equipment Safety Belt for each occupant: G/E Two way radio; First aid kit.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Franklin 150			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	Six			
H.P.	150			
Bore	4.5"			
Stroke	~~XXX~~ 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. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

36 2 6-47

Toronto, Ontario, October 15th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-10	Re-Registration of aircraft CF-EHJ	5008-E8-10

TRANSPORT - RECORDS
OCT 18 A.M.
File 5008-E8-10

28948

Director of Air Services,
Department of Transport,
OTTAWA.

1. Herewith the following papers relating to re-registration of Stinson 108 aircraft, CF-EHJ, Serial No. 108-630, recently purchased by Mr. R.L. Bradley from Granville Crushed Rock Co. Ltd:-

(a) Application form in duplicate.
(b) $5.00 fee (see page 8884 in cash book, receipt no. 86357).
(c) Bill of Sale.
(d) Old Certificate of Registration No. 5745.
(e) Old Certificate of Airworthiness No. 2119.
(f) Weight and Balance (landplane & seaplane).
(g) Copy of letter of temporary authority.

Nos 2.

A.R. Pinder

for (D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.

To Owner
8330(R)
2119(A)

/RM

37

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8330

NATIONALITY AND REGISTRATION MARKS CF-EHJ

1. Type and description	Stinson 108
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Mich, U.S.A.
3. Constructor's serial number	108-630
4. Name of owner	Russell L. Bradley,
5. Address of owner	Carp Airport, Carp, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Carp, 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 30th day of June 19 49, 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-EHJ and is of Canadian nationality.

Given at Ottawa this 24th day of October 19 49.

Superintendent, Air Regulations.

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

Not valid after July 5th, 1950, unless endorsed.

VALID [redacted] CANADA ONLY.
THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT NUMBER E-10384 AND IS SUBJECT TO CONDITIONS SPECIFIED THEREIN.

VALID FOR DAY FLYING ONLY.

2462
7-45

/ZC

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2119

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) (30.6.49) BRADLEY, ~~Grenville Crushed Rock Co. Ltd.,~~
2. Christian name Russell, L.,
3. Address Carp Airport, Carp, Ont. ~~Merrickville, Ontario.~~
4. Nationality ~~Canadian~~

NAME OF CONSTRUCTOR

5. Name Consolidated Vultee Aircraft Corporation.

NATIONALITY AND REGISTRATION MARKS

6. CF-HEJ

DESCRIPTION OF AIRCRAFT

7. Type Stinson Series 108 Constructor's No. 108-650
8. Place and year of construction of aircraft Wayne, Michigan, U.S.A. September, 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) Four

CLASSIFICATION OF AIRCRAFT

13. Category Normal and Marine (15.10.49)
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 35' 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	1218 ~~1194~~ lbs.
	(b) Seaplane	1417 lbs.
	(c) Skiplane	1263 lbs. (8.12.49)

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)		252 lbs.
(a) Number of tanks: Two		
(b) Capacity of tanks: 35 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. 392 lbs. (Skiplane) 461 L.P.		~~550~~ 506 lbs.
		(8.12.49)
32. Maximum total weight authorized		lbs.
Landplane: (Utility) 1900	(Normal)	2150 lbs.
Seaplane		lbs.
Skiplane		2150 lbs.

Compulsory Conditions

33. Maximum total weight authorized (write in full)
Landplane: (Normal) Twenty one hundred and fifty pounds.
Seaplane
Skiplane: (Utility) Nineteen hundred pounds. (Skiplane) Twenty one hundred & fifty pounds
(SEAPLANE) - Twenty-two hundred and thirty five Pounds (5.10.49)

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 10.6 inches and 20 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 May 3, 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 28th day of May, 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:

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.

nde (8.12.49)

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (15.10.49)

Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made. (29.12.49)

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
		May 3, 1948. 14/6/49 July 5th, 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 of Transport.

/RM

38

5008-E8-10

OTTAWA, Ontario.
October 24th, 1949.

Mr. R.L. Bradley,
Carp Airport,
Carp, Ontario.

Dear Sir/s:-

NOTED
OCT 28 1949
Revenue Audit
Dept. of Transport

Enclosed are Certificate of Registration No. 8330 and Certificate of Airworthiness No. 2119 for your Stinson aircraft, CF- EHJ , Serial No. 108-630.

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 5th, 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.

Yours truly,

(C. [illegible] Beavers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

REGISTERED

AC-5-60

cc. - [illegible].

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

39

2
6-47

Toronto, Ontario, December 8th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-10	Stinson 108 aircraft CF-EHJ	5008-E8-10

37165

TRANSPORT - RECORDS
DEC 10 A.M.
File 5008-E8-10

Director of Air Services,
Department of Transport,
OTTAWA.

Attention: Superintendent, Air Regulations.

1. Please be advised that the Certificate of Airworthiness No. 2119 relating to the subject-noted aircraft, has been endorsed this date as follows:

Item 24. Skiplane - 1263 lbs. ✓

Item 31. " - 461 lbs. ✓

Item 32. " - 2150 lbs. ✓

Item 33. " - Twenty one hundred and fifty pounds. ✓

2. Main Ski Base - Elliott El0½
Pedestal DHC - W104
Drawing No. Douglas Eng. Co. #46-0-0-0-0.

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

Foot. not required as L.P. S.P. skiplane

JF/CS

Ottawa, Ontario, December 16, 1949.

5008-E8-10 Stinson - CF-EHJ 5008-E8-10(CAR)

District Controller of Air Services,
260 Richmond Street West,
Toronto, Ontario.

Attention: District Inspector, Air Regulations

1. Reference your 5008-E8-10, dated December 8, 1949, a further endorsement is required on page 3 "D" of Certificate of Airworthiness No. 2119 for Stinson 108 aircraft registration CF-EHJ, owned by Russell L. Bradley, Carp, Ontario.

2. The following footnote is required for landplane, seaplane and skiplane, viz. "Total weight authorized does not permit ofcarrying the total number of passengers unless a suitable reduction in the quantity of fuel is made."

3. Please advise when this amendment has been completed.

(C.T. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

41 2 6-47

Toronto, Ontario, December 29th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-10(CAR)	Stinson - CF-EHJ	5008-E8-10

TRANSPORT - RECORDS
DEC 30 A.M.
File 5008-E8-10

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

39545

Attention: C.A.R.

1. With reference to your letter dated December 16th, 1949, please be advised that the Certificate of Airworthiness No. 2119 for the subject-noted aircraft, has been endorsed this date, as requested. ✓

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

noted B

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

43 2
2-48

TORONTO Ontario January 9, 1950
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident, CF - EHJ R.L. Bradley - Registered Owner McKay Lake,P.Q. (Bradley Air Services Reg.)	5008-E8-10

40840

TRANSPORT - RECORDS
JAN 10 A.M.
File 5008-E 8-10

Director of Air Services,
Department of Transport,
Ottawa.

Attention C.A.R.

1. Attached please find copy of a letter dated January 4, 1950, from Mr. R.L. Bradley, concerning an accident on January 1, 1950, at McKay Lake, Pontiac County, Quebec, in which the m/n aircraft was involved. Submitted for your information, please.

2. Mr. Bradley states that neither the pilot nor the three passengers were injured in this mishap.

3. As this accident occurred outside this district, your instructions are requested, please, as to who should complete the investigation and report.

D.W. Saunders

(D. W. Saunders),
District Inspector, Air Regulations,
for J. R. Robertson,
District Controller of Air Services,
Toronto.

Attach.

43

BRADLEY
AIR SERVICES Reg.

Carp Airport

Carp, Ontario

January 4, 1950.

District Inspector, Air Regulations,
Dept. of Transport,
260 Richmond St. W.,
Toronto, Ont.

Dear Sir:

Accident Report

On Jan. 1, 1950 at approximately 1000 hrs. our Stinson 108 aircraft, Reg. CF-EHJ, was involved in an accident at McKay Lake, Pontiac County, Que. (Approx. 15 miles N/E of Fort Colonge, Que.).

There were three passengers and the pilot, Mr. Leo Cashman of Ottawa, Ont. No one was injured in the mishap.

The pilot was executing a ski landing on the lake. He had touched down but due to the icy condition of the surface of the lake he overshot. He attempted to go around again but failed to clear a shed erected on the shore of the lake.

A thorough examination of the aircraft has not been made but I believe that it is damaged beyond economical repair.

The weather at the time was overcast, ceiling approx. 4000', visibility 10 - 15 miles with a very light wind.

A copy of this is being mailed to Headquarters at Ottawa.

Yours very truly,

(Signed) R.L. Bradley.

(COPY)

PSW/SFT

4 4

OTTAWA, Ontario, January 16th, 1950

5008-E8-10

Accident - McKay Lake, P.Q.
Stinson 108 Aircraft CF-EHJ - Russell L. BRADLEY

(CAR)
5008-E8-10

District Controller for Air Services,
260 Richmond Street West,
TORONTO 2B, Ontario.

Attention: District Superintendent, Air Regulations.

1. In reply to your letter of January 9, 1950, it is requested that your office complete the investigation into the subject accident in view of the fact that records of the aircraft, the company, and the pilot, are not available to the Montreal District Office.

(C.T. Travers),
Superintendent, Air Regulations.

Mr. Travers:

I now have all the reports available on this file, and recommend no further action is required to investigate the accident. A letter has been prepared to the DSAR Toronto to this effect.

PSW 2/50

PSW

45

RSW/SFT

5802-15220
5008-E8-10

OTTAWA, Ontario,
February 9th, 1950.

Mr. Leo Cashman,
189 Laurier Avenue East, Apt. 12,
OTTAWA, Ontario.

Dear Sir:

Receipt is acknowledged of your letter of Jan. 2, 1950, regarding the accident to Stinson aircraft CF-EHJ at McKay Lake, Quebec, on January 1, 1950.

In order that the greatest benefit may be derived from your experience, and a like accident be averted if possible, may we be provided, please, with details such as the wind conditions, temperatures, aircraft performance, terrain, the reasons for the decision in going around again, surface conditions, etc. If a sketch of the immediate area where the accident occurred could be supplied, it would be much appreciated.

Yours very truly,

(C.T. [illegible]),
Superintendent, Air Regulations.

DSAR TORONTO

HWF/M

4·6

Ottawa, Ontario, February 10th, 1950.

Accident Stinson CF-EHJ. 5008-EB-10 (CAR).

District Controller of Air Services,
260 Richmond Street, West,
Toronto 2B, Ontario.

Attention: District Superintendent, Air Regulations.

1. Reference is made to your letter dated January 9th, 1950, in connection with the accident involving Stinson aircraft CF-EHJ.

2. You are advised that the investigation will be completed at Headquarters.

Original Signed by
C. T. TRAVERS

(C. T. Travers),
Superintendent, Air Regulations.

#1 Note 11/2/50

T.L. Cashman
194 McArthur Rd.
East View Ont.
Feb 21/50.

$7

C. [illegible] Travers.
Supt. Air Regulations
#3 Bldg. Wellington St.
Ottawa Ont.

41158

TRANSPORT - RECORDS
FEB 23 P.M.
File 5008-E8-10

Dear Sir!

Enclosed is a rough sketch of the area where the accident occurred on Jan 1, 1950 while I was acting as pilot. There was a wind of approx 15 m.p.h. from the North when I took off from Carp airport, but when I landed there was almost no wind at all. The temperature was approximately 10° above Zero, and there was only about a quarter of an inch of snow on the ice. This was a point which I did not fully realize or I would have landed farther from shore. After landing, the aircraft didn't slow down very much, and we were fast approaching the shore. I made an attempt to turn the aircraft, but this had little effect. In any event the aircraft would have had to turn about 180 degrees because there was a long warf on my port side, and the shore on my starboard side. The shore was very rough, so I dropped my flaps & put on full throttle. My left Ski struck a rock & this pulled me down sufficient & low to strike the barn.

Yours Truly
J Bach.

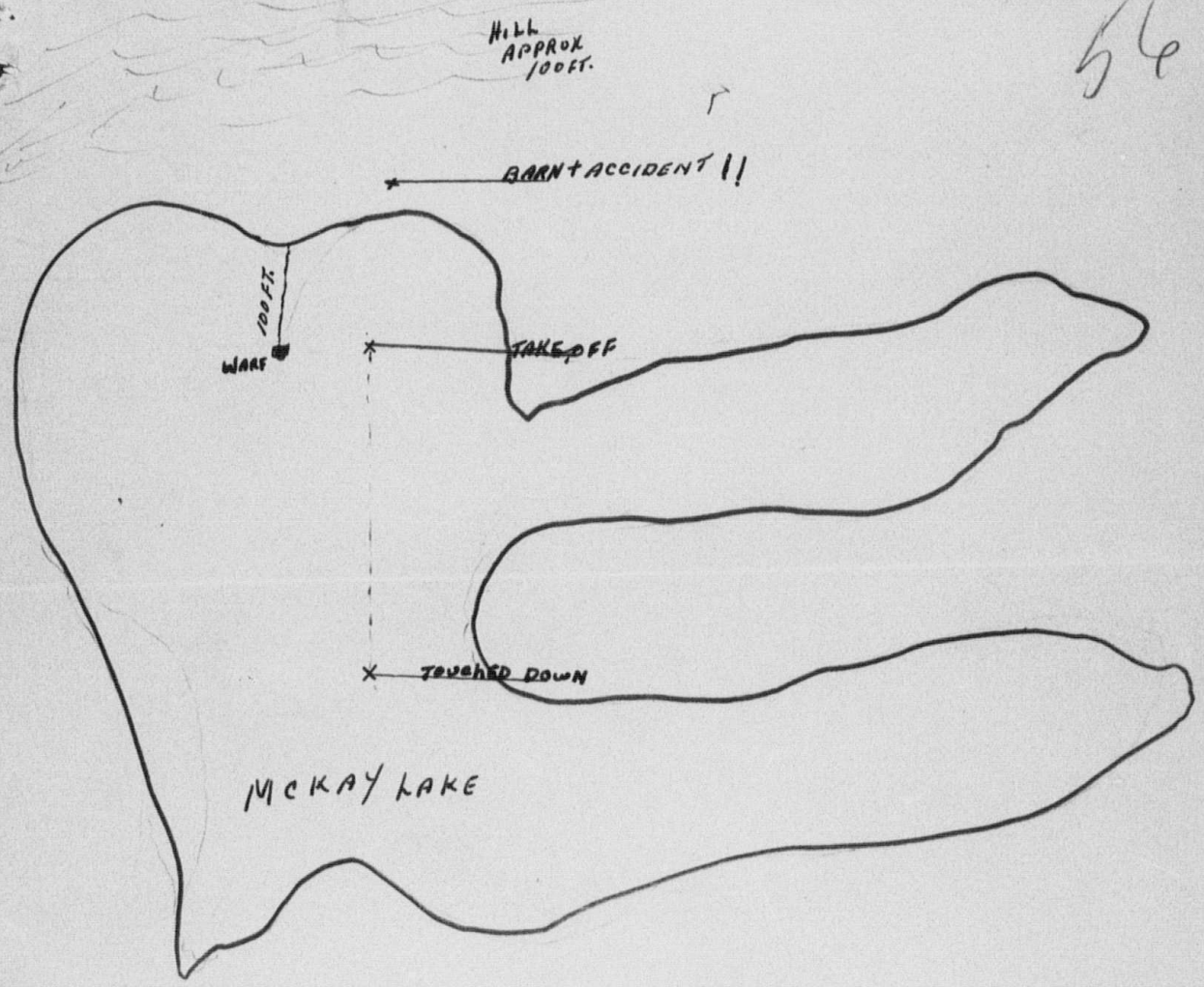
COPY ON
5802-15220

1 copy 24/2/50 JS

N.

ACCIDENT
TO STINSON AIRCRAFT
CF-EHJ.

56



S

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

6 55 2 6-47

TORONTO.260 Richmond St. West. 20.2.50
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-10 (CAR)	ACCIDENT STINSON C F/E H J	5008-E8-10

REGISTERED.

TRANSPORT - RECORDS
FEB 21 P.M.
File 5008-E8-10

Director of Air Services,
Department of Transport,
OTTAWA.

17415

Attention: Superintendent, Air Regulations.

I. In view of the contents of your letter, dated February 10th, 1950, enclosed herewith are the following:

(a) Journey and Aircraft log book.

(b) Engine log book.

(c) Certificate of Registration No. 8330.

(d) Certificate of Airworthiness No. 2119.

S. Grant

District Superintendent, Air Regulations,
(for) District Controller, Air Services,
Toronto.

Miss. Jones to note. flat.

ENCL.4.

noted 24/2/50 WWW

NOTED

CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

TOR:5008-E8-10

REGISTERED

260 Richmond St. W., Toronto,
December 29th, 1949.

Mr. Russell L. Bradley,
Carp Airport,
CARP, Ontario.

Dear Sir:

Enclosed are Certificates of Registration No. 8330 and Airworthiness No. 2119 for your Stinson 108 aircraft, CF-EHJ.

The Certificate of Airworthiness has been endorsed to read as follows:

> "The 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 landplane, seaplane and skiplane."

Yours truly,

(D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

encls.

CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

TOR:5008-E8-10

REGISTERED

260 Richmond St. W., Toronto,
December 8th, 1949.

Mr. Russell L. Bradley,
Carp Airport,
CARP, Ontario.

Dear Sir:

Enclosed are Certificate of Registration No. 8330 and Certificate of Airworthiness No. 2119 for your Stinson 108 aircraft, CF-EHJ.

The Certificate of Airworthiness has been endorsed this date as follows:

Item 25. Skiplane 1263 lbs.

Item 31. " 461 lbs.

Item 32. " 2150 lbs.

Item 33. " Twenty one hundred and fifty pounds.

Yours truly,

(D.W. Saunders),
District Inspector, Air Regulations,
Toronto.

encls.

JEH/PMI

58

5802-15220
5008-E8-10

Ottawa, Ontario,
March 6th, 1950.

Mr. Thomas Leo Cashman,
194 McArthur Road,
Eastview, Ontario.

Dear Sir:

This will acknowledge with thanks your letter of February 21st, 1950.

It is pointed out that it is the pilot's responsibility when using an unlicensed landing area. Therefore, it is imperative that all due care be taken when operating under these circumstances.

Yours truly,

(C. T. Travers),
Superintendent, Air Regulations.

c.c. TORONTO

JP/AM

Ottawa, Ontario, April 4th, 1950.

59

Stinson 108 - aircraft CF-EHJ

5008-E8-10

REGISTERED

District Controller of Air Services,
260 Richmond Street West,
Toronto, Ontario.

Attention: District Superintendent, Air Regulations

1. A telephone call was received from Mr. Russell L. Bradley, Carp, Ontario, requesting the Journey and Aircraft and Engine log books for Stinson 108 aircraft CF-EHJ, serial No. 108-630, as he plans to rebuild this aircraft.

2. Enclosed for your file are Certificates of Airworthiness No. 2119 and Registration No. 8330 for Stinson 108 aircraft CF-EHJ, to be held pending application for renewal of these certificates.

(C. H. Travers)
Superintendent, Air Regulations

Encls.

5008-E8-10

JF/AM

OTTAWA, Ontario,
April 4th, 1950.

REGISTERED

Mr. Russell L. Bradley,
Carp Airport,
Carp, Ontario.

Dear Sir:-

Further to your telphone conversation with Mr. J. Fink, enclosed are Journey and Aircraft and Engine log books for Stinson 108 aircraft, serial No. 108-830, registration CF-EHJ.

Also enclosed is a copy of "Air Show Handbook" which covers the R.C.A.F. participation in Air Shows, the contents of which should be very helpful in organising your Air Show.

Yours truly,

(G. F. Beavers)
Superintendent, Air Regulations

Encls.

c.c. TORONTO

41

TRANSPORT - RECORDS
OCT 10 P.M. 1952
File 5008-E8-10

35672

5008-E8-10

260 Richmond Street West,
Toronto, Ontario,
October 9th, 1952.

Mr. Russell L. Bradley,
Bradley Air Services Reg.,
Carp Airport,
CARP, Ontario.

Dear Sir:-

It is to be noted that, according to our records, you are still holding Certificates of Airworthiness and Registration covering Stinson 108 aircraft CF-KHJ.

Would you please advise this office your intentions regarding this aircraft, and if it is not to be rebuilt, please forward certificates to this office with the request that they be cancelled.

Yours very truly,

(for) District Superintendent,
Air Regulations, Toronto.

CAB/fs
CC: H.Q.

VALID IN CANADA ONLY.
THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT NUMBER E-10384 AND IS SUBJECT TO CONDITIONS SPECIFIED THEREIN.

VALID FOR DAY FLYING ONLY.

66

2462
7-45

51

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2119

(Heavier than air)

FIRST PART

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

(30.6.49) BRADLEY, A.

1. Surname of owner (or name of Company) ~~Grenville Crushed Rock Co. Ltd.,~~
2. Christian name Russell, L.,
3. Address Carp Airport, Carp, Ontario. ~~Merrickville, Ontario.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Consolidated Vultee Aircraft Corporation.

NATIONALITY AND REGISTRATION MARKS

6. CF-EHJ

DESCRIPTION OF AIRCRAFT

7. Type Stinson Series 108 Constructor's No. 108-630
8. Place and year of construction of aircraft Wayne, Michigan, U.S.A. September, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land and Marine ARP 15/10/49
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: 6A4-150-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	~~1218~~ ~~1194~~ lbs. QRP
(b) Seaplane	1417 lbs. QRP
(c) Skiplane	1263 lbs. QRP

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.	18 lbs.
27. Oil (at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 2 Imp. gals.	170 lbs.
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: seap. 392 lbs. skip. 461 lbs. DY L.P.	~~550~~ 506 lbs.
	lbs.
32. Maximum total weight authorized (Normal)	2150 lbs.
Landplane (Utility) 1900	2235 lbs.
Seaplane	2150 lbs.
Skiplane	

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)

Landplane (Normal) Twenty one hundred and fifty pounds. DY

~~Seaplane~~ (Skiplane - Twenty one hundred and fifty pounds

~~Skiplane~~ (Utility) Nineteen hundred pounds. (Seaplane - Twenty-two hundred & thirty-five pounds

34. Minimum crew necessary: One

A.R. Pinder 15/10/49

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 20 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 May 3, 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 28th day of May, 1947.

H. Gratton

for *Superintendent, Air Regulations.*

FORM 27-OP-12 2M 8 46

45

Page 1 of 2

Licen CF-EHJ

STINSON DIVISION
CONSOLIDATED VULTEE AIRCRAFT CORPORATION

ACTUAL WEIGHT AND BALANCE

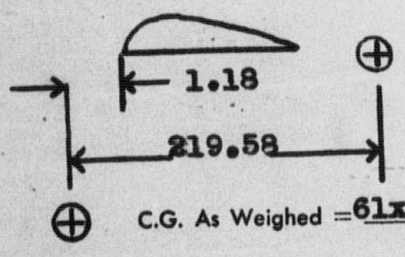
Serial No. 108-630

Prepared by B.J. Hayflin

Approved by J. Sherwood

Date 9-7-46

C.A.A. Inspector J. Jones



Reaction	Gross	Tare	Net
Left Wheel	590		590
Right Wheel	558		558
Tail Wheel	88	27	61
Total as Weighed			1209

C.G. As Weighed = $\frac{61 \times 219.58}{1209} - 1.18 = 9.90$ "aft L.E. Wing

Airplane as Weighed	1209	9.90	11969
Less Oil 8 qts.	−15	−49	+735
Plus Unusable fuel 4 gal.	+24	22	+528
Airplane Empty	1218	(10.86)	13232

Oct 11/49. This w + B has been checked & figures corrected on CofA #2119.
H. Bato D.O.T.

ITEM	GROSS WEIGHT NORMAL CATEGORY			CONDITION UTILITY CATEGORY		
	Weight	Arm	Moment	Weight	Arm	Moment
Airplane Empty	1218	10.86	13232	1218	10.86	13232
Pilot and Passenger	340	16	5440	380	16	6080
Passengers—Rear	340	48	16320	0		
Baggage	21	42	882	71	42	2982
Fuel—36 gal.	216	22	4752	216	22	4752
Oil—2 gal.	15	−49	−735	15	−49	−735
TOTAL	2150	(18.55)	39891	1900	(13.85)	26311
...cation in % M.A.C.		32.5%			24.0%	

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	Weight	Arm	Moment	Weight	Arm	Moment
	1218	10.86	13232	1218	10.86	13232
	170	16	2720	170	16	2720
...tear	0			340	48	16320
	0			50	42	2100
	75	22	1650	216	22	4752
					49	−735

Oil
Fuel

64

WEIGHT & BALANCE REPORT
(Seaplane)

Stinson 108 -- Reg. CF-EHJ --- Serial # 108-630 October 3, 1949.

EMPTY WEIGHT

Item	Weight	Arm	Moment
Weight on Wheels	1218	10.86	13232
Less Tail Wheel	10	218.58	2186
" Main Wheels	105	-1.18	-124
Plus Floats (complete)	310	21.00	6510
" Fin	4	218.00	872
AIRPLANE EMPTY ON FLOATS	1417	13.09	18552

Gross Weight (Normal)

Airplane empty	1417	13.09	18552
Pilot & Pass.	340	16.00	5440
Pass. Rear	340	48.00	16320
Baggage	-	-	-
Fuel (17 gal. only)	123	22.00	2706
Oil (2 U.S. Gals.)	15	-49.00	-735
GROSS Weight on Floats	2235	18.92	42283

Note;

Datum ------ Wing Leading Edge.
C.G. Limits ----- ~~10.62" to 20.03" aft of datum, or 18.2% of M.A.C. to 35.2% of M.A.C.~~
11.1" to 19.8" aft. of datum for seaplane WDMS

Compiled at Carp, Ont., October 3, 1949 by R. L. Bradley.

R. L. Bradley.
R. L. Bradley.

Accepted
WDMS
11 Oct 49

/MIM
/ZC
/MM

.63

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.

The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight.

Date 15 Oct 49 A.R. Pinder

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 landplane, seaplane, and skiplane. (29-12-49)

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
		May 3, 1948.	H. L. Patterson
June 14th 1948 Cub Aircraft Limited Carp, Ont.	Airworthy	June 14 1949	A. A. Batchelor
July 5 1949	Airworthy	July 5 1950	A.R. Pinder

(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

47

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8330

NATIONALITY AND REGISTRATION MARKS CF-EHJ

1. Type and description	Stinson 108
2. Name and address of constructor	Consolidated Vultee Aircraft Corporation, Wayne, Mich, U.S.A.
3. Constructor's serial number	108-630
4. Name of owner	Russell L. Bradley,
5. Address of owner	Carp Airport, Carp, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Carp, 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 30th day of June 19 49, 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-EHJ and is of Canadian nationality.

Given at Ottawa this 24th day of October 19 49.

H. Matheson

Superintendent, Air Regulations.

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

Not valid after July 5th, 1950, unless endorsed.

C8

3
5-51

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Toronto, Ontario, October 21st, 1952
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-10	Stinson 108 - CF-EHJ	5008-E8-10

TRANSPORT - RECORDS
OCT 23 P.M. 1952
File 5008-E8-10

In Reply
Refer to File

37335

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

Attention: C.A.R.

1. Please find enclosed Certificate of Airworthiness No. 2119 and Certificate of Registration No. 8330, regarding the marginally noted aircraft.

2. Mr. R. L. Bradley, the owner, has requested that these certificates be cancelled inasmuch as the aircraft is written off.

for District Superintendent, Air Regulations,
for District Controller, Air Services
Toronto.

Encl: (2)

Voted

FILE No. 5008 - E8 - 11 VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM AUG 1946

TO

VOL. 1 5008 - E8 - 11

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EHK — ANSON V

CROSS REFERENCES

5002 + 160

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
MAR 9 - 51	(5008-E14-11) 45881	CAR		Rm	MAR 9
APR 3 1951	Reg. to Head	[illegible] CAR		89.	JUN 8 1951

WHENEVER A FILE IS PASSED DIRECT TO ANOTHER SECTION

58825
L.L. Co.

FILE NO. 5008 - E8 - 11 VOLUME NO. 1

DEPARTMENT OF TRANSPORT

FROM AUG. 1946
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF-EHK (ANSON V)

CROSS REFERENCES

5002-160

VOL. 1
5008 - E8 - 11

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 13 1946	17726	S.A.R.		JT	AUG 15 19
SEP 1 1946	Requested	S.A.R.		C.T.	
OCT 24 1946	26462	S.A.R.	25.10.46	J	OCT 11 1946
DEC 5 19	57599, 59594	S.A.R.		C.T.	
		C.A.E.		C.T.	
		C.A.E.		M.	
FEB 20 1947	71449	C.A.R.		M.	JAN 1947
APR 11 1947		C.A.I.		S	MAR 31 1947
NOV 7 47	25249	Trans.			APR 1947
NOV 27 47	Mr. Finkle.	C.A.R.		JT NOV 8 47	
	MR. PATTERSON	CAR		M. NOV 28 47	
APR 14 1948	MR. FINKLE.	CAR		FEB 16 48	
DEC 29 48	(5008-E8-11) 811	CAR		APR 16 48	
JAN 24 1950	Reg. to McCurdy	R.F.L.		DEC 29 48	
				JAN 24 1950	

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

FULL
DAY LETTER
NIGHT MESSAGE
NIGHT LETTER
EVENING & SUNDAY

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
straight wire			Civil Aviation Division, 1 Montgomery Ave., Toronto.

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

A17726

TORONTO AUGUST 12TH ~~1946~~

TRANSPORT-RECORDS
AUG 13 A.M.
File 5008-C8-11

PENINSULA AIR SERVICE
HAMILTON MUNICIPAL AIRPORT
HAMILTON ONTARIO

T-390 REGISTRATION MARKINGS CHARLIE FOX DASH EASY HOW KING ALLOTTED

ANSON V SERIAL NO. NDF 271 RCAF 12459

CIVIL AVIATION

O A Brelthaus

2m

FORM 6122

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

MOA241 21 GB=EG TORONTO ONT 10 1207P

1946 AUG 10 PM

CONTROLLER OF CIVIL AVIATION=

5008-C-11

0350 DEPT OF TRANSPORT OTTAWA ONT: A18008 2

=T.388: PENNSULA AIR SERVICES REQUEST AIRCRAFT IDENTIFICATION LETTERS FOR ANSON V SERIAL NO. NDF 271 RCAF NO. 12459 REPLY BY WIRE=

CIVIL AVIATION.

RETURNED ON CARD

CAR 12/8

CF-EHK

CNT 6296
5-36
CONFIRMATION OF TELEGRAM
Telephoned
TO BE

CANADIAN NATIONAL

W M ARMSTRONG GENERAL MANAGER
TORONTO

TELEGRAPHS

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
TGS/CEH			TRANSPORT (AIR) J 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

~~5258-P13~~ 3
5008-E8-11

OTTAWA, 12TH AUGUST, 1946.

DISTRICT INSPECTOR AIR REGULATIONS
NO. 1 MONTGOMERY AVENUE
TORONTO 12, ONTARIO

AR90 RETEL T388 REGISTRATION MARKINGS OF DASH EAST HOW KING

ALLOTTED ANSON V SERIAL NDF TWO SEVEN ONE RCAF ONE TWO FOUR FIVE NINE

PENINSULA AIR SERVICES

T.G.S.

CIVIL AVIATION

AG#44

4

GCB/LK Ottawa, Ont., Oct. 5, 1946.

Anson Aircraft CF-EHK 5008-E8-11

District Inspector, Air Regulations,
1 Montgomery Ave.,
Postal Station K,
Toronto 12, Ontario.

1. During a visit to Hamilton Airport Saturday Sept. 28th, one of our Assistant Inspectors noted that there was an Anson V aircraft on the field, registered in the name of Peninsula Air Services and identified CF-EHK.

2. The aircraft was not flying but we were advised that it was available for commercial operations, it may be operating with a temporary certificate of airworthiness.

3. We have no application for a certificate of airworthiness for the aircraft and the seating arrangement with two pilots and eight passengers has not as yet been approved by this Department.

4. It is possible that our source of information was not reliable but it is suggested that an investigation should be made at your convenience.

(S. Graham),
Superintendent, Air Regulations.

8

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

9 2 8-45

TORONTO, October 9th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	ANSON V CF-EHK Serial No.12459	5008-E8-11

TRANSPORT-RECORDS
OCT 10 A.M.
File 5008 E8-11

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A26462

1. Referring to your memo of October 5th/46 regarding Anson V CF-EHK which was recently purchased by Mr. G. Knapman, the following papers relating to the Registration of this aircraft are attached hereto.

(a) Application forms.
(b) $10.00 fee(180 Cash book Receipt No. 76121)
(c) Proof of Ownership - War Assets to Algoma Air Transport Co., Ltd Sales order No. 7437.
(d) Proof of Ownership - Algoma Air Transport to Gordon Knapman.
(e) Report on Overhaul - signed by Messrs Gibson, Brownell and White.
(f) Copy of letter of temporary authority.

2. It is to be noted that there are many applications for aircraft and personnel licenses pending in this office, which, with our inadequate staff we have been unable to complete promptly.

weight light 6885 lbs

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

6

CANADA

CF-EHK

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 Gordon Knapman

Date of Application August 30, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Gordon Knapman	R.R. # 5 Hamilton Ontario.	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) Commercial

Usual Station Hamilton, Ontario.

Noted

Date of manufacture or reconstruction October 30, 1944.

Crew required 1

Accommodation for what number of passengers 8

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 ... MacDonald Bros. Aircraft Ltd. ...

Type ..... Anson MK 5 ..... Maker's No. ..... #12459 .....

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	56' 6"	
Length o/a in feet	42' 3"	
Height o/a in feet	11' 2"	

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

Weight equipped, but without load, fuel, or oil ..... 6885 lbs. .....

Total weight authorized (fully loaded) in lbs. 9460 ..... Air speed 180 ..... miles per hour .....

EQUIPMENT—(Give number and type).

1. Instruments ..... Rate of Climb, Altimeter, Airspeed, Directional Gyro, Artificial Horizon, Turn & Bank .....
2. Gauges ..... Fuel Pressure Gauges, Brake Pressure Gauges, Hydraulic Pressure. Fuel Gauge, Manifold Pressure Gauges, Oil Temperature & Pressure .....
3. Lights ..... Navigation, landing & interior lighting. .....
4. Signals ..... ——— .....
5. Fire Extinguishers ..... Engine Pressure Systems, and 3 Hand Operated, 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	Wasp Junior	Wasp Junior		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	9	9		
H.P.	450	450		
Bore	5.1875	5.1875		
Stroke	5.1875	5.1875		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on ..... Aug 22/46 .....

Particulars accurate as corrected .....

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

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

.....

.....

Date ..... Aug 31/46 .....

Signature ..... H Batt .....

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

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

7

TO BE ATTACHED TO LOG BOOK OF AIRCRAFT CF-EHK

Former R.C.A.F. Anson MK 5 aircraft #12459, after conversion, was inspected for C. of A. after the following work was carried out. Total time since new according to Log Books, 6 hours.

Fuselage: All surplus Air Force equipment removed. Astro dome removed and faired in with plywood glued in place and fabric covered.
Rear canvas bulkhead removed and plywood compartment bulkhead with door fitted just aft of pilot's compartment and ahead of instrument panel.
Plastic nose removed and fabric covered.
Hinge and fasteners fitted for excess of baggage.
Three remaining windows in forward compartment covered over and reinforced with plywood.
Two additional dome lights fitted.
Batteries removed from fuselage and installed in starboard bomb bay, being slung from bomb bay attachments on a rigid support made up of 3/4" .1025 steel tubing and 1/8" .1025 sheet stock.
Entire battery support treated with acid resisting paint.
Compass invertor and voltage regulator moved to pilot's compartment.
Passenger compartments insulated with fibre glass and upholstered.
Floor structure strengthened according to Algoma Air Transport drawing, dated August 7, 1946, and modified upholstered seats installed. Seats also modified according to Algoma Air Transport drawing, dated August 7, 1946.
Fuselage opened at all inspection openings and found to be satisfactory after additional taping of plumbing below pilot's compartment.

Wing: Wing opened at all inspection openings and found to be satisfactory.

Empennage: Inspected externally and internally at all inspection points and found to be satisfactory.

Undercarriage: Drain connection clamps on both oil tanks saftied.
Engine Installation: All remaining points found to be satisfactory.
Propellors Inhibitor had been removed from engine, engine ran on oil, drained and refilled. Engine performance found to be satisfactory.

Entire aircraft cleaned down, refinished in silver with red lettering and trim.

I hereby certify that all work listed has been done with certified material according to accepted practices; 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.

Aircraft weight empty 6,885 lbs ✓

J. T. Gibson

AUG 30 1946

All controls checked for soundness, correct action, and for the presence of all locking safety devices.

AUG 30 1946 William Brownell

This is to certify that I have this day test flown Aircraft CF-EHK and I consider that it flew in a satisfactory manner.

AUG 30 1946 Glenn R. White

was asset to Dales order. HO 7437 =

ALGOMA AIR TRANSPORT CO. LIMITED

Box 152, Fort Erie, Ont. — *Welland Airport*

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: Federal Aircraft Ltd.
MODEL: Anson Mark 5
MANUFACTURER'S SERIAL NO.: BRC 1586-C
IDENTIFICATION MARK:

MANUFACTURER OF ENGINES: Pratt & Whitney
MODEL: Wasp Jr R985-AN14B
SERIAL NO: 211125
SERIAL NO: 210815

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

Nil (Mortgage, mechanic's lien, etc.) in the sum of $ Nil, in favor of ..... whose address is .....

For and in consideration of the sum of Seven Thousand ($ 7,000.00) dollars, Algoma Air Transport Co. Ltd. (Seller), the undersigned, whose address is Fort Erie, Ontario does this 28th day of August, 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 Gorden Knapman (Purchaser) whose address is Hamilton, Ontario, and 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 28th day of August, 1946.

E. W. Ahr
Algoma Air Transport Co. Ltd. [SEAL]
(Seller's signature)
President

Acknowledgment

PROVINCE OF ONTARIO
COUNTY OF YORK } 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 29 day of August, 1946, before me appeared Edward William Ahr, to me personally known, who, being by me duly sworn, says that he is the President of the Algoma Air Transport Co. Ltd 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 Edward William Ahr 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.

Dorothy A. Perkins
Notary Public.

My commission expires with life, 19....

[SEAL]

TOR: 5008-B8-41

1 Montgomery Avenue, Toronto.
August 31st, 1946.

Mr. G. Knapman,
R.R. # 5,
HAMILTON, Ontario.

Dear Sir:

Receipt is acknowledged of your application for registration of Anson MK V aircraft, Serial No. 12459, which you recently purchased from the War Assets Corporation, through the Algoma Air Transport Co. Ltd., together with the following papers:

(a) Application forms in triplicate.
(b) Proof of Owhership - War Assets to Algoma Air Transport Co. Ltd.
Sales Order No. 7437.
Algoma Air Transport to Gordon Knapman.
(c) Report of Overhaul - signed by Messrs. Gibson, Brownell and White.
(d) Fee of $10.00 - Receipt No. 76121 is attached hereto.

Pending the issue of the formal certificates of registration and airworthiness, this letter will be your authority to operate C F/ E H K as a commercial aircraft (landplane) until November 1st, 1946. The all-up weight of this aircraft is not to exceed 9,460 lbs.

Yours truly,

(for D.G. Joy)
District Inspector, Air Regulations,
Toronto.

DGJ/KC

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	10
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
1001	TRANSPORT-TEL	NOV 2 AM	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

To PULSIF R BROS LIMITED 910 CONFEDERATION BUILDING
A TRENTON NS MONTREAL 2 QUEBEC NOVEMBER 1 1946

A29762

AR 555 THE PREVIOUS TEMPORARY AUTHORITY GRANTED FOR OPERATION OF YOUR CUB EASY HOW KING IS HEREBY EXTENDED NOT VALID AFTER DECEMBER THIRTY FIRST FORTY SIX SUBJECT THIS MACHINE IN AIRWORTHY CONDITION STOP RADIO IN THIS AIRCRAFT MUST BE RENDERED INOPERATIVE PENDING ISSUE OF LICENSE

JL BLONDEAU

CIVIL AVIATION

14.10 hrs.
dg

GEW

5008-E-8-11

Ottawa, November 1, 1946.

Peninsula Air Services, Limited,
East Dale Post Office,
Hamilton, Ont.

Radio Installation - Anson Mark V.

Gentlemen:

The Radio Division of this Department has submitted to this office, one copy each of your drawings 1 and 2 illustrating the proposed radio installation for the subject airdraft.

The above drawings are considered satisfactory and are approved.

As only single copies of these drawings were submitted, these are being retained for our records.

Yours truly,

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

cc DIAR TORONTO
Att'n.Resident Inspector AIB

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
NIGHT LETTER
EVENING & SUNDAY

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			CIVIL AVIATION DIVISION 1 MONTGOMERY AVE. TORONTO

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

TORONTO NOVEMBER 21st 1946

To

INTER PROVINCIAL AIR SERVICES
WINDSOR AIRPORT
WINDSOR ONTARIO.

58062

RECORDS
NOV 22 A.M. 1946
5008 E 8-11
File

T.720: THIS WIRE YOUR AUTHORITY FOR FERRY FLIGHT BY QUALIFIED PILOT DAY VISUAL FLYING ANSON V CHARLIE FOX EDWARD HOW KING FROM WINDSOR TO TORONTO BEFORE DECEMBER 21st.

CIVIL AVIATION

12

CTT/2C

Ottawa, November 25th, 1946.

5008-E8-11

Avro Anson V, Serial No.12459
J. F. Gibson - Air Engineer.

5008-E8-11

District Inspector, Air Regulations,
1 Montgomery Avenue,
Postal Station "K",
Toronto 12, Ont.

1. Mr. E. W. Ahr called at this Headquarters today and stated that Anson CF-EHK now operated by Inter Provincial Air Services on behalf of the owner, a Mr. Johnson, had been brought to his company for routine servicing and that difficulty had arisen due to uncertainty regarding the airworthiness of seats and seat attachments in this aircraft, it being impossible to inspect the floor or seat attachments without removing the floor from the aircraft.

2. Referring to your letter of October 9th to this office, it will be noted that a Release Certificate dated August 30th, 1946, and signed by J. F. Gibson and attached Inspection Report states:-

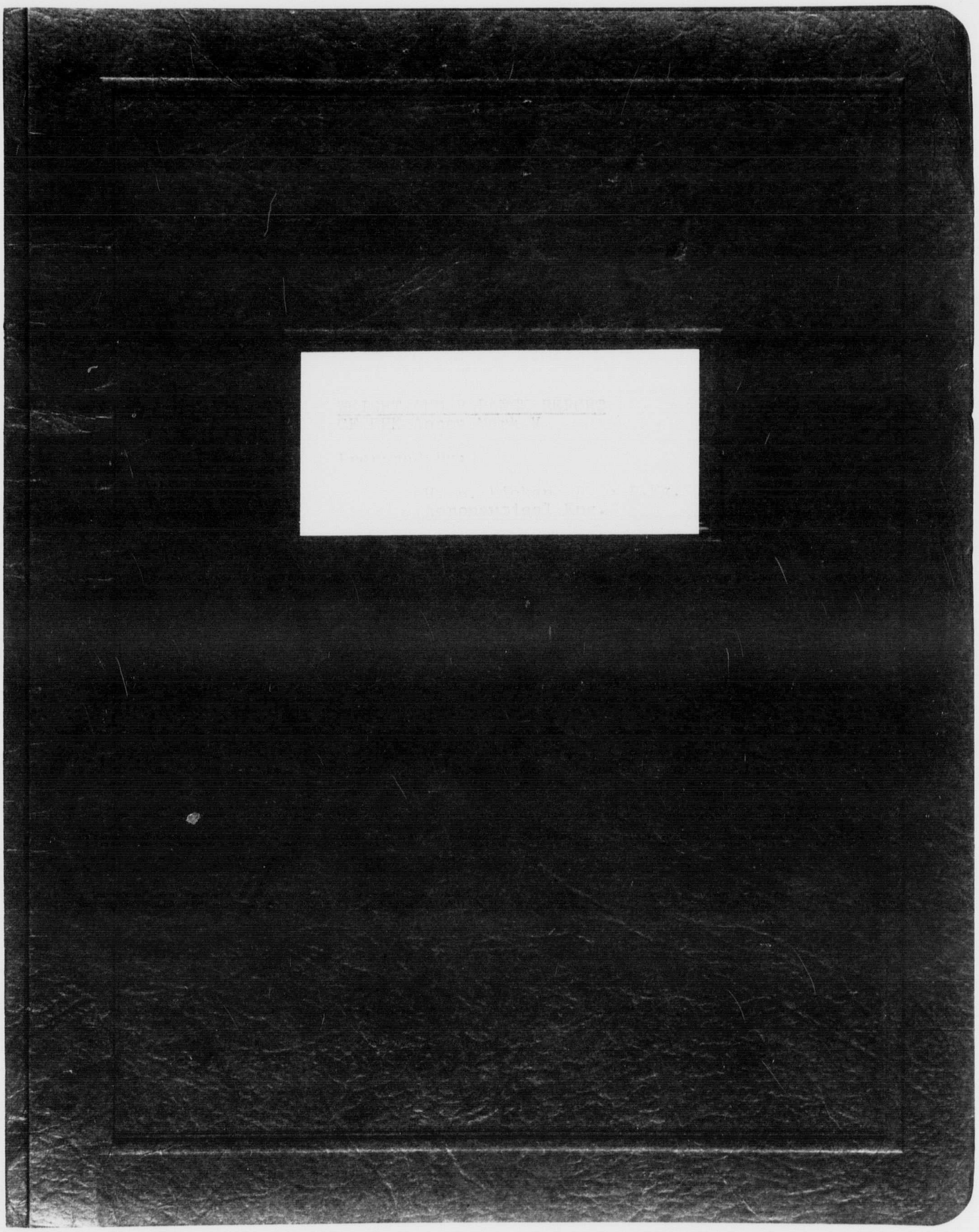
"Floor structure strengthened according to Algoma Air Transport drawing, dated August 7, 1946, and modified upholstered seats installed. Seats also modified according to Algoma Air Transport drawing, dated August 7, 1946."

3. Reference to the files in the Aeronautical Engineering Section at Headquarters show that the Algoma Air Transport drawing of the seat installation and modified floor was made on August 10th, 1946, and approved by this Department on August 31st, 1946. According to Mr. Ahr, no copies of this drawing were released except to this Department.

4. It is therefore clear that the above mentioned Release Certificate signed by J. F. Gibson is unacceptable and that this aircraft should be grounded pending satisfactory inspection of the seat and floor installation for compliance with approved drawings. It is also evident that the air engineer concerned should be required immediately to submit an explanation and if this is unsatisfactory, suitable disciplinary action should be taken under Air Regulations 1938.

16

(C.T. Graham)
Superintendent, Air Regulations.



WEIGHT & BALANCE REPORT

Submitted by

INTERPROVINCIAL AIR SERVICES LTD

Windsor, Ontario.

as requested by Mr. R. C. Shepherd

Report 201

Model Anson Mark V

Covering conversion from trainer to
private Aircraft

Serial No.....

Registration No. CF- EHK

Date Nov 22/46
No. of pages - 6

Prepared by: Harry B. Picken, B. Sc.
Aeronautical Engineer
Member Institute of Aeronautical
Sciences
Registered professional Eng. Prov.
of Ontario.
Witnessed by: D. H. Grant
Air Engineer
deHavilland Aircraft Ltd.

WEIGHT & BALANCE REPORT
ANSON MARK V CF-EHK

1. The aircraft, CF-EHK was weighed in the hanger of De Havilland Aircraft Ltd., Nov. 22, 1946, Toronto.

2. The following conditions applied at the time in accordance with U.S. Air Commerce Manual CAR-04 App. II:-

(a) The aircraft was in level landing position, a master level having been placed on the shelf on the left-hand side of the pilot's compartment gave a zero reading. A plumb-bob was used to obtain the point distance from the landing wheel center to tail wheel center.

(b) The datum point used for the C. G. Determination was obtained from the Service Manual for Anson V C.A.P. 417, as issued by Federal Aircraft Ltd. It is defined by the intersection of a vertical line measured 46.5 inches forward of the center line of the front spar and a horizontal line measured 22.65 inches above the thrust line. It is indicated on the outside of the fuselage by means of a C.G. datum plug on the port side.

(c) The fuel and oil was drained and only residual oil was left in the system.

(d) The following items of equipment were in the aircraft:-

Pilot and co-pilot seats, 7 passenger seats, safety belts, fire extinguisher, all instruments, batteries, radio, rug and upholstery needed for this modification.

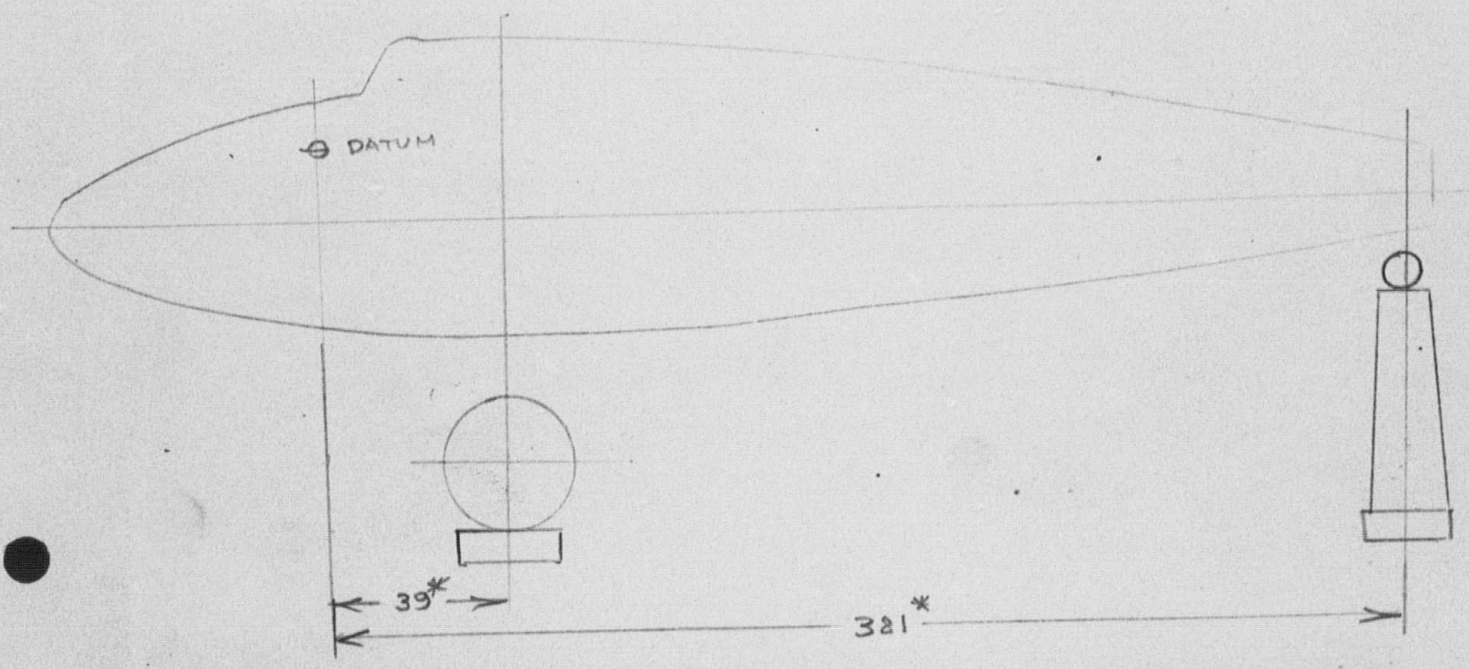
3. The center of gravity limits as shown in the manufacturers Service Manual C.A.P. 417, taree Weight diagram page 225, with respect to the C.G. datum are as follows:

Forward Limit - 56.4 inches
Aft Limit - 68.0 inches

4. The maximum allowable total weight as shown in C.A.P. 417 page 228 is 9,460 lbs.

5. Scales used for the wieghing operations are the property of De Havilland Aircraft Ltd. Toronto.

WEIGHT AND BALANCE REPORT
ANSON MARK V CF-EHK



Item	Scale Reading	Tare	Net Weight	Arm In Inches	Post. Moment Inch Lbs.	Neg. Moment Inch Lbs.
Left Main Wheel	3295	0	3295	39*	128.200	
Right Main Wheel	3396	10	3386	39*	132.000	
Tail Wheel	551	80	471	381*	179.200	
	7242	90	7152	61.4	439.400	

C. G. Empty = $\frac{128.200 + 132.000 + 179.200}{7152}$ = 61.4" from datum point

* Moment arms can be checked in C.A.P. 417 page 225.

WEIGHT AND BALANCE REPORT
ANSON MARK V CF-EHK

Item	Weight lbs.	Arm in Inches	Post.Moment Inch Lbs.	Neg.Moment Inch Lbs.
1. C.G. for most forward loading condition				
Empty weight of Aircraft	7152	61.4	439.400	
Pilot & Co-pilot - 2 @ 170 lbs. each	340	22 *	7,480	
Oil - 16 imp. gals. @ 9 lbs per gal.	144	5.5 *	792	
Fuel - Optional fuel capacity - a minimum of 2 tanks considered 35 imp.gals each at 7.2 lbs. per gal	505	71 *	35,800	
	8141	59.4	483.472	

C. G. for most forward loading condition for the conditions considered above = $\frac{483472}{8141}$ = 59.4" from the datum point

* Moment arms can be checked in C.A.P. 417 page 225.

WEIGHT AND BALANCE REPORT
ANSOM MARK V CF-EHK

Item	Weight In Lbs	Arm In Inches	Post. Moment Inch Lbs.	Neg Moment Inch Lbs.
2. C. G. Location for most aft loading Condition				
Empty weight of Aircraft	7152	61.4	439,400	
Pilot & Co-Pilot - 2 @ 170 lbs. each	340	22	7,480	
Oil - 16 imp. gals. @ 9 lbs. 1 gal.	144	5.5	792	
Fuel - Maximum fuel capacity permitted with baggage shown below and 7 passenger 78.5 gals at 7.2 lbs. per gal.	564	71	40,000	
Passengers Moment arms measured to the approximate centroid of each seat located in cabin from datum point				
2 @ 170 lbs	340	73	24,800	
2 @ 170 lbs	340	121	41,200	
2 @ 170 lbs	340	156	53,000	
1 @ 170 lbs	170	193	32,800	
			639,472	
Baggage - total baggage				
Weight at 10 lbs per person	70	52.5		-3670
Total weight & Moment	9460	67.1"	639,472	-3670

Most aft position of C.G. for fully loaded aircraft operating out as above = $\frac{639,472 - 3670}{9460}$ = 67.1 inches from datum point.

WEIGHT AND BALANCE REPORT
Anson Mark V CF-EHK

Conclusion

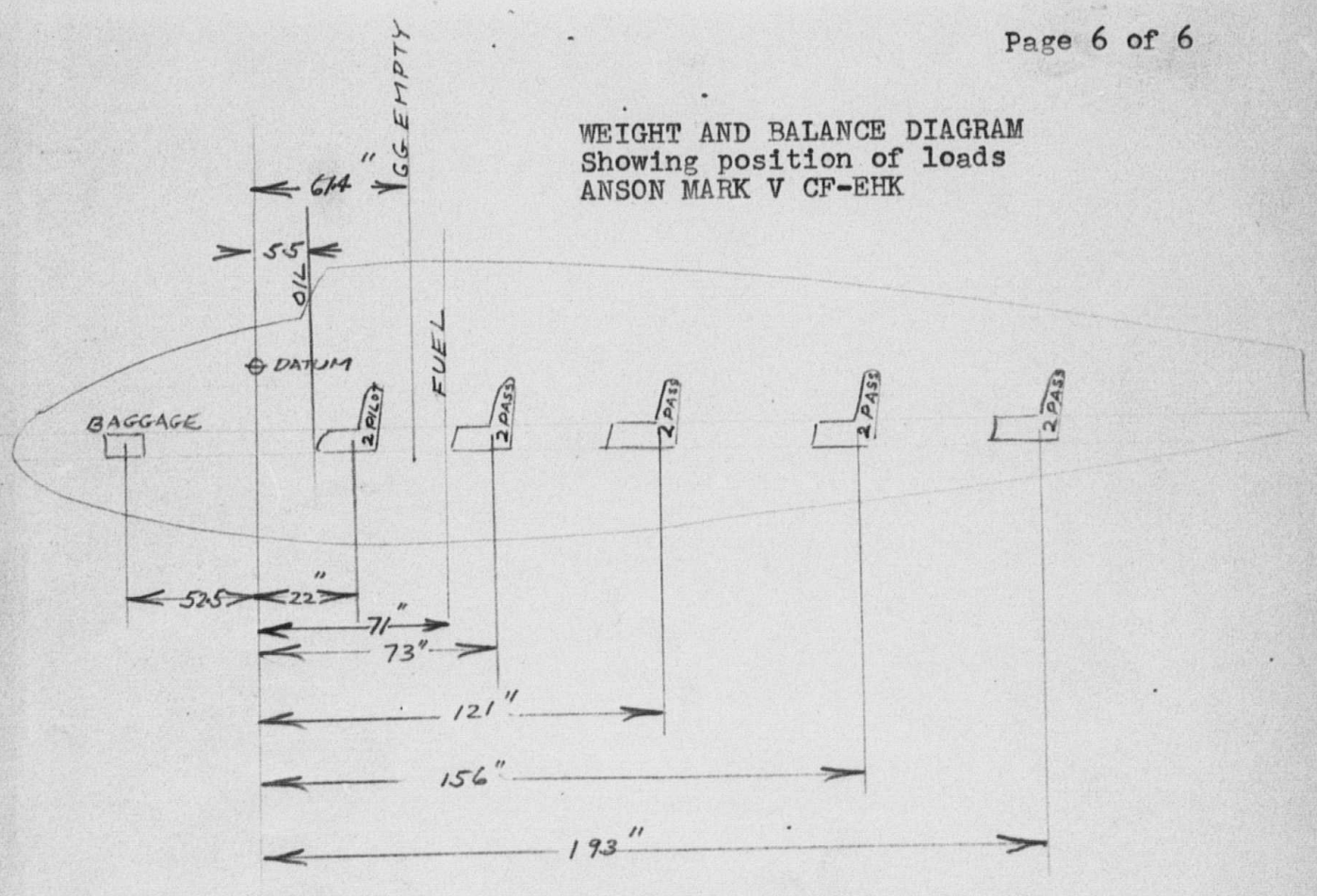
In order that the C. G. stay within the limits specified by the Manufacturer,

i.e. between forward limit of 56.4 inches and aft limit 68.0 inches, the maximum fuel capacity permitted when carrying a full load of 7 passengers would be 78.5 imperial gallons. In the event that the full amount of baggage of 70 lbs is not carried, the difference should be made up with an equivalent amount of ballast.

Harry B. Picken

Harry B. Picken.

WEIGHT AND BALANCE DIAGRAM
Showing position of loads
ANSON MARK V CF-EHK



14

TOR:5802-54-3
5008-E8-11

1 Montgomery Avenue, Toronto.
November 29th, 1946.

Mr. J.F. Gibson,
Chief Engineer,
Cub Aircraft Corporation Ltd.,
MUnicipal Airport,
HAMILTON, Ontario.

Dear Sir:

The application for Certificate of Airworthiness for Anson CF-EHK submitted by Mr. G. Knapman on August 30th, has been receiving consideration by the Headquarters of this Department.

We are now advised that this aircraft cannot be considered as airworthy for the reasons that:-

(a) No drawings were evidently available from you as to the modifications made to the aeroplane. These drawings should have included a drawing showing the floor re-enforcement later approved under the Algoma Air Transport drawing #1

(b) Drawing showing the location of the seats on the new floor.

(c) Release notes for all the materials used, particularly with regards the seats installed. Apparently these seats were not airworthy.

It therefore appears, that the certificate of Airworthiness signed by yourself was not correct, will you please therefore write this Department an explanation of the circumstances under which this aircraft was re-conditioned and certified as Airworthy.

Yours truly,

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

ORIGINAL ON FILE.....

COPY

FOR FILE.....

15 8/6-44

TOR:5008-E8-11

1 Montgomery Avenue, Toronto.
November 29th, 1946.

Inter Provincial Air Services Ltd.,
Windsor Airport,
WINDSOR, Ontario.

Dear Sirs: Re CF-EHK.

Receipt is acknowledged of your application for Registration of Anson V Aircraft CF-EHK with the following papers:

(a) Application form in triplicate.
(b) Fee of $5.00 (Receipt No. 76434 attached hereto)
(c) Bill of Sale
(d) Weight and Balance Report.

It is regretted to inform you that this aircraft cannot be certified as Airworthy and registered as a "Commercial" aircraft until the usual routine with regard these certificates has been complied with.

Before it may be formally re-registered it will be necessary for you to submit to this Department as copy of the drawing showing the location of the seats attached to the re-enforced floor.

Pending the receipt of this drawing this letter will be your authority to operate CF-EHK as a commercial aircraft under day visual flight conditions. The all-up weight of the aircraft is not to exceed 9460 lbs, until December 29th, 1946.

Yours truly,

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

November 14th, 1946.

16

B I L L O F S A L E

FOR THE SUM OF One Dollar ($1.00) and other valuable considerations I hereby transfer all my right, title and interest in Anson aircraft CF-EHK to Inter Provincial Air Services Limited, Windsor, Ontario.

Gordon Knapman

P18 Receipt No 76435 $5.00 17

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:—

Re Registration ..... X $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect. INTER PROVINCIAL AIR SERVICES LTD.

Signature of Applicant ..... R.C. Shepherd

Date of Application ..... November 18th., 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
INTER PROVINCIAL AIR SERVICES LTD.	WINDSOR, Ontario.	BRITISH

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
R.C. SHEPHERD	PRES.	WINDSOR? ONT.	BRITISH
MARGARET SHEPHERD	SECTY TREAS.	WINDSOR, ONT	BRITISH
KEITH LAIRD	DIRECTOR	WINDSOR, ONT.	BRITISH

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

Commercial, Passenger & Freight.

Usual Station ..... Windsor, Ontario.

Date of manufacture or reconstruction ..... October 30th., 1944

Crew required 1

Accommodation for what number of passengers 8

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 McDonald Bros. Aviation

Type Anson MK 5 ..... Maker's No. (#1285) #12459

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	56' 6"	
Length o/a in feet	42' 3"	
Height o/a in feet	11' 2"	
Cubic Capacity (of Airship or Balloon)	----------	
Weight equipped, but without load, fuel, or oil	6885 lbs	
Total weight authorized (fully loaded) in lbs 9460	Air speed 130	miles per hour

EQUIPMENT—(Give number and type)

1. Instruments: Rate of climb, altimeter, airspeed, directional gyro, artificial horizon Turn & bank; [illegible]
2. Gauges: Fuel pressure gauges, brake pressure gauges, hydraulaic Pressure Fuel gauge, manifold pressure gauges, oil temperature & Pressure
3. Lights: Navigation, landing & interior lighting
4. Signals:
5. Fire Extinguishers: engine pressure systems and 3 hand operated. 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	Wasp Junior	Wasp Jr.		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	9	9		
H.P.	450	450		
Bore	5.1875	5.1875		
Stroke	5.1875	5.1875		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on Nov 29/46

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Submission of Drawings approved & showing position of seals Lt C of G

Date Nov 29/46

Signature H Bath

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

21 2 8-45

TORONTO, November 29th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	ANSON V CF-EHK Serial No. 12459	5008-E8-11

TRANSPORT RECORDS
DEC 2 A.M. 1946
5008 E 8-11
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

59599

1. In reply to your memo of November 25th, 1946 regarding Registration of CF-EHK recently purchased by the Inter-Provincial Air Services from Mr. G. Knapman; the following papers are attached.

(a) Application form in duplicate
(b) Bill of Sale
(c) Fee of $5.00 (See page 188 Cash Book Receipt No. 76434)
(d) Weight and Balance Report.
(e) Copy of letter of temporary authority.

2. Apparently, no formal certificates of Registration and Airworthiness have been issued for this aircraft, on the application made by Mr. Knapman.

3. Referring particularly to your memo of November 25th, Mr. Ahr states that the aircraft was sold "as is" to Mr. Knapman there was no contract by him to provide a Certificate of airworthiness.

4. We have no information in this office that the owner of the aircraft might now be Mr. Johnson.

5. Under a different file we forward you copy of a letter to Mr. J.F. Gibson regarding his certification as to the Airworthiness of this aeroplane on August 30th.

7 6. It is very obvious, that work done on this aeroplane was not done in accordance with the drawings approved at that time. We understand from Mr. Ahr now, that the floor re-inforcement have been approved, and that the sketch showing the location of the seat will be approved by the Chief Aeronautical Engineer.

.....2

20

7. Since the aircraft has been inspected by Mr. Batt, we are now granting temporary authority on the understanding that the seat plan drawing will be submitted later.

8. It is also obvious that the modifications to this aircraft were made with materials for which no Release Notes are avaliable. This has particular reference to the seats used.

9. Evidently, Mr. Ahr has been advised by your Headquarters that in the future, installation Release Notes must be obtained for all materials and components, and that the machine already modified will be passed subject to inspection, although Release Notes may not be available.

CAE - your comments, please. RSW

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

SAR. Seat installation to Algoma Drgs Nos 1, 2 & 3 now approved. Remarks in Para 9 are correct.

11.12.46.

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	2
NIGHT MESSAGE	
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

TORONTO, November 29th 1946

To INTER-PROVINCIAL AIR SERVICES
WINDSOR, Ontario.

T 734 THIS WIRE WILL BE YOUR AUTHORITY TO OPERATE ANSON CHARLIE FOX DASH BABY NOT KING AS A COMMERCIAL AIRCRAFT UNTIL DECEMBER 29th, 1946 PENDING COMPLIANCE WITH LETTER BEING MAILED YOU TODAY.

RECORDS

DEC A.M. 46

CIVIL AVIATION.

5008 E 8- 11
File

noted
JES

expiry date?
No of passengers?

59594

CABLES — "CUB, HAMILTON"

Cub Aircraft Corporation Limited

Hamilton Canada

TELEPHONE
★ 5-1133

December 5, 1946.

District Inspector, Air Regulations,
Department of Transport,
1 Montgomery Avenue,
Toronto 12, Ontario.

Dear Sir:

File No. TOR:5302-54-3
5008-E8-11

Reference: CF-EHK

This is in reply to your letter of November 29, concerning the above aircraft.

Last July, two Anson Mark V aircraft arrived here, belonging to Mr. E. Ahr. Mr. Ahr came later and made arrangements for us to carry out whatever was necessary in order to obtain a C. of A. for these aircraft. We therefore took one of them (R.C.A.F. #12003, maker's serial #BRU336-C) in and proceeded to remove all unnecessary cabin equipment etc., and reinforce the floor to accommodate seats. This was done with the understanding that Mr. Ahr would get a drawing of this work approved before the aircraft could be released here.

Mr. Ahr also supplied several co-pilot's seats for us to modify for installation in this aircraft with the same understanding as above.

After the floor reinforcement was carried out, floor mat and seats fitted, Mr. Ahr's pilot arrived and took the aircraft away before release or completion. It was understood at this time that he had arranged for a shop of his own and would release his own aircraft.

While the above was taking place, Mr. Ahr sold the second Mark V aircraft, R.C.A.F. #12459, to G, Knapman, to be operated by Peninsula Air Services of Hamilton, who were obliged to get it licenced by the Department. Mr. G. White, of Peninsula contacted the writer about the sign-out of this aircraft and it was agreed to, providing that the condition of the aircraft was satisfactory and that the floor arrangement and seats were similar to that of the Mark V already in our shop. This was done under the supervision of Mr. H. Picken, an aeronautical engineer, and myself, the floor reinforcing material being supplied by us and the seats being supplied by Mr. Ahr from a batch of approximately 30 to 40 that we had modified for him similar to the first sample.

25

District Inspector, Air Regulations,
Toronto 12, Ontario.

Upon the release of this aircraft, it was understood by the writer that Mr. Ahr had secured an approval for both the floor reinforcement and the modified seat, as he said that he had taken the first seat we modified to the Department in Ottawa for this purpose, and upon return, had us modify an additional 30 to 40 seats for installation in aircraft he was releasing himself, with the similar floor reinforcement.

It is hoped that the enclosed drawings of the floor reinforcement and seat location, and summary of the situation from Mr. Picken's point of view would assist in clarifying this situation.

In closing, the writer wishes to make it clear that this letter is not intended to dodge any responsibility or to incriminate anyone else, but is written only in reply to your request for an explanation of the circumstances pertaining to the release of the aircraft in question.

Yours very truly,

CUB AIRCRAFT CORPORATION LTD.

J. F. Gibson

J. F. Gibson,
Chief Engineer.

JFG/te
Encls.

Points in regard to modification of Anson Mark V, CF-EHK
from trainer to passenger plane.

---

1. Seats were bought from Mr. Ed Ahr, Algoma Air Transport Co. on the basis that they were approved by Mr. J. L. Smith, as Mr. Ahr had taken a seat to Ottawa for this purpose. These seats were modified co-pilot's seats and Mr. Ahr gave Peninsula Air Services to understand at the time of sale that they were approved for passenger installation.

2. Seats were installed as per accompanying drawing made by Algoma Air Transport and issued August 10, 1946. Mr. Ahr mentioned that the manner of fastening seats to the floor as shown in this drawing was approved, whereby the primary structure was not affected. Peninsula Air Service requested a copy of this drawing and Mr. Ahr as a matter of courtesy gave them a copy. Mr. Batt also saw this drawing during a trip to Hamilton.

3. All material with the exception of covering for the cabin which was purchased from the T. Eaton Co., and Fibre glass insulation, purchased from Weston Aircraft, were purchased from Cub Aircraft and were those called up on Algoma Air Transport's Drawing issued August 10, 1946 (See copy)

H. B. Picken.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

27 2 8-45

TORONTO, December 10th, 1946
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	ANSON V CF-EHK J.F. Gibson	5802-58-3 5008-E8-11

TRANSPORT RECORDS
DEC 11 A.M. 1946
5008 E 8-11
File

61343

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Referring to your memo of November 25th/46, regarding the work done by Mr. J.F. Gibson Air Engineer employed by the Cub Aircraft Corporation Hamilton.

2. We attach hereto letter from Mr. Gibson of December 5th/46 and enclosures as suggested. It has been known in this office for sometime, that Mr. Gibson has been certifying as airworthy, aircraft which were modified, or repaired, by either unlicensed mechanics, or mechanics who held "A" and "C" licences only, at places other than Hamilton.

3. Mr. Gibson was informed when he called at this office with the attached letter, that such practice was inadvisable and that he was making himself responsible for any possible incomplete incompetent workmanship without any adequate remuneration.

4. In the case of the Anson, modifications carried out for the Algoma Air Transport it is believed that Mr. Gibson's statements are correct, for Mr. Ahr of the Algoma Air Transport certainly gave us the impression in this office that all his plans for the modification to Anson aircraft had been approved by your Headquarters.

COPY ON
5802-2938

2/ Mr. Walker:
Please have file CF-EHK and compare Gibsons reply with our letter Nov 25th (on this file) Dec 16 12/46

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

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

27A

TRANS. OFFICE

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

TORONTO DECEMBER 23RD 46

INTER PROVINCIAL AIR SERVICES

MUNICIPAL AIRPORT

WINDSOR ONTARIO

63832

RECORDS DEC 30 A.M. 1946

File 5008-E8-11

T-764 THIS WIRE EXTENSION OF TEMPORARY AUTHORITY TO OPERATE

AVRO CHARLIE FOX DASH BABY HOW KING UNTIL FEBRUARY 27TH 1947

CIVIL AVIATION

COLLECT

Sender's address or telephone number for reference.

PSW/M

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

28 2
6-44

Ottawa, Ontario, December 31st, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
		5008-E8-11 ✓ 5802-2938

MEMORANDUM TO S.A.R.:

1. Further to your minute on folio immediately below regarding Air Engineer J. F. Gibson and modification of Anson V CF-EHK, the following is a summary of information as contained in file 5008-E8-11:

(a) The aircraft owned at that time by Mr. E. Ahr was delivered to Cub Aircraft Corporation, Ltd. of Hamilton, Ontario, in July, 1946, for modification in order to obtain a Certificate of Airworthiness. The aircraft was released as airworthy by Mr. Gibson on 30-8-46.

(b) The drawings referred to in Headquarters' letter, (para. 3), dated 25-11-46, were approved 31-8-46. As previously stated, Mr. Gibson signed out this aircraft on the 30-8-46 on the verbal assurance of Mr. Ahr that the drawings would be approved. How Mr. Ahr knew that these drawings were to be approved is not clear.

(c) Mr. Ahr stated at these Headquarters that no drawings were released except to this Department as stated in Headquarters' letter, paragraph 3 dated 25-11-46. This is contrary to paragraph 2 of the report submitted to the D.I.A.R., Toronto, by Mr. H. B. Picken, Aeronautical Engineer of Cub Aircraft Corporation, Ltd.

2. Due to the conflicting reports as outlined above and to the action already taken by the D.I.A.R., Toronto (letter December 10th, paragraph 3), it is recommended that no further action be taken against Mr. J. F. Gibson.

P. S. Walker.
(P. S. Walker),
Assistant Inspector, Air Regulations.

CAE. I believe that this Dept. should not take further action against Gibson, in view of the discrepancy in reports. It is agreed that the whole episode is unsatisfactory and does not reflect credit on either party. C.A.E. 31/12/46

SAR. I agree. 2.1.47.

29

Ottawa, January 3rd,1947.

5802-54-3
5008-E8-11

ANSON V CF - EHK

5008-E8-11
5802-2938

PSW/YD

District Inspector, Air Regulations,
1 Montgomery Ave., Postal Station "K",
Toronto 12, Ont.

1. In view of the discrepancies existing in the reports submitted by Mr. J.F. Gibson, Mr. H.B. Picken and Mr. E.W. Ahr, no further action to that contained in your letter of December 10th,1946, para. 3, is contemplated against Mr. J.F. Gibson at this time.

(S. Graham)
Superintendent, Air Regulations

OK to issue now?

CD 2

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 38

TIME FILED

STANDARD TIME

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

FEBRUARY 19th, 1947.

71449

TRANSPORT RECORDS
FEB 20 A.M.
File 5008-E 8-11

INTER PROVINCIAL AIR SERVICES
MUNICIPAL AIRPORT
WINDSOR, Ontario.

THIS WIRE EXTENSION OF TEMPORARY AUTHORITY TO OPERATE

ANSON CHARLIE FOX DASH EASY HOW KING UNTIL APRIL 18th, 1947.

Noted
ASJ

CIVIL AVIATION

5195 (R)
1691 (A)

COLLECT.

/JS

32

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5195

NATIONALITY AND REGISTRATION MARKS CF-EHK

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft, Ltd. Montreal, P.Q.
3. Constructor's serial number	12459
4. Name of owner	Inter Provincial Air Services,
5. Address of owner	Windsor, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Windsor,
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 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-EHK and is of Canadian nationality.

Given at Ottawa this 14th day of March 1947.

Superintendent, Air Regulations.

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

/JS

VALID FOR DAY FLYING ONLY

31

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1691

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Inter Provincial Air Services
2. Christian name
3. Address Windsor, Ont.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft, Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-EHK

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. 12459
8. Place and year of construction of aircraft Montreal, P.Q., Oct. 1944

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) Nine

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d, & e
15. Maximum span (in flying position) 56' 6"
16. Maximum length (in flying position) 42' 3"
17. Total height (with and without trolley in case of seaplanes) 11' 2"

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 ..... **Pratt & Whitney**

20. Types ..... **Wasp Jr. SB3**

21. International power of the engine or engines at .....

(Take-Off) (M.E.T.O.)

(a) Sea Level ..... **450** / **400** H.P. at ..... **2300** / **2200** 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 ..... **Constant Speed** ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	**7152** lbs.
(b) Seaplane	lbs.
(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	**1008** lbs.
(a) Number of tanks **Four**	
(b) Capacity of tanks **140** Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	**144** lbs.
(a) Number of tanks **Two**	
(b) Capacity of tanks **16** 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	**986** lbs.
32. Maximum total weight authorized	lbs.
Landplane	**9460** lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane ..... **Ninety-four hundred and sixty pounds**
Seaplane .....
Skiplane .....

X 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 ..... **56.4** ..... inches and ..... **68.0** ..... inches behind the prescribed datum. **(Datum 46.5" forward C/L 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 ..... **2200** ..... 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 ..... **Nov. 29, 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 ..... **14th** ..... day of ..... **March** ..... 19 ..... **47**

.....
Superintendent, Air Regulations.

X **Crew of two may be required under certain operating conditions.**

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

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

2 Fire Extinguishers

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
		29 Nov. 1947 Nov. 4/48	SI

(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

33

5008-E8-11

REGISTERED

OTTAWA, Ontario.
March 22nd , 1947.

Inter Provincial Air Services
Windsor,
Ontario.

Dear Sir:-

Enclosed please find Certificate of Registration No.5195 and Certificate of Airworthiness No. 1691 for your Anson V aircraft CF-EHK , Serial No. 12459.

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, Ontario.

MDJ/AO'D

34

Ottawa, Ontario, November 4, 1947.

Radio Installation Anson Mk. V - CF-EHK 5008-E8-11

District Inspector, Air Regulations,
1 Montgomery Avenue,
Postal Station "K",
Toronto 12, Ontario.

Attention: Resident Inspector, A.I.D.

1. The Radio Division of this Department has passed to this office duplicate copies of Drawings Nos. 1, 2 and 3 by Inter-Provincial Air Services, Windsor, covering the subject installation together with a Radio Inspection Report dated October 2, 1947. This installation is considered satisfactory from an airworthiness standpoint and is approved subject to A.I.D. inspection and test. Single sealed copies of the above noted drawings are returned herewith for retention of applicant, please.

2. Final approval of this installation will be granted when this office is in receipt of a satisfactory inspection report from the Resident Inspector, A.I.D.

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

Encl.

cc: Mr. H.R. Newcombe
Radio Division.

W

TELEPHONE
Windsor — 2-2285
Chatham — 395
Toronto — Elgin 9930

HEAD OFFICE
WINDSOR AIRPORT
WINDSOR, ONT.

35

Inter Provincial Air Services Limited

WINDSOR ★ CHATHAM ★ TORONTO

UNSCHEDULED CHARTER SERVICE

Anson Mk. V aircraft, CF-EHK, has been thoroughly inspected for renewal of C of A and the following work carried out:

All inspection plates and ports opened for thorough inspection of fuselage members, mainplane spars and controls.
Undercarriage and flaps working correctly and checked for soundness.
Undercarriage shocks brought up to correct pressures.
Engines thoroughly checked.

I hereby certify that all work listed has been done 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.

Nov. 4/47.....
Date

F. Lilburn.....
B & D License No. 846.....

All controls double checked for soundness, freedom of movement and for presence of all safety locking devices.

November 4-1947.
Date

W.E. Dunsker #2182

F. Lilburn #846

I hereby certify that I have to-day test flown Anson aircraft, CF-EHK, and that it flew in a satisfactory manner.

November 4th/1947.
Date

R.G. Shepherd T-667

6/11/47 C of R #519
C of A 1691
renewed 4/11/48

AERIAL PHOTOGRAPHY
FLIGHT INSTRUCTION
CROP DUSTING

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

36

2
8-45

TORONTO, November 6th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-11	Renewal of Certificates of Registration and Airworthiness - Anson V aircraft, C F / E H X	5008-E8-1

EHK?

A25249

TRANSPORT-RECORDS
NOV 7 A.M.
File 5008-E 8- 11

EHK?

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Anson V aircraft, C F / E H X, Serial No. 12459, owned by Inter-Provincial Air Services, Windsor, was recently inspected by that Company for the renewal of the Certificate of Airworthiness.

2. Proper entries were made in the log books on November 4th, 1947, to the effect that the aircraft was airworthy as of that date.

3. These entries were signed by Messrs. Kilburn and Durocher as air engineers, and Mr. R.C. Shepherd as test pilot.

4. Certificate of Registration No. 5195 and Certificate of Airworthiness No1691 were renewed valid until November 4th, 1948.

noted AH

5. Copy of the Inspection Report is attached hereto.

(for D.G. Joy)
District Inspector, Air Regulations,
Toronto.

CAB/KC

2 aircraft log books

/RM

AC[illegible]-61

37

5008-E8-11

OTTAWA, Ontario,
February 10th, 1947. 1948.

REGISTERED

Inter Provincial Air Services,
Windsor,
Ontario.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- [illegible].

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.

P.S. Also enclosed are two Airscrew Log Books.

cc. D.I.A.R. Toronto, Ontario.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

35

2
6-46

OTTAWA, Ontario. February 13th, 1948.
PLACE DATE

HF/YY
YOUR FILE

SUBJECT

OUR FILE
5008-E8-11

MEMO FOR FILE:

1. Anson Mk. V aircraft CF-EHK was written off at St. Catharines Airport on November 8th, 1947.

2. See file 5002-160.

H. Trible
for (S. Graham),
Superintendent, Air Regulations.

Miss Jones
for cancellation
Reg. HB 13-2-48

MR. PATTERSON
MISS JONES

Noted
HB

Do note pls.
H.T.

W

34

HP/HR

5006-26-11

REGISTERED

Ottawa, Ontario,
April 15, 1948.

Inter Provincial Air Services Ltd.,
Windsor, Ontario.

Gentlemen: (Attention Mr. R. C. Shepherd)

Forwarded herewith aircraft, engine and propeller log books for Anson V aircraft CF-EHK, as requested.

Yours truly,

(C. T. Travers),
Assistant Superintendent, Air Regulations.

Encl.

TORONTO

AIRCR[illegible] OF-BHK

PA

5 w.f.E. 8-11

A23922. 2181

40

DEPARTMENT OF TRANSPORT
RADIO DIVISION
INSPECTION REPORT—AIRCRAFT STATIONS

Aircraft registration marking CF-BHK Make, type and serial number Anson Mark V Ser. 12459

Registered owner Inter-Provincial Air Services -- Windsor, Ontario.

If operated by other than registered owner state whom ---

Route (or area) normally operates non-scheduled charter air service

Normal base Windsor Airport, Windsor, Ontario.

Class of service performed (passenger, freight, mail) Passenger and freight

Certificate of Airworthiness No 1691 Date of expiration November 29, 1947

Radio Licence No nil 1947 1948 Is certified copy carried in log book? no

Transmitters (make, type and frequency range) Western Electric U.S. Army signal Corps Bendix - no serial number (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 kcs.	yes	A-3	50	Any A.T.C. tower or range station.

Particulars of power supply 12 V. 45 A.H.C. Aircraft battery to aviation dynamotor - output 720 V.

Receivers (make, type and frequency range) (a) Communication (2) W.E. RC-453-B's. Freq. range 190-440 kcs. and 3-5 mcs.

(b) Homing or radio range Range

Battery drain of radio equipment (a) Transmitters 19 amps. (b) Receivers 2 amps. each

Particulars of location each transmitting and receiving unit Transmitter and receivers fastened to flooring in nose of ship along with the two dynamotor power supplies.

Weight of radio equipment (a) Transmitters including transformer and dynamotor - 46 lbs.

(b) Receivers including dynamotor -23½ lbs.

(c) Misc antennae relay - ½ lb. mic. and 'phones - 2 lbs.

Particulars of antenna system(s) Single wire from tail fin to mast over pilot's cabin 27 feet 2 inches overall.

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
Alfred George Sanderson	1541	Restricted Radiotelephone			

Alterations or additions to radio installation since last airworthiness inspection Bendix equipment Installation of above

Type of Compass ---

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) no

Windsor, Ontario August 2nd, 1947

REMARKS This report and application form 2133 held up pending receipt of diagrams from Inter-Provincial Air Services.

License fee submitted May 5, 1947.

R. G. Gordon

Signature of Radio Inspector.

USE BACK OF FORM IF MORE SPACE REQUIRED

OCT 31 1947

COPY 47636

CAR

5802-7160

ORIGINAL ON FILE 5008-E8-11

5008-E8-11

COPY FOR FILE 5802-7160

TRANSPORT - RECORDS
MAR 22 P.M. 1951
5008-E8-11
File 5802-7160

BORDEN, ELLIOT, KELLEY, PALMER & SANKEY
Barristers & Solicitors
The Canadian Bank of Commerce, Building,
25 King Street West Toronto 1

March 20th, 1951.

Mr. C.E. Travers,
Superintendent Air Regulations,
Room 2107,
No. 3 Temporary Building,
Air Transport Board,
Ottawa, Ont.

Dear Mr. Travers:

Re: R.C. Shepherd.

It was most kind of you to give me so much of your time on Monday and I should again like to assure you how very much your courtesy is appreciated.

As I promised, enclosed herewith is a memorandum of the main points discussed during our two sessions. I am also sending Mr. Grant a copy of this memorandum and if I have stated any of the information incorrectly, it would be very helpful if you would set me right.

Yours very truly,

W.L. Sommerville

Encl.

WLNS: MD

ENTERED ON CARDS
No. 3 Bldg.

COPY 47637

TRANSPORT - RECORDS
MAR 22 P.M. 1951
5008 - E8 - 11
File 5802-7160

ORIGINAL ON FILE 5802-7160 ~~5008-E8-11~~

COPY FOR FILE 5008-E8-11 ~~5802-7160~~

BORDEN, ELLIOT, KELLEY, PALMER & SANKEY
Barristers & Solicitors

The Canadian Bank of Commerce, Building
25 King Street West. Toronto 1
March 20th, 1951.

Mr. S.T. Grant,
No. 3 Temporary Building,
Air Transport Board,
Ottawa, Ont.

Dear Mr. Grant:

Re: R.C. Shepherd.

May I first thank you again for your patience and co-operation during our two conversations on Monday. It was most kind of you to take ~~h~~time to discuss this matter and to obtain the relevant information.

You may remember that I suggested it might be serviceable if I were to forward a written memorandum of the main points which were covered as I had understood them in order that any misapprehensions might be set straight. A copy of such a memorandum is enclosed herewith. I have also sent a copy to Mr. Travers and I shall be mu~~s~~h obliged if you would peruse it a~~t~~ your convenience and let me know if I have incorrectly stated any of the information contained therein.

Yours very truly,

W.L.N. Somerville.

Encl.
WLNS:MD

ENTERED ON CARDS
No. 3 Bldg.

8
9-49

47

STG/IF

5006-ES-11
5302-7160

OTTAWA, Ontario,
March 31st, 1951.

Borden, Elliot, Kelley, Palmer & Sankey,
Barristers and Solicitors,
25 King Street West,
Toronto, Ontario.

Dear Sirs:-

Attention: Mr. W.L.M. Somerville.

Receipt is acknowledged of your letters dated March 20th, 1951, and the enclosed copies of a memorandum in respect to the conversations which took place at this Department on March 19th, 1951.

I am pleased to offer the following corrections for substitution of Paragraphs 4 and 5 of your memorandum in order that the information contained therein will be correct.

4. Mr. Shepherd did not comply with the request of the Department of Transport dated 30th June, 1948, to return his Pilot's Licence for endorsation, and subsequently three registered letters were sent to Mr. Shepherd to the same effect from the Toronto District Office. These letters were dated 9th August, 15th September, and 15th October, 1948, and the last letter advised Mr. Shepherd that if the Licence was not received by 22nd October, 1948, the matter would be placed in the hands of The Royal Canadian Mounted Police.

5. Mr. Grant made a check flight with Mr. Shepherd on 22nd June, 1948, at Windsor, Ontario, before Mr. Shepherd had received notification of the suspension of his Licence. Mr. Shepherd spoke with Mr. Grant sometime before 15th October, 1948, concerning the delay in the submission of his Pilot's Licence for endorsation. The reason given was for insurance purposes.

It is anticipated that this is the information you require.

Yours truly,

(C.T. Travers),
Superintendent, Air Regulations.

STG.

c.c. Toronto

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

48 2 9-50

STC/IF

OTTAWA, Ontario, June 14th, 1951.
PLACE DATE

YOUR FILE

SUBJECT

OUR FILE
5008-E8-11

MEMORANDUM FOR FILE

1. Information relating to the court action between Margaret Shepherd and The Royal Insurance Company Limited which was held in The Supreme Court of Ontario, may be found on the following files:-

5802-7160

5002-215

5002-160

5008-E21-9

S.T. Grant

(S.T. Grant),
Inspector, Air Regulations.

41

3-46
P. 58825
L.L. Co.

FILE NO. 5008 - E 8 - 21

VOLUME NO. 1

VOL. 1
5008 - E 8 - 21

DEPARTMENT OF TRANSPORT

FROM DECEMBER - 1946
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION.
FILE TITLE CF-EHU (ANSON)

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 9	60610, 60608, 60613		RAR.			MAY 19 194
MAY 19 1947			C.A.E.			MAY 19 194
			CAI @			MAY 19 194
MAY 19 1947			Trans			MAY 21 194
JUN 24 1947		9748	CAR			JUL 10 1947
			CAI @			JUL 10 1947
JUL 10 1947			Trans			SEP 16 1947
MAY 1 48		6182	CAR			MAY 21 48
SEP -3 48		22377	CAR	10.1.48.	R.M.	SEP 48
		—	CAE			SEP 4
SEP 14 48		B7151948	CAR		R.M.	SEP 15 48
SEP 15 48	St.	23824	CAE			SEP 21 48
SEP 20		22767	CAR			SEP 20
JAN 14 1949		39866	CAR			JAN 14 194
JAN 14 1949		—	CAI			JAN 18 1949
JAN 26 1949		41375	CAR			JAN 27 194
JAN 27 1949			CAI @			JAN 28 194
JAN 28 1949			CRC @			JAN 29 1949
JAN 29 1949			Trans Hamp @			JAN 31 1949
APR 4 - 1949		362	CAR			APR 7 - 1949
AUG 25 1949		21114.	CAR			AUG 29 1949
SEP 23 1949		25124	CAR			SEP 23 194
OCT 20 1949		29298	CAR			OCT 21 1949
OCT 25 1949		29998	CAR			OCT 26 1949
		—	CAE			OCT 26 19
DEC 14 1949		37699	CAR			DEC 15 194
		—	CAE			DEC 15 1949

138 Grosvenor Crescent,
ISLINGTON, Ontario.

December 4th, 1946.

Mr. Gordon Elkin,
Weston Aircraft Limited,
P.O. Box 332,
OSHAWA, Ontario.

Re: Seats for Anson V

Dear Sir:

In connection with the design and installation of the passenger seats for the Anson V aircraft which has been the subject of negotiations between yourself, Mr. R. Cashower and myself, please be advised as follows.

The following drawings in the form of tracings have been forwarded to Mr. Cashower.

No. W.A.101 - Detail of Seat
No. W.A. 102 - Installation of Seats
No. W.A. 103 - Installation of Seats in Centre Section

The seat and installation has been engineered in accordance with Department of Transport Airworthiness Requirements to A.P. 1208, to which the Anson V was designed.

The stress analysis for the above is completed in draft form and will be issued in printed form within the next week.

I trust this information is sufficient to enable you to certificate the aircraft with this modification.

Yours truly,

W. U. Shaw

WUS:gh

REGISTERED PROFESSIONAL ENGINEER
W. U. SHAW
PROVINCE OF ONTARIO

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, December 5th, 1946
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson V Conversion.	5010-3-40 5008-E8-21

TRANSPORT RECORDS
DEC 7 A.M. 1946
5008 E8-21
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

Attention: S.A.R. and C.A.E.

1. The Weston Aircraft Ltd., Oshawa, Ontario, have recently converted Anson V C F / E H U for commercial use in accordance with plans drawn up by Mr. W.U. Shaw of the A.V. Roe Co. Ltd., Toronto.

60613

2. The following papers in this connection are attached hereto:

(a) Letter from Mr. W.U. Shaw, dated December 4th, 1946
(b) Three copies Drawing No. W.A. 101.
(c) " " " No. W.A. 102.
(d) " " " No. W.A. 103.

} drgs. removed by C A E. Jan 16/1947 LM.

2. It is requested please that, if approved, one copy of these drawings be returned to Weston Aircraft and one copy to this office.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC
Encl.
Registered

TOR: 5008-E8-21

1 Montgomery Avenue, Toronto.
December 6th, 1946

RECORDS
DEC 7 A.M. 1946
5008 E 8-21
File

60610

Syndicat d'Aviation,

RIMOUSKI, Quebec.

Re: C F / E H U (Anson)

Dear Sirs:

Receipt is acknowledged of your application for registration of Anson Mk. V Serial No. BRC-1565, formerly RCAF No. 12181, which you recently purchased from the War Assets Corp., through the Kashower Air Services.

Receipt is acknowledged, also, of the following:

(a) Application forms.
(b) Notice from War Assets of sale of aircraft to Kashower Air Services.
(c) Bill of Sale - Kashower Air Services to Syndicat d'Aviation
(d) Letter from Mr. W.U. Shaw to Mr. G. Elkin re seats for Anson V.
(e) Temporary weight report
(f) Report on re-conditioning by Weston Aircraft Ltd.
(g) R.C.A.F. log books.
(h) Drawings (9)relating to seats.
(i) Fee of $10.00

Receipt No. 76491, in the name of Weston Aircraft, was forwarded to that Company. The R.C.A.F. log books were also returned to that Company.

Pending the approval of the above-mentioned drawings and the issue of the formal certificates, this letter will be your authority for the operation of C F/ E H U as a commercial (landplane) aircraft, day visual flying, until February 5th, 1947. The all-up weight of the aircraft is not to exceed 9,460 lbs.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC c.c. H.Q.
D.I.A.R. Mtl.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO December 6th, 1946
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-21	Registration Anson V. Serial BRC 1563 R.C.A.F. No. 12121. C F / E H U.	

TRANSPORT RECORDS
DEC 7 A.M. 1946
File 5008-E 8-21

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

60608

1. Attached hereto are the following papers relating to the registration of Anson V, Serial No. BRC 1563, C F / E H U, which was recently purchased by Syndicat d'Aviation from the War Assets Corporation through the Kashower Air Services.

(a) Application forms.
(b) Notice from War Assets of sale of aircraft to Kashower Air Services.
(c) Bill of Sale - Kashower Air Services to Syndicat d' Aviation
(d) Temporary weight report.
(e) Report on re-conditioning by Weston Aircraft Ltd.
(f) Fee of $10.00 (see receipt No. 76491, page 190 in Cash Book)
(g) Conversion plans - see separate memo to C.A.E. re plans submitted by W.U. Shaw(A.V.ROE)
(h) Copy of letter of temporary authority.

2. A letter of temporary authority to operate the aircraft was issued, pending approval of above-mentioned plans.

D.G. Joy,
District Inspector, AirRegulations,
Toronto.

DGJ/KC

Nolan Inc Company

CANADA

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 Syndicat d'Aviation Rimouski
per Alphee Gagnon vice-president

Date of Application December 6, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Syndicat d'Aviation Rimouski	Rimouski, Quebec	British

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Elbert Dionne	President	Rimouski, P.Q.	British
Alphee Gagnon	Vice-President	Rimouski, P.Q.	British
H. R. Cummings	Secretary	Rimouski, P.Q.	British

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

Usual Station Rimouski, Quebec

Date of manufacture or reconstruction Sept. 14, 1944

Crew required 1.

Accommodation for what number of passengers 8.

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: Federal Aircraft Limited

Type: Anson Mk. V — Maker's No.: BRC-1563

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	57'	Same
Length o/a in feet	43' 6"	"
Height o/a in feet	11' 3"	"

Cubic Capacity (of Airship or Balloon):

Weight equipped, but without load, fuel, or oil: 6,961 lbs.

Total weight authorized (fully loaded) in lbs: 9460 — Air speed: 130 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Standard Air Line Instruments
2. Gauges: Petrol Gauges (Sutton-Horsley-Electrical) Suction (H.G.)
3. Lights: Port-Double Lamp; Fixed-Navigation & Tail light; cockpit & Cabin
4. Signals: N.A.
5. Fire Extinguishers: Two Cabin Dioxide Engine Ext. 1 Cabin Ext.
6. Parachutes: N. A.
7. Tools: N. A.
8. Other Equipment: Magnesyn Compass; Safety Belt for each passenger

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P. & W. Jr.	Same		
Pusher or Tractor	Tractor	"		
Right or Left Hand	Right	"		
No. of Cylinders	9	"		
H.P.	450	"		
Bore	131.8 mm	"		
Stroke	131.8 mm	"		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on: Dec 5-46

Particulars accurate as corrected: O.K.

Modifications from type are indicated on annexed sheet: See dwgs WA 101-102-103.

Registration recommended with the following special conditions: Nil

Date: Dec 5-46 — Signature: Gordon Cleeves

Registration approved and Registration Mark C.F.: EHU allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

This aircraft from R.C.A.F. Reg. No. 12121.

AWA 1941 MK 59482 -- RUSH --

TO COLONEL DOUGLAS D JOY DEPT OF TRANSPORT TOR (TCO)

INFO COPY TO KASHOWER AIR SERVICES LTD 90 SIMCOE ST OSHAWA

FROM M BIDGOOD AIRC DIV WAC MTL

FOR YOUR INFORMATION AND RECORDS ANSON V AIRCRAFT FORMERLY RCAF NO. 12121 HAS BEEN SOLD TO KASHOWER AIR SERVICES LTD OF OSHAWA. THIS AIRCRAFT PREVIOUSLY STORED AT NO.4 R E M U BRANTFORD ONT. NOTIFICATION OF SALE MAILED TO MONTREAL OFFICE OF D O T AUGUST 28TH.

DEC 4/46 3.57PM PM

7

DELIVERED
MESSAGE GIVEN TO
B6
4.13 PM 12/4/46

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:
MODEL: Anson V
MANUFACTURER'S SERIAL NO.: BRC 1563
RCAF ~~C.A.A.~~ IDENTIFICATION MARK: 12121

MANUFACTURER OF ENGINE: Pratt & Whitney
MODEL: Wasp Jr. R985-AN14B
SERIAL NO.: 210822/14422 & 210859/14459

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 one or more dollars, Kashwer Air Service Limited (Seller), the undersigned, whose address is Oshawa, Ontario, does this 5th day of December, 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 ..... (Purchaser)

Syndicat d'Aviation de Rimouski

whose address is Rimouski, Quebec, 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 5th day of December, 1946

Kashower Air Service Limited,
..... [SEAL]
(Seller's signature) Vice-president.

ACKNOWLEDGMENT

STATE OF
COUNTY OF } 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 ..... 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.

.....
Notary Public.

My commission expires ....., 19.....
[SEAL]

U. S. GOVERNMENT PRINTING OFFICE 16—10653-2

5

Temporary Weight Report

Anson Mk V - CF-EHU

December 5, 1946.

Left Main Wheel	3,758
Right Main Wheel	3,827
Sub-total (both main wheels)	7,585
Tail Wheel	492
Total (Aircraft as weighed)	8,077

1) Items in aircraft at time of weighing which are not included in Empty Weight:

Fuel (full tanks) 140 Imp. Gals	1,008
Oil - 12 Imp gals.	108
Total	1,116
Total (Aircraft as weighed)	8,077
Less weight of items in (1) above	1,116
EMPTY WEIGHT OF AIRCRAFT	6,961.

The above weight includes eight chairs and all cabin fixtures; also one Harvey Wells Radio. Weights and locations of chairs will appear in the full report.

COX & STEVENS AIRCRAFT CORP

C D Mitchell

Assistant Treasure

4

Anson Mk V aircraft, CF-EHU, formerly R.C.A.F. No. 12121, received at Weston Aircraft Limited, Oshawa, Ontario, on behalf of the owners Syndicat d'Aviation de Rimouski, Rimouski, Quebec, for airline conversion and Certificate of Airworthiness, and the following work was carried:

Fuselage

All unecessary military equipment removed.
Interior of cabin insulated with fibre glass and upholstered.
Installation of eight cabin seats as per Weston Aircraft Ltd. Dwg. WA101
All R.C.A.F. markings were removed and registration CF-EHU applied.
All electrical equipment checked for correct operation.
All hydraulic equipment checked for correct operation.
Tail wheel grounding chain renewed.
Fuel system checked, deteriorated lines renewed.
All controls were lubricated in accordance with Intava specification manual
Additional fibre fairlead installed on left rudder cables under rear spar.

Wings

Landing lights cleaned.
Starborad leading edge repaired.
Fabric repaired on port wing tip bow.
Fuel tank sumps drained.
Wing structure and aileron controls inspected throughout
Flap operation checked.
Brackets for entrance ladder installed at wing walk.

Undercarriage

Cleaned down and checked for correct operation found satisfactory.
Oleos recharged, and hydraulic header tank refilled.

Engines - Port & Starboard

#3 Cylinder barrel removed from each engine for corrosion, check found to be satisfactory.
All fuel and oil strainers cleaned.
Spark plugs replaced with reconditioned set.
Magneto timing and synchronization checked.
Deteriorated hose connections replaced where required.
Propellors reconditioned and painted.
Oil tanks drained and filled with Intava Red Band.
Engines cleaned down and checked.
Engines ground run and found satisfactory.

I hereby certify that all work listed has been done using certified materials and according to accepted practice; that all manufacturers' service bulletins affecting safety have been complied with, to date, and that no unapproved modifications have been incorporated and that the airframe is airworthy.

WESTON AIRCRAFT LIMITED,

DEC 5 1946

R. Seaton
A-1890

Aircraft CF-EHU

All controls checked for soundness, correct action and for presence of all locking devices.

R. Seaton
A-1890

Gordon C. Acres
A-1549

This is to certify that I have test flown Anson aircraft, CF-EHU, and that it performed in a satisfactory manner.

C. Francis
C-2750

COX & STEVENS
AIRCRAFT CORPORATION

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

REPORT NO: 59C

DATED: 7th December, 1946

COX AND STEVENS AIRCRAFT CORPORATION

MONTREAL AIRPORT,

DORVAL, QUEBEC.

TITLE

AIRCRAFT WEIGHING

AND

BALANCE REPORT

ANSON MK.V

CF-EHU

SUBMITTED UNDER

Request of

Mr. R. Kashower,
90 Simcoe St. S.,
Oshawa, Ont.

MODEL: ANSON MK.V

PREPARED BY: C.D. GUTELIUS

NO. of PAGES: 4

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

1. This aircraft was weighed in the hangar of Weston Aircraft Limited plant at Oshawa, Ontario, on 5th December, 1946.

2. At time of weighing the following conditions applied:-

(a) The aircraft was in "flying Position". A level placed on the Pilot's shelf in the Cockpit read zero degrees.

(b) The aircraft contained 140 Imperial gallons of Fuel and 16 Imperial gallons of Oil at time of weighing.

(c) The Datum Point used for C.G. calculation is defined by the manufacturer as the intersection of a vertical line measured 46.5 inches forward of the centre line of the front spar and a horizontal line measured 22.65 inches above the thrust line. It is marked on the exterior of the fuselage on the port side by means of a Datum Plug.

(d) The items of removable equipment in the aeroplane are listed on Page 4, of the attached report.

3. Equipment used in the weighing of this aircraft was the Cox & Stevens Aircraft Electric Weighing Kit, Model ES-6A, Serial No. 616;

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

ITEM	Wt. Lbs.	Arm Ins.	Moment In. Lbs.
Left Main Wheel	3,758		
Right Main Wheel	3,827		
Sub-Total (both Main Wheels)	7,585	44.85	340,187
Tail Reaction Point	492	310.86	152,943
Total (Aircraft as Weighed)	8,077	61.05	493,130
1.) Less Items in Aircraft at Time of Weighing which are not part of EMPTY WEIGHT.			
Oil - 16 Imp.gals.@ 9 lbs./gal.	144	5.5	792
Fuel - 140 Imp.gals.@ 7.2 lbs./gal.	1,008	71.5	72,072
Total	1,152	63.25	72,864
Aircraft as Weighed	8,077	61.05	493,130
Less Total from (1.) above	1,152		72,864
EMPTY WEIGHT AND MOMENT -	6,925	60.68	420,266

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

Item	Wt. Lbs.	Arm Ins.	Positive Moment In. Lbs.	Negative Moment In. Lbs.
1.) Most Forward Loading Condition				
Empty Weight and Moment	6,925	60.68	420,266	
Fuel - 100 Imp.@ 7.2 lbs./gal.	720	71.5	51,480	
Oil - 16 Imp.gals.@ 9 lbs./gal.	144	5.5	792	
Pilot & Co-Pilot @ 170 lbs.each	340	22.0	7,480	
TOTAL WEIGHT AND MOMENT -	8,129	59.05	480,018	
2.) MOST Aft Loading Condition				
Empty Weight and Moment	6,925	60.68	420,266	
Fuel - 95 Imp. @ 7.2 lbs./gal.	684	71.5	48,906	
Oil - 16 Imp.gals.@ 9 lbs./gal.	144	5.5	792	
Pilot & Co-Pilot @ 170 lbs.each	340	22.0	7,480	
Passengers:-				
"C" Compt. 1st Row 2 @ 170 lbs.each	340	82	27,880	
"D" Compt. 2nd Row 2 @ 170 lbs.each	340	125.5	42,670	
"E" Compt. 3rd Row 2 @ 170 lbs.each.	340	168.5	57,290	
"F" Compt. 4th Row 1 @ 170 lbs.each	170	209.5	35,615	
Baggage in Nose Compartment "A"	177	-36		6,372
TOTAL WEIGHT AND MOMENT -	9,460	67.07	634,527	

NOTE: The above Loading Condition has been calculated with the object of carrying as much fuel and as many passengers as possible while remaining within Gross Weight and C.G. Limits.

1. The C.G. Limits in inches from the Manufacturer's Datum:-

Forward		Aft.
56.4	to	68.0 inches.

2. It will be noted that the C.G. position of the aircraft as shown in Loading Condition No. 1 above, is within the permissible limits and, therefore, the aircraft need not carry ballast when flown in this condition.

3. Maximum authorized all-up weight for this type aircraft is 9,460 pounds.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

NOSE

One Cushion
One Voltage Regulator
One Ballast Tube

PILOT'S COMPARTMENT

Harvey-Wells Transmitter-Receiver located behind Co-Pilot Seat.

Pilot and Co-Pilot Seat, Seat Cushion and Safety Belt

BATTERIES

Two 12-volt Exide

SEATS

Eight Seats @ 23 pounds each.

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

11 2
8-45

TORONTO, December 27th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	ANSON V CF-EHU	5008-E8-21

SR

63829

TRANSPORT RECORDS
DEC 30 A.M 46
File 5008-E8-21

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. With further reference letter to your Headquarters of December 6th/46, and application for Registration of Anson V CF-EHU recently purchased by Syndicate d'Aviation, Rimouski, Quebec ; we are forwarding you herewith weight and balance report prepared by Messrs Cox and Stevens dated December 7th/46.

(for D.G.Joy)
District Inspector, Air Regulations,
Toronto.

RWG/HT.

COX AND STEVENS
AIRCRAFT CORPORATION

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

REPORT NO: 59C

DATED: 7th December, 1946

COX AND STEVENS AIRCRAFT CORPORATION

MONTREAL AIRPORT,

DORVAL, QUEBEC.

TITLE

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V

CF-EHU

SUBMITTED UNDER

Request of

Mr. R. Kashower,
90 Simcoe St. S.,
Oshawa, Ont.

MODEL: ANSON MK.V

PREPARED BY: C.D. GUTELIUS

NO. of PAGES: 4

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

1. This aircraft was weighed in the hangar of Weston Aircraft Limited plant at Oshawa, Ontario, on 5th December, 1946.

2. At time of weighing the following conditions applied:-

(a) The aircraft was in "flying Position". A level placed on the Pilot's shelf in the Cockpit read zero degrees.

(b) The aircraft contained 140 Imperial gallons of Fuel and 16 Imperial gallons of Oil at time of weighing.

(c) The Datum Point used for C.G. calculation is defined by the manufacturer as the intersection of a vertical line measured 46.5 inches forward of the centre line of the front spar and a horizontal line measured 22.65 inches above the thrust line. It is marked on the exterior of the fuselage on the port side by means of a Datum Plug.

(d) The items of removable equipment in the aeroplane are listed on Page 4, of the attached report.

3. Equipment used in the weighing of this aircraft was the Cox & Stevens Aircraft Electric Weighing Kit, Model ES-6A, Serial No. 616;

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

ITEM	Wt. Lbs.	Arm Ins.	Moment In. Lbs.
Left Main Wheel	3,758		
Right Main Wheel	3,827		
Sub-Total (both Main Wheels)	7,585	44.85	340,187
Tail Reaction Point	492	310.86	152,943
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1.) Less Items in Aircraft at Time of Weighing which are not part of EMPTY WEIGHT.			
Oil - 16 Imp.gals.@ 9 lbs./gal.	144	5.5	792
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Total	1,152	63.25	72,864
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Less Total from (1.) above	1,152		72,864
EMPTY WEIGHT AND MOMENT -	6,925	60.68	420,266

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

Item	Wt. Lbs.	Arm Ins.	Positive Moment In. Lbs.	Negative Moment In. Lbs.
1.) Most Forward Loading Condition				
Empty Weight and Moment	6,925	60.68	420,266	
Fuel - 100 Imp.@ 7.2 lbs./gal.	720	71.5	51,480	
Oil - 16 Imp.gals.@ 9 lbs./gal.	144	5.5	792	
Pilot & Co-Pilot @ 170 lbs.each	340	22.0	7,480	
TOTAL WEIGHT AND MOMENT -	8,129	59.05	480,018	
2.) MOST Aft Loading Condition				
Empty Weight and Moment	6,925	60.68	420,266	
Fuel - 95 Imp. @ 7.2 lbs./gal.	684	71.5	48,906	
Oil - 16 Imp.gals.@ 9 lbs./gal.	144	5.5	792	
Pilot & Co-Pilot @ 170 lbs.each	340	22.0	7,480	
Passengers:-				
"C" Compt. 1st Row 2 @ 170 lbs.each	340	82	27,880	
"D" Compt. 2nd Row 2 @ 170 lbs.each	340	125.5	42,670	
"E" Compt. 3rd Row 2 @ 170 lbs.each.	340	168.5	57,290	
"F" Compt. 4th Row 1 @ 170 lbs.each	170	209.5	35,615	
Baggage in Nose Compartment "A"	177	-36		6,372
TOTAL WEIGHT AND MOMENT -	9,460	67.07	634,527	

NOTE: The above Loading Condition has been calculated with the object of carrying as much fuel and as many passengers as possible while remaining within Gross Weight and C.G. Limits.

1. The C.G. Limits in inches from the Manufacturer's Datum:-

Forward		Aft.
56.4	to	68.0 inches.

2. It will be noted that the C.G. position of the aircraft as shown in Loading Condition No. 1 above, is within the permissible limits and, therefore, the aircraft need not carry ballast when flown in this condition.

3. Maximum authorized all-up weight for this type aircraft is 9,460 pounds.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHU

NOSE

One Cushion
One Voltage Regulator
One Ballast Tube

PILOT'S COMPARTMENT

Harvey-Wells Transmitter-Receiver located behind Co-Pilot Seat.
Pilot and Co-Pilot Seat, Seat Cushion and Safety Belt

BATTERIES

Two 12-volt Exide

SEATS

Eight Seats @ 23 pounds each.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

15

2
8-45

910 Confederation Building,
Montreal 2, Que., January 3, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson CF-EHU ✓	5008-E8-21

TRANSPORT-RECORDS
JAN 7 A.M.
File 5008 E 8-21

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

64753

1. Enclosed herewith is letter from Pilot J.P.E. Lapointe reporting damage to the subject aircraft on December 23, 1946, at ~~the~~ Rimouski Airport.

2. Submitted for your information and record, please.

P. L. Rinfret

for J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg
Encl.

ENTERED
IN ACCIDENT
RECORDS
14-1-47
BL

Rimouski. Decembre the 24th 1946

14

Department of Transport
CIVIL AVIATION BRANCH
DEC 30 1946
File No. 6-7
MONTREAL, P.Q.

Mr J.L. Bourdeau.
District Inspector. Civil Aviation
Montreal P.Q.

Sir.

On the 23rd of December 1946 I was flying CF-CHU Anson V. purchased from Fairbanks Airservice by Le Syndicat d'Aviation de Rimouski. This aircraft has been C. of A. by D.F. Jay at Toronto on December the 7th 1946.

While in the circuit coming in to land at Rimouski. I did all the necessary vital actions for landing While Rolling back to test the horn. I lowered the wheels the indicators showed. "Wheels down" and the horn was still blowing. Wheels were supposed to be back down. The approach and the landing were done in the proper manner.

After my landing run, the taxiing speed was about 6-8 m.p.h. and I was near the hangar, while turning South port the port wheel folded and the aircraft went down, resulting in bending the port propellor and bending the port flap. There was around 2" of snow

Could we have your permission to purchase a propellor and a flap from Aircraft Industries Ltd. after the aircraft has been inspected by an air engineer

Yours truly J.H. Lapointe
Rimouski. Que P.Q.

To Report to HQ

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

13 2 8-45

TORONTO, January 4th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	ANSON V CF-EHU	5008-E8-21

64543

TRANSPORT-RECORDS
JAN 6 A.M.
File 5008-E-8-21

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto is Cox & Stevens weight and balance report for Anson CF-EHU, which was recently purchased by Syndicate d'Aviation from the War Assets Corporation through the Kashower Air Services.

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

17

LMN/CB

Ottawa, January 16, 1947.

Anson V Seat Installation
Weston Aircraft Limited

~~5010-10-98~~
5008-E8-21

District Inspector, Air Regulations,
1 Montgomery Ave.,
Postal Station "K",
Toronto 12, Ont.

Attention: Resident Inspector A.I.D.

1. With reference to your telegram of Jan. 14, the drawings in question have been found. By some oversight the file was not passed to this office and we were not aware that they had been forwarded until we received your telegram.

2. Duplicate sealed copies of drawings WA-101, WA-102 and WA-103 are returned herewith. The seat installation is approved subject to inspection. An approved type safety belt must be fitted to each seat.

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

Encl.

CD 11

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W.D.NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

STANDARD TIME

66294 5018-E8-21

626

RNA260 25/23 GB

N TORONTO ONT 14 419P 1947 JAN 14 PM 4 42

CONTROLLER OF CIVIL AVIATION 626

ATTN C.A.E. DEPT OF TRANSPORT HUNTER BLDG OTTAWA

T780 RE YOUR AR14 ANSON V DRAWINGS FORWARDED YOUR HEADQUARTERS BY REGISTERED MAIL FROM THIS OFFICE DECEMBER SIXTH STOP

REFER CORRESPONDENCE ANSON CF/EHU

CIVIL AVIATION

ERED ON CARDS

5010-10-98

22 Sold H. 15/47

TRANSLATION
ID.

5008-E8-21 14

CAR.

Rimouski, Que., March 21, 1947.

APR 1 A.M
5008-E8-21
File

Syndicat d'Aviation de Rimouski, Enr.,
R i m o u s k i, Que.

Gentlemen:- 0115

Permission granted on December 5, 1946, by our Toronto office for the operation of your Anson CF-EHU airplane, is by these presents extended until April 5, 1947, provided this machine is maintained in perfect flying condition at all times when used.

Such permission is subject to conditions stipulated in Mr. Joy's letter dated December 5, 1946.

Yours truly,

(Sgd) J.L. Blondeau,
District Inspector, Air Regulations.

JLB:HK

5008-E8-21 18

TO TRANSLATOR
MAR 27 A.M.
CENTRAL SERVICES

Rimouski, Qué., le 21 mars, 1947.

Syndicat d'Aviation de Rimouski, Enr.,
Rimouski, Qué.

Chers Messieurs:

La permission accordée le 5 décembre, 1946, par notre bureau de Toronto pour l'opération de votre avion Anson CF-EHU, est par la présente prolongée jusqu'au 5 avril, 1947, pourvu que cette machine soit maintenue en parfaite condition de navigabilité en tout temps lorsqu' opérée.

Cette permission est sujette aux conditions stipulées dans la lettre de M. Joy en date du 5 décembre, 1946.

Votre dévoué,

J. L. Blondeau

J.L. Blondeau,
Inspecteur Régional, Règlements de la Navigation Aérienne.

JLB:HK

Dept. of Transport
REC. 27/3/47
RET. 31/3/47
TRANSLATION OFFICE

2

20

TRANSPORT - RECORDS
MAR 20 A.M.
5008-E8-21
File

5008-E8-21

CAR

910 Confederation Building,
Montreal 2, Que., March 18, 1947.

76140

Syndicat d'Aviation de Rimouski, Enr.,
Rimouski, Que.

Gentlemen:

Receipt is acknowledged of Mr. W.B.Cameron's report of the completion of repairs on your Anson CF-EHU, in view of which the previous authority granted for operation of this machine is presently renewed to read not valid after May 17, 1947, subject to this aircraft being kept in an airworthy condition at all times.

Yours truly,

JB

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21 2
6-46

910 Confederation Building,
Montreal 2, Que., March 21, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson CF-EHU	5008-E8-21

CAR

76566

TRANSPORT - RECORDS
MAR 22 A.M.
5008-E8-21

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

1. In reply to your letter of Feb. 20, 1947, regarding Anson CF-EHU it is desired to advise that it has not been possible to ascertain the reason for the retraction of the port wheel during taxiing of this aircraft at Rimouski Airport on December 23, 1946.

2. This machine has been repaired by Aircraft Industries of Canada Ltd., and the repairs certified as airworthy by "B" Engineer Cameron, in view of which further authority for operation has been granted by this office.

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

5444 (R)
1895 (A)

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	XX
NIGHT MESSAGE	
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 / A SYNDICAT D'AVIATION DE RIMOUSKI
RIMOUSKI QUEBEC

910 CONFEDERATION BUILDING
MONTREAL 2 QUEBEC APRIL 5 1947

AR

AR 6 THE TEMPORARY AUTHORITY GIVEN FOR OPERATION OF ANSON EASY HOT UNCLE IS HEREBY EXTENDED NOT VALID AFTER JUNE FIFTH FORTY SEVEN SUBJECT AIRCRAFT AIRWORTHY

1378

AD

J L BLONDEAU

CIVIL AVIATION

TRANSPORT RECORDS
APR 8 P.M.
5008-E 8-21

10.45 hrs.
dg

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2 2
8-45

TORONTO, April 22nd, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-21 5010-10-98	Anson V Aircraft Seats	5008-E8-21 5010-3-40

CA-C

TRANSPORT - RECORDS
APR 24 A.M.
File 5008-E8-21

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

7768.

Attention: C.A.E.

1. With reference to your letter of January 16th, 1947; inspection and tests were carried out by the writer on February 13th, 1947, of the Anson V Aircraft Seats to Drawings -

WA-101 Passenger Seat Frames
WA-102 Location - Detail Seat Supports
WA-103 Inspection - C/S Seats, Anson V,

at Weston Aircraft Limited, Oshawa.

2. These seats were found to be correct in every detail as per the drawings. Tests were taken after installation in the aircraft, and were satisfactory in every way.

3. It is recommended that final approval be granted to Weston Aircraft Limited.

H.B.

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

HB/AC

made 24/4/47 HB

COPY ON
5010-10-98

1 copy

24

GEW/ZS

Ottawa, April 25, 1947.

5008-E8-21
5010-3-40

ANSON V - Seat Installation -
Weston Aircraft Limited

5008-E8-21
~~5010-10-98~~

District Inspector, Air Regulations,
1 Montgomery Ave.,
Postal Station "K",
Toronto 12, Ont.

ATTENTION: Resident Inspector, A.I.D.

1. Further to our letter of January 16th, 1947, your favourable Inspection Report of April 22nd completes the approval of Weston Aircraft Limited seat installation to Drawings WA-101, WA-102 and WA-103.

N.

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

/Js

2462A
8-41

76

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5444

NATIONALITY AND REGISTRATION MARKS CF-EHU

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited, Montreal, P.Q.
3. Constructor's serial number	BRC-1563
4. Name of owner	Elbert Dionne) Syndicat D'Aviation de Alphee Gagnon) Rimouski H.R. Cummings)
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 5th 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 CF-EHU 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.

/RM

5008-E8-21 27

Ottawa, Ontario.
April 30th, 1947.

REGISTERED

Messrs. E. Dionne, A. Gagnon, and H.R. Cummings,
c/o Syndicat D'Aviation de Rimouski,
Rimouski, P.Q.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5444 and Certificate of Airworthiness No. 1895, together with Engine and Journey and Aircraft Log Books, for your Anson V aircraft, CF-EHU.

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

Yours very truly,

already on C.B. 7-5-47

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Montreal, P.Q.

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	X
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	28
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

A 2937

TRANSPORT-RECORDS
APR 28 A.M.
File 5008-C 8-21

To H.R CUMMINGS
A SYNDICAT D'AVIATION DE RIMOUSKI
RIMOUSKI QUE

910 CONFEDERATION BUILDING
MONTREAL 2 QUEBEC APRIL 26 1947

AR 46 RE TELECON AUTHORITY GRANTED TO FERRYING AIRCRAFT ANSON EAST
HOW UNCLE FROM FORESTVILLE TO RIMOUSKI PROVIDED AIRCRAFT CERTIFIED BY ENGINEER
AS AIRWORTHY FOR FLIGHT NO PASSENGER TO BE CARRIED ON THIS FLIGHT
ONLY NECESSARY CREW

J P FOURNIER
FOR CIVIL AVIATION

12.20
CF

COPY

INCOMING CORRESPONDENCE

TRANSPORT-RECORDS
APR 28 P.M.
File

24

ORIGINAL ON FILE 5008-E21-2 COPY FOR FILE 5008-E26-21

LEJG.

DEPARTMENT OF TRANSPORT A 2944

Edmonton, Alberta, April 24, 1947.

Your file 5008-E21-2
5008-E26-21

Piper P.A. 12 CF-EUB and
Stinson 108-1 CF-EZU

Our file 1-803
1-850

Controller of Civil Aviation,
Ottawa.

1. Herewith for your information and records please copy of letter from McMurray Air Services Limited dated April 21st, covering the above mentioned aircraft, and which is self explanatory.

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

KFS/p
Enc.

D

8
11-46

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

910 Confederation Bldg.,
Montreal 2, Que., May 9, 1947.
PLACE DATE

2
6-36
32

YOUR FILE	SUBJECT	OUR FILE
5008-E8-21	Anson CF-EHU	5008-E8-21

A 4539

TRANSPORT-RECORDS
MAY 12 A.M.
File 5008 E8-21

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

1. Enclosed herewith is copy of report from Pilot L.R. Brochu of Rimouski Airlines Ltd., concerning a minor accident sustained by the marginally noted aircraft on April 25, 1947, which is submitted for your information and record.

2. A satisfactory list of repairs and certification as to airworthiness has now been received, and the temporary authority issued for this Anson on April 5, 1947, has been revalidated according to our letter of this date, a copy of which is enclosed herewith.

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations.

JLB:HK

ENTERED
IN ACCIDENT
RECORDS

C O P Y

31

RIMOUSKI AIRLINES LIMITED

RIMOUSKI, P.Q. April 31-47

Mr. J.L.Blondeau.
District Inspector
Air Regulations.
Montreal

Dear Sir,

RE. Accident with A/C CF EHU Avro Anson Mk 5 On the 25th of April Belly Landing at Forestville. Que

On the 25th of April after having flown on skis for many days, I flew the Anson on wheels due to better conditions for wheels than skis.

In the morning I made three return trips to Forestville and one to Baie-Comeau.

At 1300hrs I left Rimouski for Forestville with three passengers on board: Hector. Hachez. Sylvio. Couri. Armand. Cantin. At 1320hrs I landed at Forestville without pre-selecting the undercarriage down after a normal approach.

The landing was perfectly smooth on the soft snow and the passengers hardly noticed the difference until we were well on the ground.

The only damage that I could see was the broken propellers and a hole in the starboard side of the nose done by broken propellers tips, the wings were perfectly intact and even the pitot head was undamaged. The undercarriage seemed to be also intact.

I did contact the Base immediately and the engineer was flown to Forestville with the necessary equipment.

I hope that these informations will be sufficient with the Engineer's report which will be forwarded to you very shortly.

I remain Sir
Yours faithfully.
(sgd) L.R. Brochu.
Rimouski Air Lines Ltd.

5008-E8-21 30

910 Confederation Building,
Montreal 2, Que., May 9, 1947.

Rimouski Airlines Limited,
Rimouski, P.Q.

Gentlemen:

Re: Anson CF-EHU

In view of certification as to airworthiness of the subject aircraft by Engineer Andoney, subsequent to repairs necessitated after accident to this machine on April 25, 1947, we wish to advise that the temporary authority granted on April 5, 1947, for the operation of this aircraft is hereby reinstated. It will be noted that this authority reads not valid after June 5, 1947.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations.

JLB:HK

33

5008-EB-21

910 Confederation Building,
Montreal 2, Que., June 23, 1947.

Rimouski Airlines Limited,
Rimouski, Que.

Gentlemen:

Re: Anson CF-EHU

This letter will constitute your temporary authority not valid after August 1, 1947, for the operation of the subject aircraft as a commercial machine under V.F.R. day flying conditions only, pending issue of formal Certificates of Registration and Airworthiness in the name of Rimouski Airlines Limited.

The maximum allup weight of 9460 pounds must never be exceeded. The weight empty of this machine is 6,925 pounds.

This letter does not include authority for the operation of the radio equipment, for which a radio license is required.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations

JLB:DG

/js

2462A
8-41

34

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5444

NATIONALITY AND REGISTRATION MARKS CF-EHU

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited, Montreal, P.Q.
3. Constructor's serial number	BRC-1563
4. Name of owner	Elbert Dionne, Alphee Gagnon, H.R. Cummings } Syndicat d'Aviation de Rimouski.
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 5th day of December 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-EHU 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.

C O P Y

35

BILL OF SALE

In the matter of Avro-Anson Mark V Aircraft, three (3) in number, heaving respectively the registration letters CF-EHU, CF-EHW and CF-EIC.

Made between the Syndicat d'Aviation de Rimouski Enr, Syndicate duly registered having its' principal place of business at Rimouski P.Q. and hereinafter known as the seller and Rimouski Airlines Limited, body corporate having its' principal place of business at Rimouski P.Q., hereinafter known as the pruchaser.

It is hereby agreed that by the present and in consideration of the sum of One or more dollars, the seller hereby sells, transfers and makes over, clear of all liens and encumbrances, to the buyer accepting same, three (3) Avro Anson Mark V Aircraft, heaving respectively the Canadian registration markings of CF-EHU, CF-EHW, and CF-EIC.

In witness whereof the seller and buyer have signed this Bill of Sale at Rimouski P.Q. this 2nd day of June 1947.

SYNDICAT D'AVIATION DE RIMOUSKI ENR.

WITNESS Albert Dionne

President

Laurette Gendron

H.R. Cummings

Secretary

RIMOUSKI AIRLINES LIMITED

WITNESS Albert Dionne

President

D.O. Keppell

?

Secretary.

CERTIFIED TRUE COPY OF ORIGINAL: H.D.

241.1

37

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.

RE: CF-EHU

Fees are enclosed as checked below:—

Registration ..... Already paid $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 ..... Superintendent

Date of Application ..... June 6, 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
Alphée 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 ..... September 1944. Noted

Crew required ..... One

Accommodation for what number of passengers ..... Eight.

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

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by MacDonald Bros. Aircraft

Type Avro-Anson V Maker's No. BRC-1563-C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	56' - 6"	
Length o/a in feet	42' - 3"	
Height o/a in feet	11' - 2"	

Cubic Capacity (of Airship or Balloon) does not apply

Weight equipped, but without load, fuel, or oil 6925

Total weight authorized (fully loaded) in lbs 9460 Air speed 165 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments
2. Gauges
3. Lights
4. Signals — See list attached
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	Pratt & Whitney Wasp Junior			
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	R.H.	R.H.		
No. of Cylinders	Nine	Nine		
H.P.	4 50	4 50		
Bore	5.18	5.18		
Stroke	5.18	5.18		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on June 2/47 by Eng P. Audoney /es

Particulars accurate as corrected No mods.

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Registration recommended

Date 2/6/47 L. L. Blondeau

Signature

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

EQUIPEMENT --- ANSON V- CF-EHU

Instruments: & Gauges.

1- Elgin 8 day chronometer.
1- Airspeed- Canadian Aircraft Instruments- 6AA-47-305738
1- Artificial Horizon-Sperry Gyro 126669.
1- Vertical Speed- Kollsman 614K- 023-3401.
1- Altimeter- Pioneer C 152E-9229
1- Directional Gyro- Sperry 128639
1- Bank & Turn- Pioneer 64190
1- Air Temperature. N.S. Gauge
1- Flap & Wheel Indicator
2- Manifold Pressure- Pioneer D 191B.
2- R.P.M. Pioneer G 22-3A
2- Oil Temperature- US Gauge.
2- Oil Pressure- " "
2- Fuel Pressure- " "
2- Cylinder Temperature- Sutton Horsley 131703
2- Carburettor Air Heat- " " 30820
2- Fuel Gauge- Sutton Horsley DB.
2- Fuel Air Ratio- Cambridge Instrument Co.
1- Hydraulic Pressure Gauge
1- Amp-Pres-Volts- General Electric
1- Brake Line Pressure- US Gauge
1- Tank Selector Switch
1- Repeater Master Compass- Pioneer 118576
1- Magnetic Compass- P6-16727D-1839-42
1- Suction Gauge.

Lights : Cabin, cockpit, panel, navigation and identification lights.

Signals : Flares.

Fire Extinguishers: 2 Pyrene in aircraft. One Carbon Dioxide on each engine.

Parachutes : Nil

Tools : One only complete P & W Tool kit.

Other Equipement : Lear RCBB Aircraft receiver Lear T-30-AB. Aircraft transmitter Fixed and trailing antennae First Aid Kit. Control locks.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

910 Confederation Building,
Montreal 2, Que., June 23, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson CF-EHU	5008-E8-21

38

TRANSPORT-RECORDS
JUN 24 A.M.
File 5008-E8-21

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 Rimouski Airlines Limited. A 9748

(b) Fees $5.00 (Department Receipt No. 20263), forwarded under Cash Book Folio 3343.

(c) Proof of ownership: Copy of Bill of Sale transferring ownership from Syndicat d'Aviation de Rimouski to Rimouski Airlines Limited.

(d) Lapsed Certificate of Registration No. 5444.

(e) Certificate of Airworthiness No. 1895.

(f) Copy of our letter of authority for operation.

2. The radio installation in this aircraft has been inspected by our Radio Division and found satisfactory.

3. This application appears in order, and issue of certificates is recommended.

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

5875 (R)
1895 (A)

JLB:DG
Encl.

5875 (R)
1895 (A)

Logbooks
Rec'd

RM

2462A
8-41

40

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5875

NATIONALITY AND REGISTRATION MARKS CF-EHU

1. Type and description	Anson V.
2. Name and address of constructor	Federal Aircraft, Limited, Montreal, P.Q.
3. Constructor's serial number	EHC-1563
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 23rd day of June 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-EHU and is of Canadian nationality.

Given at Ottawa this 7th day of July 19 47.

Superintendent, Air Regulations.

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

Not valid after June 2nd, 1948, unless endorsed.

/RM

5008-E8-21 41

REGISTERED

OTTAWA, July 7th , 1947.

Rimouski Airlines Ltd.,
Rimouski,
P.Q.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5875 and Certificate of Airworthiness No. 1895 for your Anson V aircraft CF- EHU , Serial No. BRC-1563. The Certificate of Airworthiness is valid until June 2nd, 1948.

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

Yours truly,

Collected in Treasury
16/7/47

(S. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Montreal, P.Q.

OTTAWA

5008-E8-23

P
Y

Room 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Quebec, May 5, 1948.

Rimouski Airlines Ltd.,
Rimouski, Quebec.

TRANSPORT-RECORDS
MAY 12 A.M.
File 5008 E8-21

Attention: Mr. Arthur Senecal, Manager

Re: Anson CF-EHU

Dear Sir:

During a recent routine inspection of the subject aircraft at St.Johns, Quebec, same was found to be in the following condition:

(a) Aircraft extremely dirty.

A 6182

(b) Several fabric patches were noticed on the side of the fuselage and on being removed it was disclosed that the stressed skin surfaces of the fuselage had been badly damaged in three places. One - a jagged hole approximately 6" x 4" was found behind the wing fillet trailing edge. The second break in the skin covering was found 4' aft of the above hole and the third break found 12" behind and 12" above the second damage. In each of these breaks the fuselage skin has been completely ruptured and no attempt has been made to carry out proper repairs, the breaks simply being covered with fabric and painted the same colour as the fuselage. On removing fabric from the forward damage it was immediately apparent that the main fuselage longitudinal member was split and on checking on the inside of the fuselage shell it was ascertained that this split extends for a distance of 30".

(c) Both wing flaps were found in damaged condition - the port flap having the third former from the outboard end buckled, the fourth former buckled and the fifth, sixth and seventh completely fractured. The flap skin being torn and damaged in number four bay. The starboard flap has the fourth rib from the outboard end buckled, the fifth rib completely fractured and the trailing end badly damaged with resulting distortion to the flap surfaces.

COPY ON
5258-396

42

(d) The tail plane leading edge on the port side was found fractured in several places and on both sides was noticed to be extremely soft and deteriorated.

(e) The port side undercarriage locks were found inoperative. One locking spring was broken allowing the locking latch to hang loose. The other latch did not fall into place when the undercarriage was retracted. This was apparently caused by the undercarriage retraction frame being twisted allowing one side to contact the stops first, the other side remaining $\frac{1}{4}$" clear from stop.

On examination of the Aircraft Log Book no record could be found of the damage to the fuselage or of the damage of the wing flaps. Nor was there any indication that an inspection had been carried out in the vicinity of the damaged areas.

The aircraft was considered to be unairworthy, and was grounded until such time as the necessary repairs had been satisfactorily completed. The matter has been discussed with Mr. Hossack, your Air Engineer, and we understand that arrangements have been made by your Company to have all the structural repairs done by Aircraft Industries of Canada Limited, the remaining minor items to be corrected by your staff at Rimouski.

The Certificate of Airworthiness for this machine is being held in this office, until such time as we are completely satisfied as to the condition of this Anson.

The condition in which this aircraft was found indicates very poor maintenance on the part of your staff, which is taken with a serious view by this Office, and it is trusted that you will take the necessary steps to avoid a recurrence of such a state of affairs.

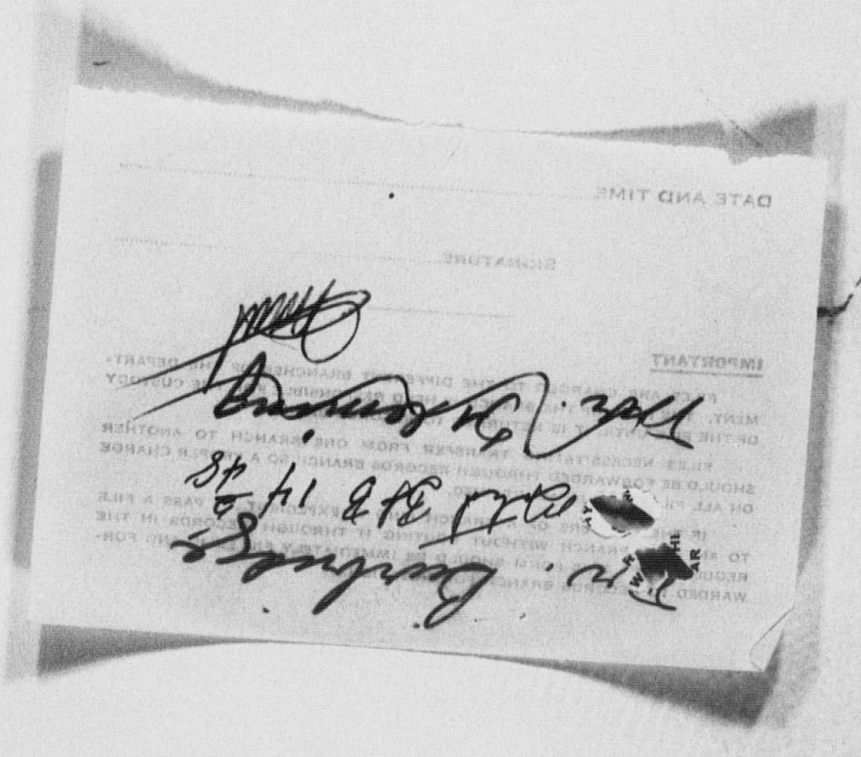
Yours truly,

J. L. Blondeau

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:gd

Certified true copy of original: G.D.



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
			NIGHTLETTER 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

P.A. Cook

TRANSPORT-RECORDS
AUG 1
File 5008-E8-2

MONTREAL TRANS ATLANTIC ADMINISTRATION BLDG
MONTREAL AIRPORT DORVAL QUE AUG 6 48

ARTHUR SENECAL
RIMOUSKI AIRLINES LIMITE

A19295

ARQ178 PERMISSION HEREBY GRANTED ONE FLIGHT RIMOUSKI MONTREAL ANSON EASY HOW UNCLE FOR PURPOSE OF WEIGHING stop NON REVENUE PASSENGERS MAY BE CARRIED ON THIS FLIGHT SUBJECT MACHINE SIGNED OUT BY B ENGINEER AND SATISFACTORILY TEST FLOWN

J L BLONDEAU

AIR SERVICES

17.25 hrs.
JLBtgd
c.c. D.C.A.S.
c.c. OTTAWA

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

45 2 6-47

Rm. 44, Trans-Atlantic Administration Bldg., Montreal Airport, Dorval, Que., Sept. 1, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson CF-EHU	5008-E8-21

TRANSPORT-RECORDS
SEP 3 A.M.
File 5008-E 8-21

A22377

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

1. Certificate of Registration No. 5875 and Certificate of Airworthiness No. 1895 for the subject aircraft have been renewed to read not valid after August 3, 1949, on the basis of a satisfactory certification as to airworthiness submitted by "B" Engineer A. R. Jervis, who has also submitted a list of work carried out on this aircraft for renewal of Certificates.

2. The Certificate of Airworthiness for this aircraft has been amended as follows:

Paragraph 24 - Airscrew - Hamilton Standard ✓

Paragraph 25 - Empty Weight including radio equipment - 6996 lbs. ✓

Paragraph 30 - Weight of wireless apparatus - included in Paragraph 25. ✓

Paragraph 31 - Maximum commercial load - 1142 pounds. ✓

3. These amendments were made on the basis of a Weight and Balance Report submitted by Cox and Stevens Aircraft Corporation.

noted
Rex

J. P. Fournier,
for District Controller, Air Services.

JPF:AR

5808-E8-21

46

A23824

DEPARTMENT OF TRANSPORT 6252-2

RADIO DIVISION

INSPECTION REPORT—AIRCRAFT STATIONS

Aircraft registration marking CF-EHU Make, type and serial number Anson V, MDB 145

Registered owner Rimouski Airlines Ltd, Rimouski, P.Q.

If operated by other than registered owner state whom -

Route (or area) normally operates Quebec - North Shore.

Normal base Rimouski

Class of service performed (passenger, freight, mail) Commercial

Certificate of Airworthiness No. App made to Dist of Insp Air Regs, Montreal. Date

Radio Licence No. Renewed for 47-48 19 19 Is certified copy carried in log book?

Transmitters (make, type and frequency range) Lear T 30 AB 2.9 - 6.5 mc.

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	20	DOT stations.

Particulars of power supply 12 volt battery & E.D.Generators.

Receivers (make, type and frequency range) (a) Communication Lear RCBB, 200-400; 500-1200;

(b) Homing or radio range 2800- 6700 kc.

Battery drain of radio equipment (a) Transmitters 12 amps (b) Receivers 9 amps

Particulars of location each transmitting and receiving unit Tx and Rx fitted in panel in V of windshiled, power supply on floor fwd of pedestal. In accordance with Aircraft Industries Ltd drawings 106, 107 previously submitted.

Weight of radio equipment (a) Transmitters (b) Receivers (c) Misc 38 lbs appx.

Particulars of antenna system(s) (1) Foremast to fin, (2) Ret trailing.

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
Not assigned at time of inspection.					

Alterations or additions to radio installation since last airworthiness inspection New installation

Type of Compass Magnetic

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? Requiremeht of route license unknown.

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) May 20th, St John's Que

REMARKS Radio installation is satisfactory. Installation made by Aircraft Industries Ltd.

cc J.L.Blondeau

Signature of Radio Inspector. J.W.Gray

USE BACK OF FORM IF MORE SPACE REQUIRED

Weight & Balance Report
removed from file
and forwarded to
D. I. H. R. Montreal
14 3/49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

47 SEP 14 [illegible] 2 6-47

Rm. 44, Trans-Atlantic Administration Bldg., Montreal Airport, Dorval, Que., Sept. 3, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-21	Anson CF-~~EUH~~ EHU.	5008-E8-21

File Please
CAR
AE (47)

A22767

TRANSPORT-RECORDS
5008-E8-21
SEP 7 P.M.
~~5008-E21-8~~
FILE

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

1. Further to our letter of September 1, 1948, advising of changes on the Certificate of Airworthiness for the above mentioned machine, please find attached copy of a Weight and Balance Report, submitted to this office by Cox & Stevens Aircraft Corporation.

J. F. Fournier,
for District Controller, Air Services.

JPF:gd
Encl.

CAR
Pl. note para. 2 page 3
of Cox & Stevens report.
13/9/48

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

49 2 2-48

Rm. 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, P.Q. Jan. 13, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	ANSON V, CF-EHU	5008-E8-21

TRANSPORT-RECORDS
JAN 14 A.M.
File 5008 E 8-21

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

A39866

1. Enclosed herewith is copy of letter from Rimouski Airlines Limited dated December 18, 1948, reporting minor damages to the subject aircraft.

2. This is submitted for your information and records, please.

J.L. Blondeau

J.L. Blondeau,
for District Controller, Air Services.

JLB/mp

Minor accident

48

Rimouski East, Que.

December 18, 1948.

Mr J.L. Blondeau,
District Inspector, Air Regulations,
Room 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport,
Dorval, Que.

Dear Sir:

Re: Anson V CF-EHU

This is to report that on December the 1st the above mentioned Aircraft landed at Franquelin to pick up a load of passengers and that after landing and while taxiing to the north end of the strip, the port wheel broke through the surface causing the aircraft to sink sufficiently to allow the propellers to come into contact with the ground. The propellers sustained some damage, were removed and replaced with newly overhauled propellers; this accident is attributed to a 6" coat of snow covering the airport and making this particular soft area invisible.

As mentioned above, the aircraft was jacked up, propellers replaced, was signed airworthy after careful inspection and was flown away.

Yours truly,

RIMOUSKI AIR LINES LIMITED,

A. Senecal,

Manager,

19-1-49

50

COPY

VIA CANADIAN NATIONAL TELEGRAPHS
RUSH COLLECT

DIAR RM 44
MONTREAL AIRPORT
JANUARY 14 1949

GULF AVIATION INCORPORATED
RIMOUSKI QUEBEC

ATTENTION MAURICE TESSIER

ARQ 444 THIS YOUR AUTHORITY NOT VALID AFTER FEBRUARY FOURTEENTH FORTY NINE OPERATE THE FOLLOWING AIRCRAFT BAKER QUEEN GEORGE STOP EASY HOW UNCLE STOP FOX XRAY NAN STOP DOG LOVE ABLE STOP FOX XRAY YOKE STOP DOG PETER EASY STOP IN ACCORDANCE TERMS CERTIFICATES AIRWORTHINESS PRESENTLY HELD BY RIMOUSKI AIRLINES SUBJECT RESPECTIVE CERTIFICATES AIRWORTHINESS IN GOOD STANDING AND AIRCRAFT AIRWORTHY STOP WORKSHEET DATED DECEMBER TWENTIETH FOR BAKER QUEEN GEORGE ACCEPTED AND CERTIFICATE AIRWORTHINESS REINSTATED STOP CERTIFICATES AIRWORTHINESS FOR BAKER QUEEN GEORGE STOP EASY/UNCLE HOW STOP GEORGE LOVE ABLE STOP DOG LOVE ABLE STOP FOX XRAY YOKE STOP DOG PETER EASY STOP TO BE RETURNED THIS OFFICE IMMEDIATELY

DCAS - MONTREAL Noted

FILE NOS: 5008-D17-7: 5008-E8-21: 5008-F24-14
5008-D12-1: 5008-F24-25: 5008-D16-5:
5008-G12-1

PHONED IN BY CNT OPERATORS NO

/RM

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5875

NATIONALITY AND REGISTRATION MARKS CF-EHU

1. Type and description	Anson V.
2. Name and address of constructor	Federal Aircraft, Limited, Montreal, P.Q.
3. Constructor's serial number	ERC-1563
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 23rd 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 marks CF-EHU and is of Canadian nationality.

Given at Ottawa this 7th day of July 1947.

Superintendent, Air Regulations.

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

Not valid after June 2nd, 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

Renewed not valid after August 3, 1949

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.

CONTRAT DE VENTE

ENTRE

AIR-RIMOUSKI LIMITEE, corporation légale, ayant son siège social dans la ville de Rimouski et représentée aux présentes par son président, monsieur Albert Dionne et son secrétaire-trésorier, Me Maurice Tessier, dûment autorisés aux fins des présentes, ci-après appelée,

VENDERESSE

ET

AVIATION DU GOLFE INC., corporation légale, ayant son siège social dans la ville de Rimouski, et représentée aux présentes par son président, monsieur Wilfrid Ouellet et son trésorier, monsieur Henri-A. Martin, dûment autorisés aux fins des présentes, ci-après appelée,

ACQUEREUR

La venderesse vend, cède et transporte en toute propriété à l'acquéreur, les avions suivants, avec leurs moteurs et équipements mécaniques, de radios et autres, tel que le tout se trouve actuellement, savoir:

TYPE	ENREGISTREMENT	NUMEROS DE SERIES	NUMEROS DE MOTEURS
Beechcraft 18-A	CF-BQG	291	14715 14714
Anson V	CF-EHU	BRC 1563	20887 23082
Anson V	CF-FXN	4047	21752 21758
Anson V	CF-GLA	BRC 1117C	20733 20735
Anson V	CF-GLC	4225	210910 210501
Anson V	CF-GLD	4150	210694 210693
Cessna Crane	CF-DLA	1132	4573 8421
Cessna Crane	CF-FXY	AC 42 - 13692	11694 11305
Fleet Canuck	CF-DPE	031	21071-6-12
Fleet Canuck	CF-DQM	065	22120-6-16

La présente vente est faite pour le prix de $40,000.C et autres bonnes et valables considérations, sur lequel prix la venderesse reconnaît avoir reçu la somme de $4,000.00 comptant, dont quittance. Le solde du prix de vente sera payable

CASGRAIN & TESSIER
AVOCATS - SOLICITORS
RIMOUSKI

d'ici un an de la signature des présentes.

Fait et signé en quatre copies à Rimouski, ce quatorzième jour de janvier 1949.

AIR-RIMOUSKI LIMITEE

Par: (s) ALBERT DIONNE
Président

Par: (s) MAURICE TESSIER
Secrétaire-trésorier

AVIATION DU GOLFE INC.

Par: (s) WILFRID OUELLET
Président

Par: (s) HENRI-A. MARTIN
Trésorier

Certifié vraie copie

Secrétaire-trésorier

CASGRAIN & TESSIER
AVOCATS - SOLICITORS
RIMOUSKI

CONTRAT DE VENTE

ENTRE

AIR-RIMOUSKI LIMITEE,

Venderesse

ET

AVIATION DU GOLFE INC.,

Acquéreur

Le 14 janvier 1949.

CASGRAIN & TESSIER
AVOCATS — SOLICITORS
RIMOUSKI — QUE.

CANADA

CF-EHU

5-3 2413

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 67809

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. GULF AVIATION, INC.,

Signature of Applicant [signature] Secretary

Date of Application Jan. 10, 1949.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
GULF AVIATION INC.,	RIMOUSKI, P. 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. OUELLET	PRESIDENT	RIMOUSKI, QUE.	CANADIAN
A. DIONNE	VICE-PRES.	" "	"
M. TESSIER	SECRETARY	" "	"
H. MARTIN	TREASURER	" "	"

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

Commercial, Passenger, Freight

Usual Station Rimouski, Que.

Date of manufacture or reconstruction September 1944, Montreal, Que.

Crew required One

Accommodation for what number of passengers 8

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-than-Air made by Federal Aircraft Ltd.,

Type Anson Mk. V Maker's No. BRC-1563

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	56' 6"	56' 6"
Length o/a in feet	42' 3"	42' 3"
Height o/a in feet	11' 2"	11' 2"

Cubic Capacity (of Airship or Balloon) N/A ,

Weight equipped, but without load, fuel, or oil 6996 ,

Total weight authorized (fully loaded) in lbs 9460 Air speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass Altimeter, Airspeed Indicator, 2 RPM Counters.
2. Gauges Oil Pressure, Oil Temperature
3. Lights Navigation
4. Signals None
5. Fire Extinguishers 2-CO-2's
6. Parachutes None
7. Tools None
8. Other Equipment Safety Belts & First Aid Kit

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Wasp Jr.	Wasp Jr.		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	9	9		
H.P.	450	450		
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on Change of ownership only.

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet No unauthorized modifications.

Registration recommended with the following special conditions Recommended

Date January 25, 1949

Signature [signature]

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
2-48

Rm. 44, Trans-Atlantic Admim. Bldg.,
Montreal Airport, Dorval, P.Q. January 25, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-21	ANSON V - CF-EHU	5008-E8-21

TRANSPORT-RECORDS
JAN 26 A.M.
File 5008-E 8-21

A41375

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

1. Please find attached the following documents regarding change of ownership of the subject aircraft:

(a) Application for Certificates of Registration and Airworthiness as a commercial machine in the name of Gulf Aviation Incorporated.

(b) Fee $5.00 (Department Receipt No. 67809).

(c) Bill of Sale from Air-Rimouski Limitee to Aviation du Golfe Inc.

(d) Certificate of Registration No. 5875.

(e) Certificate of Airworthiness No. 1895.

(f) Copy of our temporary authority.

2. The application appears to be in order and issuance of Certificates is recommended.

for Le-Reg
HHS
31/1/49

J.F. Fournier,
for District Controller, Air Services.

JFF/mp

2 aircraft Logbooks 7697 (R)
1895 (A)

/RM

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7697

NATIONALITY AND REGISTRATION MARKS CF-EHU

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft, Limited, Montreal, P.Q.
3. Constructor's serial number	BRC-1563
4. Name of owner	Gulf Aviation Inc.,
5. Address of owner	Rimouski, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rimouski, P.Q.
8. Purpose	Commercial

CANCELLED

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 January 19 49, 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-EHU and is of Canadian nationality.

Given at Ottawa this 27th day of January 19 49.

Superintendent, Air Regulations.

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

Not valid after August 3rd, 1949, unless endorsed.

/js

VALID FOR DAY FLYING ONLY

2462
7-45

35
39

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1895

(Heavier than air)

FIRST PART (14.1.49) GULF AVIATION INC.; ~~(29.6.47) RIMOUSKI AIRLINES LTD.;~~

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

~~(Operating under the name of Syndicat D'Aviation~~

1. Surname of owner (or name of Company) ~~Dionne Gagnon Cummings de Rimouski)~~
2. Christian name ~~Albert Alphee E.R.~~
3. Address Rimouski, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft, Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-EHU

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. ERC-1563
8. Place and year of construction of aircraft Montreal, P.Q. Sept. 1944

CANCELLED

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) Nine

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d, & e
15. Maximum span (in flying position) 56' 6"
16. Maximum length (in flying position) 42' 3"
17. Total height (with and without trolley in case of seaplanes) 11' 2"

The maximum 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..... **Pratt & Whitney**

20. Types..... **Wasp S3D**

21. International power of the engine or engines at.....

Take-off (a) Sea Level.... **450** H.P. at..... **2300** revolutions per minute. (International number of revolutions)

MRTO (b) ~~Rated Altitude~~ **400** H.P. at..... **2200** revolutions per minute. **at 5000 ft.** (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 Hoover** No..... (1.9.48)
Pitch... **Constant Speed** Diameter..... **6.996 (1.9.48)**

25. Weight of aircraft empty (including ~~water in the radiators~~) including radio equipment
(a) Landplane..... **6,927** lbs.
(b) Seaplane..... lbs.
(c) Skiplane..... lbs.

Revised 24.10.41

WEIGHT OF FUEL AND OIL

26. Fuel..... (at 7·2 lbs. per gallon)	**1,008** lbs.
(a) Number of tanks..... **Four**	
(b) Capacity of tanks..... **140** Imp. gals.	
27. Oil..... (at 9·0 lbs. per gallon)	**144** lbs.
(a) Number of tanks..... **Two**	
(b) Capacity of tanks..... **16** Imp. gals.	
28. Weight allowed for crew.....	**170** lbs.
29. Weight allowed for equipment, excluding wireless apparatus.....	lbs.
30. Weight of wireless apparatus..... **Included in para 25**	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full..... **L.P.**	**1142 (1.9.48)** ~~1,012~~ lbs.
32. Maximum total weight authorized.....	lbs.
Landplane.....	**9460** lbs.
Seaplane.....	lbs.
Skiplane.....	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full).....
Landplane..... **Nine thousand four hundred & sixty 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..... **56.4** inches and..... **68** 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..... **2200** 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..... **December 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..... **31st** .....day of..... **March** .....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	2 Engine Revolution Counters
Altimeter	2 Oil Pressure Gauges
Airspeed Indicator	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.

(24.10.49

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
		Dec. 5, 1947. June 2nd, 1948. August 3, 1949. 6.8.50 6.8.51	

(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

AO-5-60

5008-E8-21

OTTAWA, January 27th, 1949.

NOTED

JAN 29 1949

Revenue Audit
Dept. of Transport.

REGISTERED

Gulf Aviation Inc.,
Rimouski,
P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 7697 and Certificate of Airworthiness No. 1895 for your Anson V aircraft CF-EHU , Serial No. BRC-1563.

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 August 3rd, 1949.

Yours truly,

(R. Gagnon)
Superintendent, Air Regulations.

Encls.

P.S. Also enclosed are two Airscrew Log Books.
Your attention is drawn to Information Circular T/8/39.

cc. D.C.A.S.,
Att: D.I.A.R. Montreal, P.Q.

57

5008-E8-21

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., March 30, 1949.

TRANSPORT RECORDS
APR 4 M.
5008-E8-21
File

Gulf Aviation Inc.,
Rimouski, Que.

0362

Gentlemen:

May the Certificate of Airworthiness for your Anson V CF-MHU be returned to this office for certain amendments regarding weight.

Pending the return to you of this document, this letter will be your authority for the operation of this aircraft subject to this machine being in airworthy conditions at all times.

Yours truly,

J. P. Fournier,
for J. L. Blondeau,
District Inspector, Air Regulations.

JPF:gd

c.c. D.C.A.S.
C.R.
H.Q.

Mrs Jones
to note
Related

TRANSPORT - RECORDS
AUG 25 P.M.
5008-E8-21
File

18

5008-E8-21

21194

Room 44, Trans-Atlantic Admin. Bldg.,
Montreal Airport, Dorval, Que., August 24, 1949.

Rimouski Airlines Limited,
Mont Joli, Que.

Dear Sirs:

Pending return of Certificates of Registration and Airworthiness for your Anson CF-EHU this will be your authority valid until September 23, 1949, for the operation of this machine.

Yours truly,

for J.P. Fournier,
for J.L. Blondeau,
District Inspector, Air Regulations

JPF:DP

c.c. D.C.A.S.
C.R.
H.Q.

Noted
1st

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

FORM 2192-6

6 PART SET 59

VIA CANADIAN NATIONAL TELEGRAPHS

DIAR RN 44 MONTREAL AIRPORT DORVAL

DAY LETTER COLLECT

SEPTEMBER 19 1949

TRANSPORT - RECORDS
SEP 22 P.M.
File 5008-E8-21

THIS WIRE PHONED IN HE DP

25124

RIMOUSKI AIRLINES LIMITED
RIMOUSKI QUEBEC

ARQ 925 PREVIOUS AUTHORITY OPERATION AIRCOM EASY HOTEL UNCLE HEREBY EXTENDED NOT VALID AFTER OCTOBER 23 - 49 SUBJECT AIRCRAFT AIRWORTHY

D C A S - MONTREAL

JPP:DP

FILE NO. 5008-E8-21

PHONED IN HE DP C.N.T. OPERATOR'S NO.

CHG. COLLECT

HQ.

Noted

PATENTED - MOORE BUSINESS FORMS LTD.

Records to file 5008- + refer DCCA ECAE

37699

TRANSPORT - RECORDS
DEC 14 A.M.
File 5008-E 8-21

2181

63

6252-4

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings. CF-EHH .....

2. Make..Anson..... .....Type...V.....No..BRC 1563 .....

3. Registered Owner (Name and Address).Gulf.Aviation.Ins.,.Rimouski,.Que...

4. If aircraft operated by other than registered owner (Name & Address).....
.Rimouski.Airlines.Limited,.Rimouski,..Que.....

5. Licensee of aircraft radio station (Name & Address) Rimouski Airlines Ltd.,
.Rimouski,.Que.....

6. Where is aircraft normally maintained?....Mont.Joli.....Based?...Gaspe.....

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

8. Certificate of Registration No...7697.....Date..Jan..27,.1949

9. Certificate of airworthiness..1895.....Date of expiration.Aug..6,.1950

10. Operating Certificate No. A51/49(NS),..452/49(S),..453/49(S).....

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

12. Radio Licence No..320.....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.A.I..of.Can..No.111.&.112.....
(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? Aircraft Industries of Can. Ltd.
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)..Kenneth.Irwin..Cert No.1160.....Grade R/T.Rest.....
Cert No.....Grade.....

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

B

62

25. Is aircraft equipped for Instrument Flight?.....Day.....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
3105	Yes	Yes	A3	20	Towars & Ranges
3320	"	"	"	"	Company
5750	"	No	"	"	"

27. TRANSMITTER(s) Make, type, Freq. range power output (1) Lear T-30AB 2.9-6.5 Mc/s., 20 W.
(2).....
(3).....

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

29. RECEIVER(s) Make, type, Frequency Range (1) Lear RCBR 200-400 & 550-1200 Kc/s., 2.5-6.7 Mc/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) Foremast to fin.....(2) Ret. Trailing).....(4).....(5).....
describe)

35. Types of Compasses Magnetic.....

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

37. Compass heading at time of check....340.....

38. Weight of Radio equipment, Trans. 3.5. Recv'r... 3.5.....Misc'l..23. Total 30....

39. Aircraft battery capacity (a) ampere-hours. 40..... .....(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 November 12, 1949. Mont Joli, Que.....

REMARKS:

W. B. Elliott
Signature of Radio Inspector.

cc DCAS

W.B. Elliott

If more space required use back of form.

5008-E8-21 61

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., Oct. 24, 1949.

REGISTERED

29998

TRANSPORT - RECORDS
OCT 25 A.M.
File 5008 - E 8-21

Gulf Aviation Ltee.,
Rimouski, Que.

Gentlemen:

The Certificates of Registration and Airworthiness for your aircraft Anson V CF-XHU have been renewed to read valid until August 6, 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,
District Inspector, Air Regulations.

AR
c.c. H.Q.

1. Compliance with Information Circulars T/13/48 and T/14/48. YES
2. Amendments made to Certificate of Airworthiness,
   Paragraphs 25-31 inclusive DELETED
   Page 3 Paragraph D
   The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight.

c.c. D.C.A.S.
C.R.

DEPARTMENT OF TRANSPORT — RADIO COMMUNICATIONS

FORM 2192-6 — 6 PART SET — 60

VIA[illegible] CANADIAN NATIONAL TELEGRAPHS — DIAR RN 44 MONTREAL AIRPORT DORVAL

DAY LETTER COLLECT — OCTOBER 19 1949

TRANSPORT RECORDS
OCT 20 P.M.
5608-E8-21

RIMOUSKI AIRLINES LIMITED
[redacted]
MONT JOLI QUEBEC

29298

ARQ 979 PREVIOUS AUTHORITY GRANTED OPERATION AVRO EASI NOW UNCLE MARCH EXTENDED NOT VALID AFTER NOVEMBER 23 - 49 SUBJECT AIRCRAFT AIRWORTHY

D C A S - MONTREAL.

MR:DF

FILE NO. 5008-E8-21

PHONED IN BY C.N.T. OPERATOR NO.

CHG. COLLECT

H Q,
Noted
JSI

PATENTED - MOORE BUSINESS FORMS LTD.

TRANSPORT - RECORDS
APR 27 A.M.
5008-E8-21
File

5008-012-1
5008-012-2
5008-012-3
5008-012-4
5008-E8-21
5008-P24-14

64

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., April 25, 1950.

3810

Gulf Aviation Inc.,
Rimouski, Que.

Gentlemen:

An inspection of all Anson V aircraft is required to establish that the glue joint, skin to vertical fin post, is sound.

This inspection is to be carried out within the next ten (10) flying hours and at every fifty (50) flying hours thereafter, and must be done from the INSIDE of the fuselage while applying reasonable pressure to the skin.

It is requested, please, that this office be advised of your findings when this inspection is carried out, and that appropriate entries are made in the Aircraft Log Book.

Yours truly,

J. O. Noury,
District Aircraft Inspector,
for District Superintendent, Air Regulations.

GD

c.c. H.Q.

TRANSPORT - RECORDS
AUG 4 1950
File 5008-EE-21

5008-E-8-21

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

15829

Registration - CF- EHU Serial No. 1563

1. C. of A. No. 1895 Expires Aug. 6/50 C. of R. No. 7697 Expires Aug. 6/50
Aircraft Data - Manufacturer Federal Aircraft Ltd. Model Anson V
Hours flown - Since New 1225 hrs. 48 min. Since Overhaul 602 hrs. 35 min.
Engine Data - Manufacturer PRATT & WHITNEY Model WASP JR R985-14B

Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1) 20887	441 hrs. 15 min.	NIL
(2) 23082	441 hrs. 15 min.	NIL
(3)		
(4)		

GULF AVIATION INC.,
Signature of Applicant
Date July 24, 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 26/7/50

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
Test Pilot
Date 26 Juillet 50

4. The following documents are attached:

Certificate of Airworthiness	X	
Certificate of Registration	X	
Weight and Balance Report (when applicable)	X	N/A. No revision since October 9, 1949.

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. 7697 and C. of A. No. 1895, 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 31, 1950

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

(Date)- August 6, 1951
Permissible Gross Weights - Wheels 9460 lbs
- Skis
- Floats

noted BFC NOTED

Signed
District Superintendent, Air Regulations
Date Aug 2, 1950

Other Action:- Stone

8. H.Q. Action C.A.R.

C.A.E.

5008-E8-21

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, Que., August 3rd, 1950.

TRANSPORT - RECORDS
AUG 11 1950
File 5008-E8-21

REGISTERED

Gulf Aviation Inc.,
Rimouski, Que.

16321

Dear Sir:-

The Certificates of Registration and Airworthiness for your aircraft Anson V CF-EHU have been renewed to read valid until August 6th, 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 very truly,

J.P. FOURNIER,
for J.L. Blondeau,
District Superintendent, Air Regulations.

tb

c.c. D.C.A.S. - C.R.-H.Q.

1. Compliance with Information Circulars T/13/48 and T/14/48. (yes)
2. H.Q. copy of Weight and Balance Report attached. (No)

3. Amendments made to Certificate of Airworthiness: - Nil

COPY

AIR RIMOUSKI
Rimouski Airlines
Limited

67

Mont Joli, Quebec.
August 31, 1950.

Inspection of Anson V CF-EHU

After accident of August 25

On August 26 I proceeded to Port Menier on Anticosti Island for the purpose of making a preliminary inspection of the above mentioned aircraft, and to ascertain what steps were to be taken to remove it from the runway and I returned to Mont Joli the same day, in order to obtain the necessary wheels, struts, jacks, etc., so as to sufficiently repair the aircraft to move it away from the runway. On August 27 this was accomplished and a careful examination revealed the following damages. Since the right starboard wheel undercarriage collapsed, all components and parts referred in the following list belong to the starboard side:

1. Removable trailing edge from a point at the beginning of the aileron to tip.
2. The aileron shows no outside visible damage, except for the control cable horn which should be replaced.
3. The last two plywood panels at wing tip of main wing require to be replaced.
4. First and starboard ribs from tip to be repaired.
5. Several longitudinal stringers to be repaired.
6. Top and bottom nacelle covers to be replaced.
7. Wing skin, stringers and reinforcement strips at nacelle on top of wing require to be rebuilt.
8. Both ribs each side of nacelle to be rebuilt.
9. Wing skin underneath wing to be rebuilt between and around spars and drag struts.
10. Both shock legs, braces, drag struts, reinforcement drag struts, brake line, undercarriage indicator unit and bracket, pitot head mast, one wheel complete and one propeller require replacement.
11. Tail plane to be repaired.

E. Aubin.

MP

C
O -
P -
Y

AIR RIMOUSKI

Rimouski Airlines Ltd.

68

Mont Joli, Que.
August 31, 1950.

Mr. J.L. Blondeau,
District Superintendent, Air Regs.,
Rm. 44, Trans-Atlantic Admin. Bldg.,
Montreal,Airport, Dorval.

Dear Sir:

Re: Anson V, CF-EHU

Confirming verbal report of August 25, the above-mentioned aircraft sustained substantial damages while effecting a landing on Anticosti, las Friday August 25. We reproduce hereunder report submitted by the pilot, K. Irwin:

"I wish to report that at 10:25 this morning I landed at Port Menier, Ancicosti Island, with eight passengers from Cape Cove, Aboard Anson V, CF-EHU.

As the aircraft touched down on the runway, I noticed that the starboard main wheel appeared to have a flat tire. I made a quick decision calculating my gas insufficient to pull up and proceed on to Mont Joli, and continued with the landing.

To connteract the drag of the flat tire, I applied power to the starboard engine and full brake on the left wheel. However, after the forward speed of the aircraft had decreased to below 20 m.p.h. the tendency to swing to the right was beyond control, with the result that the starboard undercarriage collapsed.

The aircraft damage has not yet been assessed by an engineer, but from my own observations I would sat that the damage to the starboard wing is extensive, and possibly beyond repair.

At the time of the accident I was landing on runway 255 and the estimated wind was from 200° to 220° at 10 to 15 m.p.h.

The take off from Cape Cove had been normal and there was no indication of a flat tire.

No injuries were sustained by any of the passengers or myself."

Enclosed are two copies of Air Engineer Aubin's report following inspection of the damaged aircraft.

Entered on Accident Cards

Yours very truly,

RIMOUSKI AIRLINES LIMITED
A. Senecal, MANAGER

AS/d/mp

DEPARTMENT OF TRANSPORT

69 2/9-49

INTRA-DEPARTMENTAL CORRESPONDENCE
Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, P.Q. September 8, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson V, CF-EHU Accident Report Pilot K. Irwin	5008-E8-21 5802-2487

18686

TRANSPORT - RECORDS
SEP 9 1950
File 5008-E8-21

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

Attention: Superintendent, Air Regulations.

1. Please find attached copy of a letter from Rimouski Airlines Limited together with an Inspection Report dated August 31, 1950, reporting damages to the subject aircraft.

J.P. Fournier,
for District Controller, Air Services.

JPF/mp

30/11/50

COPY ON
5802-18809

/RM

2462A
4-48

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7697

NATIONALITY AND REGISTRATION MARKS CF-EHU

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft, Limited, Montreal, P.Q.
3. Constructor's serial number	BRC-1563
4. Name of owner	Gulf Aviation Inc.,
5. Address of owner	Rimouski, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rimouski, P.Q.
8. Purpose	Commercial

CANCELLED

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 January 19 49, 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-EHU and is of Canadian nationality.

Given at Ottawa this 27th day of January 19 49.

Superintendent, Air Regulations.

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

Not valid after August 3rd, 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 Aug 6/1950 H Laureen
Renewed not valid after Aug 6/51 J.L. Henderson

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.

/js

VALID FOR DAY FLYING ONLY

77

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1895

(Heavier than air)

(14.1.49) GULF AVIATION INC.

FIRST PART (~~Operating under the name of Syndicat D'Aviation de Rimouski~~)

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

(23.6.47) ~~RIMOUSKI AIRLINES LTD.~~

1. Surname of owner (or name of Company) ~~Dionne~~ Gagnon Cummings
2. Christian name ~~Elbert Alphe~~ H.R.
3. Address ~~Rimouski, P.Q.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft, Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-EHU

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. BRC-1563
8. Place and year of construction of aircraft Montreal, P.Q. Sept. 1944

CANCELLED

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) Nine

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d, & e
15. Maximum span (in flying position) 56' 6"
16. Maximum length (in flying position) 42' 3"
17. Total height (with and without trolley in case of seaplanes) 11' 2"

The maximum 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 ..... Pratt & Whitney .....

20. Types ..... Wasp SB3 .....

21. International power of the engine or engines at .....

Take-off (a) Sea Level ....450.... H.P. at ....2300.... revolutions per minute. (International number of revolutions)

METO (b) ~~Rated Altitude~~ at 5000 ft. ....400.... H.P. at ....2200.... 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) Hamilton Standard HB 9/8/48

24. Airscrews { Number fitted ....Two.... Types ....~~Hoover~~.... No. .....
{ Pitch ....Constant Speed.... Diameter ....~~6'9"~~ 6'10" HB 9/8/48

25. Weight of aircraft empty (including ~~water in the radiators~~ including radio equipment): (a) Landplane	~~6,925~~	lbs.
(b) Seaplane		lbs.
(c) Skiplane		lbs.
WEIGHT OF FUEL AND OIL		
26. Fuel ..... (at 7·2 lbs. per gallon)	1,008	lbs.
(a) Number of tanks ....Four....		
(b) Capacity of tanks ....140.... Imp. gals.		
27. Oil ..... (at 9·0 lbs. per gallon)	144	lbs.
(a) Number of tanks ....Two....		
(b) Capacity of tanks ....16.... Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus Included in para 25 HB		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full L.P.	1442 ~~1219~~ HB 9/8/48	lbs.
32. Maximum total weight authorized		lbs.
Landplane	9460	lbs.
Seaplane		lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane ....Nine thousand four hundred & sixty 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 ....56.4.... inches and ....68.... 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 ....2200.... 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 ....December 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 ....31st.... day of ....March.... 19..47..

.....
Superintendent, Air Regulations.

REPORT NO; 229-C74

DATED: August 9th, 1948.

COX AND STEVENS AIRCRAFT CORPORATION

MONTREAL AIRPORT,

DORVAL, QUEBEC.

TITLE

AIRCRAFT WEIGHING

AND

BALANCE REPORT

ANSON MK. V.

CF-EHU

SUBMITTED UNDER

Request of

Rimouski Airlines,
Rimouski Est,
Quebec.

Checked OK.
with revised pages 2, 3, 4.
CWS. Oct 25/49.

PREPARED BY: C. D. Gutelius.

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AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK. V. - CF-EHU

1. This aircraft was weighed in a hangar of Ross Aero Limited, Dorval, P.Q. on August 9th., 1948.

2. At time of weighing the following conditions applied:-

(a) The aircraft was in "flying position". A level placed on the Pilot's shelf in the cockpit read zero degrees.

(b) The fuel tanks contained 140 Imp. gals. The oil tanks contained 13 Imp. gals. The hydraulic tank was full.

(c) The datum point used for C.G. calculation is defined by the manufacturer as the intersection of a vertical line measured 46.5 inches forward of the centre line of the front spar and a horizontal line measured 22.65 inches above the thrust line. It is marked on the exterior of the fuselage, on the port side, by means of a datum plug.

3. Equipment used in the weighing of this aircraft was the Cox and Stevens Aircraft Electric Weighing Kit, Model ES-6a, Serial No. 616.

- - - - - - - - - - -

74

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK. V. CF-EHU

ITEM	Wt. Lbs.	Arm Ins.	Moment Ins. Lbs.
Left Main Wheel	3,853		
Right Main Wheel	3, 920		
Sub - Total (Both Main Wheels)	7,773	45.24	351,650
Tail Jacking Point	348	347.28	120,853
Total (Aircraft as Weighed)	8,121	58.18	472,503
1. Less items in a/c at time of weighing which are not included in empty weight.			
Oil (13 Imp. Gals. at 9 lbs.)	117	5.5	643
Fuel (140 Imp. Gals. at 7.2 lbs)	1,008	71.5	72,072
	1,125	64.64	72,715
2. Plus items not in a/c at time of weighing which are included in Empty Weight			
C.O.^{2} Fire extinguisher	9.25	36.0	333
Fire Axe	2.5	47.0	117.5
First aid kit	4.5	46.0	207.
	16.25	40.46	657.5
Total aircraft as weighed	8,121.	58.18	472,503.
Less total from 1. above	-1,125.	64.64	-72,715.
Plus total from 2. above	16.25	40.46	657.5
Aircraft Empty Weight & Moment	7,012.25	57.10	400,445.5

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AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK. V. CF-EHU

ITEM	Wt. Lbs.	Arm Ins.	Moment Ins. Lbs.
1. MOST FORWARD LOADING CONDITIONS			
Aircraft Empty Weight & Moment	7,012.25	57.10	400,445.5
Fuel - 140 Imp. Gals. at 7.2 lbs.	1,008.	71.5	72,072.
Oil - 16 imp. Gals. at 9 lbs.	144.	5.5	792.
Pilot	170.	22.0	3,740.
Ballast in rear	NIL		
TOTAL WEIGHT & MOMENT	8,334.25	57.23	477,049.5

NOTE: No ballast is required with the gasoline reserve as laid down by D.O.T. regulations.

2. MOST AFT LOADING CONDITION

Aircraft Empty Weight & Moment	7,012.25	57.10	400,445.5
Fuel - 70 Imp. gals. at 7.2 lbs.	504.	71.5	36,036.
Oil-12 Imp. Gals. at 9 lbs.	108.	5.5	594.
Pilot	170.	22.0	3,740.
Co-Pilot	170	32.0	5,440.
Forward Cabin 2 pass. at 170.	340.	82.0	27,880.
Mid Cabin 1 pass.	170	125.5	21,335.
Rear Cabin (front) 2 pass. at 170 lbs.	340.	168.5	57,290.
Rear Cabin (rear) 2 pass. at 170 lbs.	340.	207.0	70,380.
Nose Passenger baggage	200.	-50.0	-10,000.
Mid cabin - Cargo	105.75	120.0	12,690.
TOTAL WEIGHT & MOMENT	9,460.	66.15	625,830.5

1. The C.G. limits in inches from the Manufacturers Datum are:-

Forward	AFT
56.4	68.0 inches

2. It will be noted that the C.G. position of the Empty Aircraft is within the permissable limits.
3. Maximum authorized all-up weight for this type aircraft is 9,460 lbs.
4. The above loading conditions may be changed as desired by the operator/of fuel and passenger loads by alteration.

2
1
4

REVISED TO OCTOBER 10, 1949.

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AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK. V. CF-EHU

E Q U I P M E N T L I S T

Radio Equipment	Wt. Lbs.	Arm Ins.
G-30-AB Power Supply	18.25	-23."
Junction box & Cable	2.0	-10."
Receiver RCBB	3.5	20."
Transmitter T-30-AB	3.5	18."
Pilot Compartment		
Pilot seat, cushion, safety belt	32.0	22."
Co-Pilot seat, cushion, safety belt	20.0	32."
$C.O.^2$ Fire extinguisher	9.25	36."
Fire axe	2.5	47."
First aid kit	4.5	46."
"C" Compartment		
2 Passengers seats at 25 lbs	50.0	82."
Pyrene fire extinguisher	6.5	98."
2-12 Volt Batteries at 40 lbs.	80.0	74."
Mid Cabin		
1 passenger seat	25.0	125.5"
Rear Cabin		
2 passenger seats at 25 lbs.	50.0	168.5"
2 passenger seats at 25 lbs.	50.0	207. "
Propellers		
A/c was weighed with Hamilton Standard Prop.		

/MIM
/ZC
/MM

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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
2 Engine Revolution Counter
2 Oil Pressure Gauge
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.

The 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
		Dec. 5, 1947.	
		June 2nd, 1948.	
August 4/48	Satisfactory	August 2, 1949	J. L. Blondeau
		Aug. 6th 1950	
		Aug 6, 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 of Transport.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

29

2
9-49

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, Que. September 27, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson V - CF-EHU	5008-E8-21

CAR

20690 ... - RECORDS
SEP 28 1950
File 5008-E-8-21

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

Attention: Superintendent, Air Regulations.

1. Further to our letter of September 8, 1950, forwarding to Headquarters report of damages sustained by the above aircraft, please be advised that the owner of this machine has notified this office that the aircraft has been written off.

2. We are, therefore, returning herewith the Certificates of Registration No. 7697 and Airworthiness No. 1895 for cancellation.

J.P. Fournier,
for District Controller, Air Services.

JPF/AM

Encls.

Cancelled Noted B7E
27.9.50.

FILE No. 5008- E 8- 22

VOLUME No. 1

VOL. 1

5008- E 8- 22

DEPARTMENT OF TRANSPORT

FROM DEC. 1946-

TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION - INSPECTION & OPERATION

FILE TITLE CF- EHV ANSON V

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 13 1949	14987	CAR		GJ	JUL 15 1949
		CAE		JL	JUL 15 1949
JUN 16 1950	11543	CAR		GJ	JUN 17 1950
JUL 31 1950	15334	CAR		HP	AUG 8 1950
		CAE (1)		4 sm	
AUG 8 1950		CAI (2)			AUG 8 1950
AUG 8 1950		CAR (3)			AUG 8 1950
AUG 9 - 1950		CAE (4)			AUG 9 - 1950
DEC 9 - 1950	28440	CAR		GJ	DEC 11 1950
DEC 11 1950		CAE		9 sm	DEC 11 1950
MAR 21951	46146	CAR		Om	MAR 12 1951
MAR 12 1951		CAE		9 sm	MAR 21951
JUL 231951	22823	CAR		GJ	JUL 24 1951
JUL 24 1951		CAE		9 sm	JUL 24 1951
AUG 211951	28355	CAE		BH	AUG 231951
NOV 7 1951	40877	CAR		GJ	NOV 7 1951
NOV 7 1951		CAE		9 sm	NOV 8 1951
FEB 23 1952	57846	CAR		GJ	FEB 25 1952
FEB 25 1952		CAE		9 sm	FEB 25 1952
FEB 3 - 1953	51177	CAR		GJ	FEB 3 1953
FEB 3 1953		CAE		9 sm	FEB 4 - 1953
FEB 25 1953	54885	CAE		9 sm	FEB 26 1953
JUN - 9 1953	17286	CAR		GJ	JUN 24 1953
JUN 24 1953		CAE			JUN 25 1953
JUN 25 1953		RFL			JUN 25 1953

FILE NO. 5008 - E8 - 22 VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM DEC. 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT: INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF-EHV - (ANSON V)

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 6 1947	JAN 6 1947 64466	S.A.R.	18.2.47	GJ	
FEB 11 1947	69896	T.A.E.		2nd	FEB 12 1947
FEB 17 1947	BF Feb 18	CAR		S.	MAY 10 19
		CAI ①			MAY 10 19
MAY 10 1947				S.	MAY 13 19
JUN 10 1947	7478	CAR			JUN 23 1947
JUN 14 1941		CRI			JUN 23 19
JUL 16 1947	BF July 16/47	CRI		JUL	JUL 18 1947
MAR 22 48	42029	CAR			
JUL 12 48	15368	car			JUL 16 48
		cae		M. JUL	16 48

5008 - E8 - 22 VOL. 1

COX AND STEVENS
AIRCRAFT CORPORATION

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - 12086

REPORT NO: 60C

DATED: 7th December, 1946

COX AND STEVENS AIRCRAFT CORPORATION

MONTREAL AIRPORT,

DORVAL, QUEBEC.

TITLE

AIRCRAFT WEIGHING

and

BALANCE REPORT

ANSON MK.V

12086

SUBMITTED UNDER

Request of

Mr. R. Kashower,
90 Simcoe St.S.,
Oshawa, Ont.

MODEL: ANSON MK.V

PREPARED BY: C.D. GUTELIUS

NO. of PAGES: 4

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - 12086

1. This aircraft was weighed in the hangar of Weston Aircraft Limited plant at Oshawa, Ontario on 5th December, 1946.

2. At time of weighing the following conditions applied:-

(a) The aircraft was in "flying position". A level placed on the Pilot's shelf in the Cockpit read zero degrees.

(b) The aircraft contained 72 Imperial gallons of Fuel and 12 Imperial gallons of Oil at time of weighing.

(c) The Datum Point used for C.G. calculation is defined by the manufacturer as the intersection of a vertical line measured 46.5 inches forward of the centre line of the front spar and a horizontal line measured 22.65 inches above the thrust line. It is marked on the exterior of the fuselage on the port side by means of a Datum Plug.

(d) The items of removable equipment in the aeroplane are listed on Page 4, of the attached report.

3. Equipment used in the weighing of this aircraft was the Cox & Stevens Aircraft Electric Weighing Kit, Model ES-6A, Serial No. 616.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - 12086

ITEM	Wt. Lbs.	Arm Ins.	Moment In. Lbs.
Left Main Wheel	3,395		
Right Main Wheel	3,446		
Sub-Total (both Main Wheels)	6,841	44.86	306,887
Tail Reaction Point	450	310.87	139,891
Total (Aircraft as Weighed)	7,291	61.28	446,788
1.) Less Items in Aircraft at Time of Weighing which are not part of EMPTY WEIGHT			
Fuel - 72 Imp.gals.@ 7.2 lbs./gal.	518	71.5	37,037
Oil - 12 Imp.gals. @ 9 lbs./gal.	108	5.5	594
Total -	626	60.11	37,631
Aircraft as Weighed	7,291	61.28	446,788
Less Total from (1) above	- 626		-37,631
EMPTY WEIGHT AND MOMENT	6,665	61.39	409,157

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - 12086

ITEM	Wt. Lbs.	Arm Ins.	Positive Moment In. Lbs.	Negative Moment In. Lbs.
1.) Most Forward Loading Condition				
Empty Weight and Moment	6,665	61.39	409,157	
Fuel - 100 Imp.Gals.@ 7.2 lbs./gal.	720	71.5	51,480	
Oil - 16 Imp.gals. @ 9 lbs./gal.	144	5.5	792	
Pilot & Co-Pilot@ 170 lbs.each	340	22	7,480	
TOTAL WEIGHT AND MOMENT -	7,869	59.59	468,909	
2.) Most Aft Loading Condition				
Empty Weight and Moment	6,665	61.39	409,157	
Fuel - 140 Imp.gals.@7.2 lbs./gal.	1,008	71.5	72,072	
Oil - 12 Imp.gals.@ 9 lbs./gal.	108	5.5	594	
Pilot & Co-Pilot @ 170 lbs.each	340	22	7,480	
Cargo:-				
"A" Compartment - Nose	100	-36		3,600
"C" Compartment - Forward Cabin	600	82	49,200	
"D" Compartment - Mid-Cabin	400	125.5	50,200	
"E" Compartment - Mid-Cabin	239	168.5	40,271	
TOTAL WEIGHT AND MOMENT -	9,460	66.11	625,374	

1.) The C.G. Limits in inches from the Manufacturer's Datum:-

Forward		Aft.
56.4	to	68.0 inches.

2.) It will be noted that the C.G. position of the aircraft as shown in Loading Condition No.(1.) above, is within the permissible limits and, therefore, the aircraft need not carry ballast when flown in this condition.

3.) Maximum authorized all-up weight for this type aircraft is 9,460 pounds.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - 12086

Nose

One Cushion
1 Voltage Regulator
1 Ballast Tube

Pilot's Compartment

Pilot and Co-Pilot Seat, Seat Cushion and Safety Belt

Batteries

Two 12-volt Exide

ORIGINAL ON FILE

COPY

FOR FILE

8
6-44

TOR:5008-28-22

2

1 Montgomery Avenue, Toronto.
December 31st, 1946

Kashower Air Service Ltd.

OSHAWA, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for registration of Anson V aircraft, C F / E H V, Serial No. 110, formerly RCAF12086, which you recently purchased from War Assets Corp.

Receipt is acknowledged, also, of the following papers:

(a) Application forms.
(b) Fee of $10. 00 (Receipt No. 63213, in the name of Weston Aircraft, was forwarded to that Company)
(c) Notification from War Assets re sale.
(d) Report of overhaul - dated December 30th, from Weston Aircraft.
(e) Aircraft weighing and balance report
(f) R.C.A.F. aircraft and engine log books (These log books were returned to Weston Aircraft)

Pending the issue of the formal certificates of registration and airworthiness, this letter will be your authority to operate Anson V aircraft C F / E H V as a commercial (landplane) day visual flying until March 2nd, 1947. The all-up weight of the aircraft is not to exceed 9, 460 lbs.

Yours truly,

(for D.G. Joy)
District Inspector, Air Regulations,
Toronto.

R.W.Goodwin/KC c.c. H.Q. & Weston Aircraft.

3

Form No. M.D. 54

WAR ASSETS CORPORATION
MONTREAL

AUGUST 28/46

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
V	ANSON	N.A.	12086	7.20	N.A.
V	ANSON	BRC 1563	12121	21.00	N.A.

AIRCRAFT ENGINES

TYPE	DESCRIPTION	MFG. SERIAL NO.	R.C.A.F.NO.	TIME SINCE NEW	TIME SINCE OVERHAUL
R985-AN14B	WASP	211544/29644		7.20	N.A.
		211543/29643		7.20	N.A.
"	"	210822/14422		21.00	N.A.
		210859/14459		21.00	N.A.

CUSTODIAN: WAR ASSETS CORPORATION
#4 REMU, RCAF, BRANTFORD, ONTARIO

PURCHASER: KASHOWER AIR SERVICE LTD.
MUNICIPAL AIRPORT
OSHAWA, ONTARIO

AVIATION - TORONTO
SEP 13 1946
AVIATION File..... .....

ULTIMATE CONSIGNEE: UNKNOWN

ULTIMATE DESTINATION: CANADA

END USE: DOMESTIC RESALE

METHOD OF DELIVERY: FLYAWAY

CONDITION OF EQUIPMENT: GOOD

REMARKS: PURCHASER WILL ARRANGE FOR ALL DOCUMENTS.

WAR ASSETS CORPORATION
M Bidgood
AIRCRAFT DIVISION

DIAR
Toronto
30-8-46

Anson Mk V aircraft, CF-EHV, formerly R.C.A.F. No. 12086, received at Weston Aircraft Limited, Oshawa, Ontario, on behalf of the owner Kashower Air Services Limited, Oshawa, Ontario, for conversion and Certificate of Airworthiness, and the following work was carried out:

Fuselage

All unnecessary military equipment was removed.
Interior of fuselage was insulated with fibre glass and upholstered.
Seven passenger seats installed as per Weston Aircraft Dwg. #WA101.
All R.C.A.F. markings were removed, exterior doped with Dulux Yellow.
Registration CF-EHV applied in Dulux Green.
All electrical equipment checked for correct operation.
All hydraulic equipment checked for correct operation.
Fuel system checked throughout; deteriorated lines replaced where necessary.

Mainplanes

Plywood surface on leading edges and wing fillets repaired where broken.
Spars and spar bracing inspected throughout.
Flap operation checked.
Controls in wing inspected and lubricated.

Undercarriage

U/C was cleaned down and checked for correct operation.
Oleo legs re-charged.
Hydraulic header tank filled.
All working parts were lubricated.

Empennage

Plywood repaired where necessary.
Controls checked for correct movement and lubricated.

Engines

Cylinder barrel removed from each engine and found satisfactory,
All fuel and oil strainers cleaned.
Reconditioned spark plugs installed.
Magneto timing checked.
Tappet setting checked.
Oil tanks filled with Intava Red Band.
Engine cleaned down and inspected.
All controls were lubricated.
Engines ground run and found satisfactory.

Aircraft weighed (See weight report)
Compass swung.
Aircraft lubricated in accordance with Intava Lubrication Manual.

(con't).

Aircraft CF-EHV (2) 4

I hereby certify that all work listed has been done using certified materials and according to accepted practice; that all manufacturers' service bulletins affecting safety have been complied with, to date, and that no unapproved modifications have been incorporated and that the airframe 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

B E Olsen
A-1549

This is to certify that I have test flown Anson Aircraft, CF-EHV, and that it performed in a satisfactory manner.

Charles E. Morand
585.

Date: December 30, 1946.

CANADA

P 192
£17 V

241.3
6-39

6

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. KASHOWER AIR SERVICE LIMITED

Signature of Applicant.....Per M. Kashower, President

Date of Application.....December 30, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Kashower Air Service Limited	Oshawa, Ontario	British

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Margaret Kashower	President	Oshawa, Ont.	British
Robert Kashower	Vice-President	Oshawa, Ont.	American
Tessie Frankel	Secretary	Montreal, Que.	British

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

Usual Station.....Oshawa, Ontario.

Date of manufacture or reconstruction.....August, 1944

Crew required.....1.

Accommodation for what number of passengers.....8.

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: Federal Aircraft Limited.

Type: Anson Mk. V — Maker's No.: 110

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	57 '	Same
Length o/a in feet	43' 6"	"
Height o/a in feet	11' 3"	"

Cubic Capacity (of Airship or Balloon):

Weight equipped, but without load, fuel, or oil: 6,665 lbs.

Total weight authorized (fully loaded) in lbs: 9460 — Air speed: 130 — miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Standard Air Line Instruments
2. Gauges: Petrol Gauges (Sutton-Horsley-Electrical) Suction (H.G.)
3. Lights: Port-Double Lamp; Fixed-Navigation & Tail Light; cockpit & Cabin.
4. Signals: N.A.
5. Fire Extinguishers: Two Cabin Dioxide Engine EXT. 1 Cabin Ext.
6. Parachutes: N.A.
7. Tools: N.A.
8. Other Equipment: Magnesyn Compass; Safety Belt for each passenger

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P & W Jr.	Same		
Pusher or Tractor	Tractor	"		
Right or Left Hand	Right	"		
No. of Cylinders	9	"		
H.P.	450	"		
Bore	131.8 mm	"		
Stroke	131.8 mm	"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on: Dec 30-46.

Particulars accurate as corrected: O.K.

Modifications from type are indicated on annexed sheet: nil

Registration recommended with the following special conditions: nil

Date: Dec 30-46. Signature: Gordon Eleard

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

This aircraft from R.C.A.F. Reg. No. 12086

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

-2
8-45

TORONTO December 31st, 1946 7
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-22	REGISTRATION C F / E H V SERIAL No. 110	

64466

TRANSPORT-RECORDS
JAN 4 A.M.
File 5008-E8-22

Controller of Civil Aviation,
Department of Transport,
OTTAWA

1. Attached hereto are the following papers relating to registration of Anson V aircraft C F / E H V, Serial No. 110, recently purchased by Kashower Air Services from War Assets Corporation.

(a) Application forms.
(b) Fee of $10.00 (see page 192, receipt No. 63213 in Cash Book)
(c) Report of overhaul by Weston Aircraft - 30/12/46
(d) Aircraft Weight and Balance Report.
(e) Notification of sale by War Assets Corp.
(f) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

16

MDJ/RM

8

5008-E8-22

Ottawa, Ontario,
January 21st, 1947.

Kashower Air Services Limited,
Municipal Airport,
Oshawa, Ontario.

Subject: Radio Installation -- Anson V CF-EHV

Gentlemen:

Duplicate copies of Weston Aircraft Limited Drawing No. W.A. 107 covering the subject installation have been passed to this Office by the Radio Division of this Department.

For your information the subject installation is approved subject to satisfactory A.I.D. inspection and test, and a sealed copy of Drawing No. W.A. 107 is returned herewith.

Yours truly,

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

cc. D.I.A.R. Toronto (Att'n. Res. Insp. A.I.D.)
cc. Mr. H.I. Newcombe, Radio Division.

February 10th, 1947.
5008-E8-22

TO: C.A.E.

FROM: D.I.A.R. TORONTO

SUBJECT: RE YOUR LETTER DATED JANUARY 21st, 1947 to KASHOWER AIR SERVICES LTD.

9

TRANSPORT - RECORDS
5008-E8-22
FEB 11 A.M
File

February 7th, 1947.

69896

Memo to: District Inspector, Air Regulations.

From: H. Batt, Resident Inspector, A.I.D.

Subject: Radio Installation - AnsonV, CF-EHV

1. For your information, I visited the Weston Aircraft Limited, Oshawa, on January 6th, 1947, where the subject aircraft has had a radio installed.

2. After inspection of the installation, I found it very satisfactory and recommend approval.

H. Batt

H. Batt,
Resident Inspector, A.I.D.,
Toronto.

HB/AC

noted
MDI pd. Note & rec'd
Noted MHP 12/3/47.

COX AND STEVENS
AIRCRAFT CORPORATION

AIRCRAFT WEIGHING AND
BALANCE REPORTS

AMSON MK.V - 15086

REPORT NO: 60C

DATED: 7th December, 1946

COX AND STEVENS AIRCRAFT CORPORATION

MONTREAL AIRPORT,

DORVAL, QUEBEC.

TITLE

AIRCRAFT WEIGHING
and
BALANCE REPORT

ANSON MK.V

12086

SUBMITTED UNDER

Request of

Mr. R. Kashower,
90 Simcoe St.S.,
Oshawa, Ont.

MODEL: ANSON MK.V

PREPARED BY: C.D. GUTELIUS

NO. of PAGES: 4

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - 12086

1. This aircraft was weighed in the hangar of Weston Aircraft Limited plant at Oshawa, Ontario on 5th December, 1946.

2. At time of weighing the following conditions applied:-

(a) The aircraft was in "flying position". A level placed on the Pilot's shelf in the Cockpit read zero degrees.

(b) The aircraft contained 72 Imperial gallons of Fuel and 12 Imperial gallons of Oil at time of weighing.

(c) The Datum Point used for C.G. calculation is defined by the manufacturer as the intersection of a vertical line measured 46.5 inches forward of the centre line of the front spar and a horizontal line measured 22.65 inches above the thrust line. It is marked on the exterior of the fuselage on the port side by means of a Datum Plug.

(d) The items of removable equipment in the aeroplane are listed on Page 4, of the attached report.

3. Equipment used in the weighing of this aircraft was the Cox & Stevens Aircraft Electric Weighing Kit, Model ES-6A, Serial No. 616.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - 12086

ITEM	Wt. Lbs.	Arm Ins.	Moment In. Lbs.
Left Main Wheel	3,395		
Right Main Wheel	3,446		
Sub-Total (both Main Wheels)	6,841	44.86	306,887
Tail Reaction Point	450	310.87	139,891
Total (Aircraft as Weighed)	7,291	61.28	446,788
1.) Less Items in Aircraft at Time of Weighing which are not part of EMPTY WEIGHT			
Fuel - 72 Imp.gals.@ 7.2 lbs./gal.	518	71.5	37,037
Oil - 12 Imp.gals. @ 9 lbs./gal.	108	5.5	594
Total -	626	60.11	37,631
Aircraft as Weighed	7,291	61.28	446,788
Less Total from (1) above	- 626		-37,631
EMPTY WEIGHT AND MOMENT	6,665	61.39	409,157

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - 12086

ITEM	Wt. Lbs.	Arm Ins.	Positive Moment In. Lbs.	Negative Moment In. Lbs.
1.) Most Forward Loading Condition				
Empty Weight and Moment	6,665	61.39	409,157	
Fuel - 100 Imp.Gals.@ 7.2 lbs./gal.	720	71.5	51,480	
Oil - 16 Imp.gals. @ 9 lbs./gal.	144	5.5	792	
Pilot & Co-Pilot@ 170 lbs.each	340	22	7,480	
TOTAL WEIGHT AND MOMENT -	7,869	59.59	468,909	
2.) Most Aft Loading Condition				
Empty Weight and Moment	6,665	61.39	409,157	
Fuel - 140 Imp.gals.@7.2 lbs./gal.	1,008	71.5	72,072	
Oil - 12 Imp.gals.@ 9 lbs./gal.	108	5.5	594	
Pilot & Co-Pilot @ 170 lbs.each	340	22	7,480	
Cargo:-				
"A" Compartment - Nose	100	-36		3,600
"C" Compartment - Forward Cabin	600	82	49,200	
"D" Compartment - Mid-Cabin	400	125.5	50,200	
"E" Compartment - Mid-Cabin	239	168.5	40,271	
TOTAL WEIGHT AND MOMENT -	9,460	66.11	625,374	

1.) The C.G. Limits in inches from the Manufacturer's Datum:-

Forward		Aft.
56.4	to	68.0 inches.

2.) It will be noted that the C.G. position of the aircraft as shown in Loading Condition No.(1.) above, is within the permissible limits and, therefore, the aircraft need not carry ballast when flown in this condition.

3.) Maximum authorized all-up weight for this type aircraft is 9,460 pounds.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - 12086

Nose

One Cushion
1 Voltage Regulator
1 Ballast Tube

Pilot's Compartment

Pilot and Co-Pilot Seat, Seat Cushion and Safety Belt

Batteries

Two 12-volt Exide

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

17

2
8-45

TORONTO, December 27th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	ANSON MK. V - 12086	5201-K1

RANSP CORDS
DEC 30 A.M. 946
File 5008-E8-22

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto is weight and balance report prepared by Messrs Cox and Stevens dated December 7th/46, for Anson Mk. V - 12086 purchased by Mr. R. Kashower, 90 Simcoe St, S., Oshawa.

CAR
17/2

(for D.G.Joy)
District Inspector, Air Regulations,
Toronto.

Received again
in Records
3-3-47

G. Leclerc

C.I.A.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO March 15th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-22	Registration Anson V C F / E H V	

CAT

13

75518

TRANSPORT - RECORDS
MAR 17 A.M.
5008-E8-22
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. On December 31st, 1946, we forwarded to your Headquarters, all papers relating to the registration of Anson V C F / E H V, Serial No. 110, purchased by the Kashower Air Services.

2. We have now received a wire from Kashower Air Services requesting renewal of the temporary authority given by this office for the operation of the aircraft on December 31st, 1946.

3. May we be advised the status of this application, please.

B.D. See (returned) attached file

for D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

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

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			CIVIL AVIATION DIVISION 1 MONTGOMERY AVE

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

12

COLLECT

TORONTO MARCH 15th, 1947

KASHOWER AIR SERVICES LTD

OSHAWA, Ontario.

THIS WIRE EXTENSION AUTHORITY GRANTED OUR LETTER DECEMBER 31st, 1946,
FOR COMMERCIAL OPERATION ANSON V CHARLIE FOX DASH EASY HENRY VICTOR
UNTIL MAY 15th, 1947

CIVIL AVIATION

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

17 2
8-45

TORONTO, March 24th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-22	Anson V CF-EHV ✓	5008-E8-22

CAR

TRANSPORT - RECORDS
MAR 26 P.M.
5008 E 8-22

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

77224

1. Attached hereto are the following papers relating to an application for re-registration of Anson V, CF-EHV, recently purchased from Northern Airways Ltd. from Kashower Air Services:-

(a) Application form in duplicate.
(b) Fee of $5.00 (See page 202 in Cash Book, Receipt No. 9584).
(c) Bill of Sale, dated March 22nd, 1947.
(d) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

241.1
6-39

16

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.....per Northern Airways Ltd. Geo. T. Simmons

Date of Application.....March 22, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Northern Airways Ltd.	Carcross, Yukon Territories	British

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
GEORGE T. SIMMONS	President	Carcross, Y.T.	Canadian
MYRTLE A SIMMONS	Secretary Treasurer	Carcross, Y.T.	Canadian
GLADYS E. SIMMONS	Director	Carcross, Y.T.	Canadian

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

Usual Station.....Carcross, Yukon Noted

Date of manufacture or reconstruction.....August, 1944

Crew required.....1.

Accommodation for what number of passengers.....8.

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 ... Federal Aircraft Ltd

Type ... Anson Mark V ... Maker's No. ... 110

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	57'	Same
Length o/a in feet	43' 6"	"
Height o/a in feet	11' 3"	"

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

Weight equipped, but without load, fuel, or oil ... 6,665 lbs.

Total weight authorized (fully loaded) in lbs ... 9,460 ... Air speed ... 130 ... miles per hour

EQUIPMENT—(Give number and type).

1. Instruments ... Standard Air Line Instruments
2. Gauges ... Petrol Gauges (Sutton-Horsley-Electrical) ... Suction (H.G.)
3. Lights ... Port Double Lamp; Fixed Navigation & Tail Light; cockpit & Cabin
4. Signals ... N.A.
5. Fire Extinguishers ... Two Carbon Dioxide Engine Ext.; 1 Cabin Ext.
6. Parachutes ... N.A.
7. Tools ... N.A.
8. Other Equipment ... Magnesyn Compass; Safety Belt for each passenger

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P & W Jr.	Same		
Pusher or Tractor	Tractor	"		
Right or Left Hand	Right	"		
No. of Cylinders	9	"		
H.P.	450	"		
Bore	131.8 mm	"		
Stroke	131.8 mm	"		

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. ... EHV ... allotted.

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

This aircraft from R.C.A.F. No. 12086

51

15

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:
Model: **Anson V**
Manufacturer's Serial No.: **110**
D. O. T. Registration Mark: **CF-EHV**

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

None in the sum of $ **None** in favor of _____ whose address is, _____

For and in consideration of the sum of **One or More** Dollars Kashower Air Service Ltd., the undersigned, whose address is Oshawa, Ontario, does this **22nd** day of **March** 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 encumbrance enumerated above, unto **Northern Airways Ltd.** whose address is **Carcross, Yukon Territory** 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 **22nd** day of **March** 1947.

KASHOWER AIR SERVICE, Ltd.,

Vice-President. (Seal)

W Kashower

8
6-44

COPY FOR FILE

TOR: 5008-E8-22

14

1 Montgomery Avenue, Toronto.
March 22nd, 1947

NORTHERN AIRWAYS LIMITED,
CARCROSS,
YUKON TERRITORIES.

Dear Sirs:

Receipt is acknowledged of your application for registration of Anson V - C F / E H V, Serial No. 110, which you recently purchased from the Kashower Air Services.

Receipt is acknowledged, also, of the following:

(a) Application forms.
(b) Fee of $5. 00 (Receipt No. 9584, in the name of Kashower Air Services, was forwarded to that Company)
(c) Bill of Sale

Pending the issue of the formal certificates of Registration and Airworthiness, this letter will be your authority to operate Anson V aircraft, C F / E H V as a commercial (landplane) day visual flying until May 22nd, 1947. The all-up weight of the aircraft is not to exceed 9, 460 lbs.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

noted
Hoy

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC
c.c. H.Q.
Kashower Air Services.

14

Edmonton, Alberta, March 28, 1947.

Anson CF-EHV A-80

78120

TRANSPORT - RECORDS
MAR 31 P.M.
File 5008-E8-22

District Inspector Air Regulations, Vancouver.

1. For your information Anson EHV is on its way from the Kashower Air Service consigned to G. Simmonds of Carcross, Y.T.

2. It is noted the aircraft is fitted with dual controls, and, according to the pilot, were so specified by Mr. Simmonds.

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

KFS/mp
cc: Hqs.

5459(R)
1910(A)

/SEK.

2462A
6-41

22

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5459

NATIONALITY AND REGISTRATION MARKS CF-EHV

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited Montreal, P. Q.
3. Constructor's serial number	110.
4. Name of owner	Northern Airways Limited.
5. Address of owner	Careross, Yukon Territory
6. Nationality of owner	Canadian
7. Usual station of aircraft	Careross, Yukon.
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 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 CF-EHV and is of Canadian nationality.

Given at Ottawa this 19th day of April, 19 47.

Superintendent, Air Regulations.

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

/RH

5008-28-22

23

Ottawa, Ontario.
April 30th, 1947.

REGISTERED

Northern Airways Limited,
Carcross,
Yukon Territory

Dear Sir:-

Enclosed please find Certificates of Registration No. 5459 and Certificate of Airworthiness No. 1910, together with Engine and Journey and Aircraft Log Books, for your Anson V aircraft, CF-HHV.

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. Vancouver, B.C.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

6-46

Vancouver, B.C., June 5th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8[2]	Anson V - CF-EHV - Northern Airways, Ltd.	5008-E8-22

TRANSPORT-RECORDS
JUN 10 A.M.
File 5008-E8-22

A 7979

C.C.A.,
Ottawa, Ont.

1. The above noted aircraft was inspected at Carcross on May 26th, 1947. This aircraft is operated on temporary authority issued by the District Inspector Air Regulations, Toronto, dated March 22nd, 1947 and this authority was extended to be not valid after August 25th, 1947.

2. Starboard engine - Wasp Jr. R.985 - 14 B, maker's Serial #211543 has total time since new of 48 hrs. 5 mins.

3. Propeller type 2D30/237, Serial #T.30827 (hub); blades dwg. #6167A, serial # 69649 and #69650, has a total time of 392 hrs. 50 mins.

4. Port engine - Wasp Jr. R.985-14B, maker's Serial #211544, has total time since new of 48 hrs. 5 mins.

5. Propeller - Serial #T.30870 (hub); blades dwg. #6167A, serial #69735 and #69736. Total time 392 hrs. 50 mins.

6. Radio Licence No. 692, issued to Kashover Air Service, Ltd. lapsed Mar. 31st, 1947. Radio installed is a Harvey Wells Receiver Model A.TR-3-12, Serial #1862 - 200 - 400 Kcs., Std. Broadcast Band. Transmitter is Model APS-1-12, Serial #1562, 3105 Kcs.

for D.I.A.R.

GCU/W
Cc-CAE

Perm. Cert. issued 1/5/47

/HMC

Ottawa, Ontario, June 12, 1947

5008-E Anson V - CF-EHV - Northern Airways, Ltd. 5008-E8-22

AIR MAIL

District Inspector, Air Regulations,
420 Federal Building,
Vancouver, B.C.

1. Reference is made to your letter of June 5, 1947.

2. Certificate of Registration No. 5459 and Certificate of Airworthiness No. 1910, the latter valid until December 31, 1947, were issued to Northern Airways Limited, under date of May 1, 1947.

(S. Graham),
Superintendent, Air Regulations

M.P.G.

COPY

TRANSPORT-RECORDS
MAR 22
File 5008-E8-22

ORIGINAL ON FILE 5258-299

COPY FOR FILE 5008-E8-22
F7-13

DEPARTMENT OF TRANSPORT

Vancouver, B.C., March 19th, 1948

Anson V - CF-EHV and Anson V CF-FGM -
Northern Airways, Ltd.

AIR MAIL

A42029

C.C.A.,
Ottawa, Ont.

Attention--Mr. C.T. Travers

1. Reference is made to your letter dated the 16th inst., regarding application for Operating Certificate made by Northern Airways, Ltd.

2. Our file copies of Hqs.' letters to Northern Airways enclosing Certificates of Registration and Airworthiness for Ansons CF-FGM and CF-EHV do not state dates of expiry of such Certificates, neither do they state dates on which Certificates were issued.

3. It would be appreciated if this information could be included in future cases of this kind, also if the necessary information could be forwarded in the cases of the two aircraft mentioned, in order that Forms AC5-26 may be completed as requested.

G.C. Upson
for D.I.A.R.

W.

8
11-47

27

MHF/CB

Ottawa, March 24, 1948.

5008-F7-13
5008-E8-22
5201-N-1

Anson V - CF-EHV
Anson V - CF-FGM
Northern Airways Limited

5265-B96-
5008-E7m13
5008-E8-22

AIR MAIL

District Inspector, Air Regulations,
420 Federal Bldg.,
Vancouver, B.C.

1. Reference is made to your letter of above noted subject and files dated March 19th, 1948 in which you request the validity dates of the Certificates of Registration and Certificates of Airworthiness of the above noted aircraft. From our records it would appear that CF-FGM's Certificate of Airworthiness is valid until May 24th, 1948 while that of CF-EHV expired on December 31, 1947 as stated in our letter to you bearing reference 5008-E8-22 dated June 12th, 1947.

2. For your information we are enclosing a copy of Form AC-5-59, which form has been in use by Headquarters for approximately twelve months and which does provide for notification of validity dates of Certificates of Airworthiness.

3. Excepting for Certificates of Airworthiness going back beyond the period of the year therefore validity dates information will be readily available to you in your copy of AC-5-59

(S. Graham),
Superintendent, Air Regulations.

Encl.

nw

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

29 2 6-46

Vancouver, B.C. 3 July, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-22	CF-EHV - Anson V - Serial No. 110 Northern Airways Ltd.	5008-E8-22.

TRANSPORT-RECORDS
JUL 12 A.M
File 5008-E8-22

C.C.A.,
Ottawa, Ont.

1. This is to advise that Certificate of Registration No. 5459 and Certificate of Airworthiness No. 1910 for the marginally noted aircraft have been renewed to be not valid after 25 June, 1948. ✓

A15368

2. Attached find Inspection Report by Resident Inspector, A.I.D.

D.I.A.R.

P.
Attach-1

Noted 25

Vancouver, B.C. 3 July, 1948. 28

5008-E8-22 CF-EHV - Anson V - Serial No. 110 5008-E8-22
Northern Airways Ltd.

D.I.A.R.,
Vancouver, B.C.

1. This aircraft was inspected at Carcross, Y.T. on June 26, 1948 for renewal of Certificate of Airworthiness.

2. Total time of aircraft since new - 135:00 hrs.

3. Two Pratt & Whitney Wasp Jr. R985-14-B engines installed.

Left Engine. Serial No. 211544.
Total time - 100:35 hrs.

Right Engine: Serial No. 211543.
Total time - 100:35 hrs.

4. Two Hamilton Standard Constant Speed propellors installed.

Left Propellor. Hub Serial No. T30870
Blade Serial Nos. T69735 and T69736.
Total time - 478:45 hrs.

Right Propellor. Hub Serial No. T30827.
Blade Serial Nos. T69649 and T69650.
Total time - 478:45 hrs.

5. Instruments installed to specification. Seat Belts and Fire Extinguisher installed. Compass swung.

6. Aircraft considered airworthy, and it is recommended that the Certificates of Registration and Airworthiness be renewed.

for J. Bertalino
(Resident Inspector, A.I.D.)

JB/p
cc: CCA

31

AC-12-16

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-1112
H.Q. File: 5008-E8-22
Place Edmonton

Date....June 29.....194.9..

14987

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

TRANSPORT - RECORDS
JUL 12 A.M.
File 5008-E8-22

Aircraft Type .....Anson V.....

Registration Markings .....CF-EHV.....

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

Date of Inspection .....June 22, 1949 at Whitehorse.....

Previous C. of A. Expires .....June 25, 1949.....

Present C. of A. Expires ..June 26, 1950 C of R #5459 C of A #1910

Remarks .Page 3 of C of A amended at Whitehorse on June 27/49 as follows:
"Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft on all flights."
.....

...Attached hereto, DAI. inspection report dated July 2/49..
" also, copy of W & B Determination Report dated July 2/49.
.....

.....

Noted
Rm

Arnaud

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

KFS/M

C

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3W 2 6-47

Edmonton, Alta. July 2, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson V CF-EHV Serial No. 110	1-1112

D.I.A.R.,
Edmonton.

1. The subject aircraft was inspected for renewal of C of R and C of A at Whitehorse on June 22, 1949. The aircraft was certified airworthy by "B" Engineer, W. Dellert, Cert. No. A-1204.

AIRCRAFT: Total time: 218:30

ENGINE: Left: P & W Wasp Jr. R985-14B
No. 211544
Total time: 219:30

Right: Wasp Jr. R985-14B
No. 211543
Total time: 219:30

PROPELLOR: Left: H.S. Constant Speed
Hub Drg. No. 2D30-237
Hub No. T30870
Blade Drg. No. 6167A-18
Blade Nos. T69735, T69736
Total blade time: 559:25

Right: H.S. Constant Speed
Hub Drg. No. 9D30-237
Hub No. 30827
Blade Drg. No. 6167A-18
Blade Nos. T69649, T69650
Total blade time: 559:25

2. The aircraft and engines were found in good condition and considered airworthy on that date. The aircraft was weighed on the 22nd ultimo and weight and balance data is being prepared.

J. J. Currie

J. J. Currie,
D.A.T.

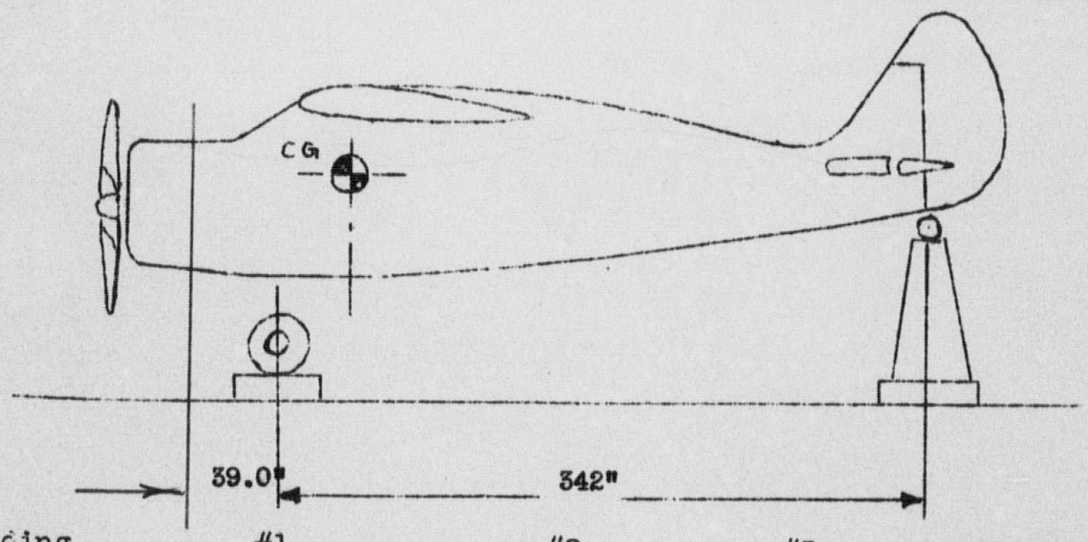
JJC/M C/CAT

WEIGHT AND BALANCE DETERMINATION

FOR

EMPTY WEIGHT C.G. LOCATION

Aircraft ANSON V Registration CF-EHV



Reading	#1	#2	#3	Average
LEFT WHEEL				3230
RIGHT WHEEL				3320
TAIL WHEEL				460
			Total Mean Weight.	7010

WEIGHT EMPTY INCLUDES RESIDUAL OIL AND ALL EQUIPMENT AS LISTED IN WEIGHT AND BALANCE CERTIFICATE AS ORIGINALLY SUPPLIED WITH THE AIRCRAFT.

DISTANCE OF C.G. MAIN WHEEL $\frac{460(342)}{7010}$ = 22.4"

DISTANCE OF C.G. FROM DATUM LINE 39.0 + 22.4 = 61.4"

THIS IS WITHIN THE APPROVED LIMIT OF 56.4 to 68.0 aft of DATUM THEREFORE THE AIRCRAFT LOADING EMPTY IS SATISFACTORY FOR FLIGHT

REMARKS

Weighing by:_____ Date:_____

Calculations by: BARCHARD ENGINEERING & EQUIPMENT

Per: J Barchard Date. July 2, 1949

5008-F7-13
5008-E8-22

32

CANADIAN PACIFIC TELEGRAPHS

6-6-50 COLLECT.

TRANSPORT - RECORDS
JUN 16 A.M.
File 5008-E8-22

11543

J HETCH
QUEEN CHARLOTTE AIRLINES
CARE GEORGE SIMMONDS
CARCROSS Y.T.

PROVIDING AIRCRAFT IS SIGNED FIT FOR FLIGHT BY A COMPETENT PERSON AND YOUR PILOTS LICENCE IS VALID THIS WIRE YOUR AUTHORITY TO FERRY ANSONS CHARLIE FOX FOX GEORGE MIKE AND EASY HOW VICTOR CARCROSS TO VANCOUVER DAY FLYING VISUAL FLIGHT RULES NO PASSENGERS STOP ON ARRIVAL VANCOUVER TURN OVER TO DSAR BILL OF SALE AND FORMAL CERTIFICATES OF EACH AIRCRAFT STOP THIS AUTHORITY TO BE NOT VALID AFTER JUNE 20 1950.

D.S.A.R.

copies to Vancouver and H.Q.

Noted
[illegible]

Q ✓

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- EHV Serial No. 110

1. C. of A. No. 1910 Expires 26 June/50 C. of R. No. _____ Expires _____
Aircraft Data - Manufacturer Federal Aircraft Model Anson V
Hours flown - Since New 270:05 Since Overhaul _____
Engine Data - Manufacturer P&W Model Wasp Jr R985-AN-14B.

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	211544	270:05	— NA
(2)	211543	270:05	— NA
(3)			
(4)			

Signature of Applicant [signature] QUELLA CHARLOTTE AIRLINES LTD.
Date 24 JUL 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 21/7/50

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 [signature] Test Pilot
Date 21/7/50

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. 5459 and C. of A. No. 1910 , 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 [signature] District Aircraft Inspector
Date 24-7-50

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

(Date)- _____
Permissible Gross Weights - Wheels 9,460 lbs.
- ~~Skis~~
- ~~Floats~~

Signed [signature] District Superintendent, Air Regulations
Date 26th July, 1950.

Other Action:-
C. of A. No. 1910 amended as follows: Page 1 - Item 12: "TEN"
Certificates of Airworthiness and Registration forwarded to H.Q. for renewal and change of ownership.

8. H.Q. Action C.A.P.

C.A.E.

ANSON MARK V CF-EHV

Weighed empty in horizontal position at Queen Charlotte Airlines, Vancouver AMF July 24, 1950.

	Gross	Net	Tare
Right Wheel	3325	10	3315
Left Wheel	3288	9	3279
Tail Wheel	623	121	502
			7096

Distance datum to main support 38.75"
Distance main weight to tail support 308.5"

CG aft of mail wheel is: $\frac{502 \times 308.5}{7096} = 21.8"$

∴ Empty C.G. is 60.6" aft of datum.

Equipment on ship at time of weighing

1. Instruments as per specification
2. Pilot's and co-pilot's seats, belts and cushions.
3. 2 only 1 qt. pyrene fire extinguishers
4. 2 Essex No. 3 engine extinguishers
5. 8 passenger seats, cushions and seat belts.
6. 1 KWS-13-6 battery
7. 1 Lear RCBB-T30-AB radio installation
8. 1 Ranger Model 117 receiver and battery
9. 1 75 MC Marker receiver
10. 1 first aid kit
11. set control locks.

C of G limits: Max. fwd. 56.4"
Max aft. 68"

Loading Condition "A" Max. forward C of G
Two pilots - residual gas only.

	Weight	Arm	
Plane empty	7096	60.6	430,017
Oil 12 gals.	108	5.5	594
2 pilots	340	22	7,480
	7544	57.6	438,091

Loading Condition "B" Max. aft. C of G
Eight Passengers in Cabin - one pilot.

Plane empty	7096	60.6	430,017
8 passengers	1360	123.05	167,348
Pilot	170	22	3,740
Oil 12 gals	108	5.5	594
Fuel 85 gals.	612	71.5	43,758
Baggage	100	-34	- 3,400
	9446	67.9	642,057

CONCLUSION

1. No baggage may be carried in baggage compartment unless passengers carried in Cabin.
2. When eight passengers are carried in cabin a minimum of 100 lbs. ballast or baggage must be carried in baggage compartment
3. Rear cabin seats must be left empty until forward seats are filled
4. Suitable reduction in fuel must be made to comply with a gross weight of 9,460 lbs.

R. L. Leb.

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-BS-22

420 Federal Building,
Vancouver, B.C.
24th July, 1950.

Queen Charlotte Airlines, Ltd.,
Vancouver A.M.F., B.C.

Dear Sir:

This letter constitutes temporary Certificate of Registration and Airworthiness for Anson V aircraft CF-BHV, to be not valid after 22nd September, 1950, pending ~~Issuance~~ of permanent Certificates of Registration and Airworthiness.

All-up weight of this aircraft is not to exceed 9,460 lbs. as a Landplane, 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 Licence issued by the Air Transport Board and also an Operating Certificate issued by the Department of Transport.

Yours truly,

District Inspector,
Air Regulations.

JB/ego
cc: das

AC-5-29

/RM

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E8-22

Ottawa, Ontario.
April 30th, 1947.

REGISTERED

Northern Airways Limited,
Carcross,
Yukon Territory

Dear Sir:-

Enclosed please find Certificates of Registration No. 5459 and Certificate of Airworthiness No. 1910 , together with Engine and Journey and Aircraft Log Books, for your Anson V aircraft, CF- EHV.

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:

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5459

NATIONALITY AND REGISTRATION MARKS CF-EHV

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited Montreal, P. Q.
3. Constructor's serial number	110.
4. Name of owner	Northern Airways Limited.
5. Address of owner	Carcross, Yukon Territory
6. Nationality of owner	Canadian
7. Usual station of aircraft	Carcross, Yukon.
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 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 CF-EHV and is of Canadian nationality.

Given at Ottawa this 19th day of April, 19 47.

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 Carcross Y.T. on 26-6-48 & to be valid until 25-6-49
G Clapham

.....

Renewed and to be not valid after June 26.1950.....27.6.49.

Department of Transport 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.

Form No. 13. Bill of Sale (Absolute). 10-49 Clarke & Stuart Co. Ltd. Law Printers and Stationers, Vancouver, B.C.

"A"

This Indenture

made the Twelfth day of June in the year of our Lord one thousand nine hundred and Forty

In Pursuance of the "Bills of Sale Act"

Between Northern Airways Ltd
Canadian Y.T.

Insert full Names, Addresses and Occupations of Parties

(hereinafter called the Grantor) of the First Part

AND

Queen Charlotte Airlines Ltd
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 One dollar and other valuable considerations 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 **hath 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:

Two Anson MK I aircraft
CF-FGM, and
Serial # 12437
CF-EHV
Serial # 10

the Grantor

All of which goods and personal chattels are now in the possession of and are situate, lying and being in, upon or about Carcross, Yukon Territory in the of 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 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:

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

X Geo. T. Simmons

This is the paper-writing marked "A" referred to in the Affidavit of

sworn before me this

12 day of June A.D. 1950

Matthew Mahon

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.
A Commissioner for Taking Affidavits in and for the Yukon Territory.

"BILLS OF SALE ACT"

ACKNOWLEDGMENT OF OFFICER OF A CORPORATION

I, G. T. Simmons of

Manager (State whether President, Secretary or Director) of the Northern Airways Ltd (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 Northern Airways Ltd. (Name of Corporation)

2. That I, as Manager (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 Manager (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 12th day of June 1950

3. That the head office or chief place of business of the said Corporation in British Columbia is situate at Carcross, Yukon Territory, [State fully the whereabouts of the head office or chief place of business, such as street and number (if any).] in the said Province.

Subscribed to and sworn before me this

12 day of June 1950

Matthew Mahon

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.
A Commissioner for Taking Affidavits in and for the Yukon Territory.

X Geo. T. Simmons

"BILLS OF SALE ACT"

COUNTY OF
TO WIT:

I, Esmond Lando, Vice-President of the Grantee Company of the 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 One Dollar and other valuable consideration 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 15th day of June, A.D. 19 50

QUEEN CHARLOTTE AIRLINES LTD.
Per _____
Vice-President

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

Dated June 12th, A.D. 19 50

NORTHERN AIRWAYS LTD.

—TO—

QUEEN CHARLOTTE AIRLINES LTD.

Bill of Sale

(ABSOLUTE)

Clarke & Stuart Co. Ltd., Law Printers and Stationers
Vancouver, B.C.
Form No. 13

Lando Milsom & Co.
Barristers &c.,
572 Howe Street,
Vancouver, B.C.

"BILLS OF SALE ACT"

COUNTY OF
TO WIT:

I, of

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 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.

$5.00 fee paid 24-7-16
Rec. # 32900

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 $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... QUEEN CHARLOTTE AIRLINES LTD.

Date of Application ..... JUL 27 1944

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
QUEEN CHARLOTTE	Vancouver, A.M.F., B. C.	Canadian
AIRLINES LTD.		"

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
A. J. SPILSBURY	PRESIDENT	2925 West 28th	Canadian
J. T. HEPBURN	DIRECTOR	1149 Cortell, N. Van.	"
J. R. TINDALL	DIRECTOR	1590 Kings, W. Van.	"
~~E. LANDO.~~	~~VICE-PRESIDENT~~	~~572 Howe St. Van.~~	"

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

Usual Station Vancouver, B. C.

Date and place of manufacture or reconstruction Montreal Aug. 1944

Crew required One

Accommodation for what number of passengers Ten

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 ... Federal Aircraft

Type ... Anson V ... Maker's No. ... 110

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	56'6"	
Length o/a in feet	42'3"	
Height o/a in feet	11'2"	

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

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

Total weight authorized (fully loaded) in lbs ... 9460 ... Air speed ..... miles per hour

EQUIPMENT—(Give number and type).

1. Instruments ..... AS ATTACHED SHEET
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	Wasp Jr.	R985-AN-14B	
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right Hand	Right Hand		
No. of Cylinders	9	9		
H.P.	450	450		
Bore	5.125	5.125		
Stroke	5.125	5.125		

AS ATTACHED SHEET

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on ... 21-7-50 by C.S. Banting "B" Air Engineer

Particulars accurate as corrected ... Yes

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

Registration recommended with the following special conditions ... Yes

Date ... 24th July, 1950.

Signature ... D.S.A.R.

Registration approved and Registration Mark C.F.-~~XHV~~ ..... allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

INSTRUMENTS

1 Rate of Climb Indicator - Pioneer
1 Art. Horizon - Sperry
1 A. S. I. - Collens Int. Co.
1 Altimeter Sensitive Kolsman O
1 Direction Indicator
1 T & B
1 Compass
1 Outside Air Temp.
1 Clock

GAUGES

2 Techometer - Pioneer (G 22-3A)
2 Manifold Pressure - Pioneer (D19-1B-A1)
2 Gauges Combined Oil Temp; Oil Pressure & Fuel Pressure AW-2 3/4-19-Z
1 Carb. Air Temp. Comb. - L&R (2211-1) Sutton Horsely
1 Hydraulic Pressure O- 2000 lbs. per square inch - AN 5771 - 4
1 Cyl. Temp. Comb. - L&R (2221-1) Sutton Horsely
2 Hydraulic Brake Gauges O - 400 lbs. - U. S. Gauge
1 Wing Flap & U/C Position Ind. Combined - Sutton Horsely
1 Fuel Analizer - L&R Combined - Cambridge Inst.
1 Vacumm Pressure - U. S. Gauge
1 Volt Ammeter - Type DW 52
1 Gauge outside Air Temp. - U. S. Gauge
1 Fuel Contents Gauge and Switch - Sutton Horsely

LIGHTS

L Set Navigation complete with fittings
2 Landing lights
2 Instrument lights

FIRE EXTINGUISHERS

2 Engine Exit - Dominion Merchant - Methyl Bromide 1 quart
2 Cabin Extinguishers 1 quart pyrene

RADIO

~~General Electric AS-1-B Transmitter and Receiver.~~ R.L.Lab 21/3/50

Lear RCBB Receiver
Lear T-30-AB Transmitter
Lear G 30-AB Power Supply
Ranger Model 117 Receiver
75 Mc Marker Receiver BC-1023 A.

R.L.L.L. 21/3/50.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2-48

420 Federal Building,
Vancouver, B.C. (PLACE) 26th July, 1950. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E8-22	Anson V - CF-EHV	5008-E8-22

15834

TRANSPORT - RECORDS
JUL 31 1950
File 5008-E-8-22

D.A.S.,
Ottawa.

1. Attached please find the following data:-

Application for registration (in duplicate);
Bill of Sale between Northern Airways Ltd., Carcross, Y.T. and Queen Charlotte Airlines, Ltd., Vancouver A.M.F., B.C.,
Certificate of Airworthiness No. 1910;
Certificate of Registration No. 5459;
Temporary Certificates of Airworthiness and Registration valid to 22nd September, 1950;
Weight and Balance Report (in duplicate);
Form 2444.

2. Registration fee of $5.00 was paid on 24th July, 1950, reference Receipt No. 32900.

3. May these Certificates be re-issued, please.

for D.C.A.S.

Encs: 9.

Item 3 - file copy

To owner

8890 (R)
1910 (A)

/RM

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8890

NATIONALITY AND REGISTRATION MARKS CF-EHV

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited, Montreal, P.Q.
3. Constructor's serial number	110
4. Name of owner	Queen Charlotte Airlines Ltd.,
5. Address of owner	Vancouver, A.M.F., B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Vancouver, 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 24th 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-EHV and is of Canadian nationality.

Given at Ottawa this 3rd day of August 19 50.

Superintendent, Air Regulations.

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

Not valid after July 20th, 1951, unless endorsed.

/SEK

VALID FOR DAY FLYING ONLY.

2462
7-45

21

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1910

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) (24.7.50) QUEEN CHARLOTTE AIRLINES LTD. Northern Airways Limited
2. Christian name Vancouver, A.M.F., B.C.
3. Address Carcross, Yukon Territory
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft Limited.

NATIONALITY AND REGISTRATION MARKS

6. CF-EHV

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. 110
8. Place and year of construction of aircraft Montreal, P.Q. Aug. - 1944.

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) Nine-- Ten (26.7.50)

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e.
15. Maximum span (in flying position) 56' 6"
16. Maximum length (in flying position) 42' 3"
17. Total height (with and without trolley in case of seaplanes) 11' 2".

The maximum 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: Pratt & Whitney

20. Types: Wasp S3S.

21. International power of the engine or engines at

Take-off (a) Sea Level 450 H.P. at 2300 revolutions per minute. (International number of revolutions)

M.R.T.O. (b) R[illegible] 400 H.P. at 2200 revolutions per minute. at 5000 ft. (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: Hoover No. ..... ; Pitch: Constant Speed. Diameter: 7010 }

25. Weight of aircraft empty (including water in the radiators): (a) Landplane 6,665- lbs. (b) Seaplane ..... lbs. (c) Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon) 1,008 lbs.
(a) Number of tanks: Four
(b) Capacity of tanks: 140 Imp. gals.

27. Oil (at 9·0 lbs. per gallon) 144 lbs.
(a) Number of tanks: Two
(b) Capacity of tanks: 16 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. 1475 lbs.

32. Maximum total weight authorized
Landplane ..... lbs.
Seaplane 9460 lbs.
Skiplane ..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Nine Thousand Four Hundred & Sixty 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 88.4 inches and 88 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 2200 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 December 31st, 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 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.

19

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

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. (2.7.49)

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
		31-Dec.-47.	
		25/6/49	
		26/6/50.	
		July 20th, 1951.	

(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.

Records to file 5008-8 refer DCCA DCAE

46146 27

TRANSPORT - RECORDS
2181
MAR 12 A.M. 1951
File 5009-E8-22

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings..CF-..E.H.V.....
2. Make....Anson..... .....Type..Mark.V.....
3. Registered Owner (Name and Address)..Queen Charlotte Airlines Limited, ... Vancouver, A.M.F.
4. If aircraft operated by other than registered owner (Name & Address).....
.....
5. Licensee of aircraft radio station (Name & Address).....
Queen Charlotte Airlines Limited, Vancouver, A.M.F.....
6. Where is aircraft normally maintained?...Vancouver.....Based?.Vancouver..
7. Class of service performed...Scheduled.....
Scheduled Non-Scheduled Private
8. Certificate of Registration No...8890.....Date.July.20,.1950.
9. Certificate of airworthiness.....1910.....Date of expiration.July.20,.1951.
10. Operating Certificate No.QCA..ATB..Nos.....
11. Do radio communication facilities comply with Departmental requirements?..Yes.
Yes or No
12. Radio Licence No.772.....19.50..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..QCA..A4-R-124.....
(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?.....No.....
16. Was radio installed by aircraft manufacturer?.....No.....
17. Was radio installation made by radio technicians?....QCA.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).As assigned.....Cert No..Various.....Grade.R/Restricted.
Cert No.....Grade.....
24. Is radio operator employed in a dual capacity?.....Pilot.....
If so, give details

R

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

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
3106, 5210 6495	Yes	Yes	A3	20	Tower and Range Company Stations.

27. TRANSMITTER(s) Make, type, Freq. range power output (1)..Lear T30-AB, 2500-6000 kcs.
(2).....
(3)..20 watts.

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

29. RECEIVER(s) Make, type, Frequency Range (1)..Lear RCBB, 200-400, 1200-2800, 3000-6500 kcs.
(2).....
(3).....

30. LORAN ..Nil

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

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

33. Blind approach equipment..Nil (describe)

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

35. Types of Compasses..Pioneer Magnetic

36. Compass error due (a) Earphones..0.....Receiver..0.....Transmitter..0.....

37. Compass heading at time of check..291 degrees

38. Weight of Radio equipment, Trans..3 lbs. 5 ozs.....Recv'r..3 lbs. 8 ozs.....Misc'l..21 lbs. 13 ozs.....Total..28 lbs. 10 ozs.

39. Aircraft battery capacity (a) ampere-hours..85.....(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)..February 13, 1951, Vancouver, A.M.F.

REMARKS:

A I Deacon
Signature of Radio Inspector.
(A. I. Deacon)

If more space required use back of form.

Records to file 5008-
& refer ① CCA ② CAE

2841

TRANSPORT RECORDS
DEC 9 1950
File 5008-E8-22

2181

DEPARTMENT OF TRANSPORT
RADIO DIVISION

INSPECTION REPORT ..... AIRCRAFT STATIONS.

1. Aircraft registration markings..CF-...E.H.V.....
2. Make..Anson..... .....Type...Mark.V.....
3. Registered Owner (Name and Address) Queen Charlotte Airlines,..Vancouver,. A.M.F.
4. If aircraft operated by other than registered owner (Name & Address).....
.....
5. Licensee of aircraft radio station (Name & Address). Queen. Charlotte. Airlines,
....Vancouver,. A.M.F.....
6. Where is aircraft normally maintained?. Vancouver.....Based?..Vancouver.
7. Class of service performed..Scheduled.....
Scheduled Non-Scheduled Private
8. Certificate of Registration No. 8890.....Date. July. 20,. 1950.
9. Certificate of airworthiness...1919.....Date of expiration. July. 20,. 1951.
10. Operating Certificate No 170/47S,. 171/47S,. 172/47NS,. 173/47NS, 349/48S, 19/47C.
11. Do radio communication facilities comply with Departmental requirements?. Yes..
Yes or No
12. Radio Licence No..779.....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.....A4-R-124 (CCA).....
(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?....No.....
16. Was radio installed by aircraft manufacturer?.....No.....
17. Was radio installation made by radio technicians?. C.C.A. 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) As. assigned.....Cert No.....Grade R/Restricted.
Cert No.....Grade.....
24. Is radio operator employed in a dual capacity?.....Pilot.....
If so, give details

24

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

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, 6210 ...6425	Yes	Yes	A3	20	Tower, Range Company stations.

27. TRANSMITTER(s) Make, type, Freq. range power output (1).....
(2).Lear.TX0-AR,.2900-6500.kcs,.20.watts.....
(3).....

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

29. RECEIVER(s) Make, type, Frequency Range (1)..Lear.RCEB..200-400.kcs..1200-2800.kcs..3-5.5.mcs.
(2).....
(3).....

30. LORAN ..Nil.....

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

32. Emergency radio equipment, including that for survival craft. .Ranger.Receiver.Type.117.....

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

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

35. Types of Compasses, Pioneer.magnetic.....

36. Compass error due (a) Earphones...0.....Receiver...0.....Transmitter.0...

37. Compass heading at time of check...281.degrees.....

38. Weight of Radio equipment, Trans 3 lb. 5 oz. Recv'r 3 lb. 8 oz. Misc'l 21 lb. 13 oz. Total 28 lbs. 12 ozs.

39. Aircraft battery capacity (a) ampere-hours 85..... .....(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).November.16,.1950,.Vancouver,.A.M.F.....

REMARKS:

A.I. Deacon

Signature of Radio Inspector.
(A. I. Deacon)

If more space required use back of form.

/RM

5008-E8-22 23

OTTAWA, Ontario.
August 3rd, 1950.

Queen Charlotte Airlines Ltd.,
Vancouver, A.M.F.,
B.C.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 8890 and Certificate of Airworthiness No. 1910 for your Anson V aircraft, CF- EHV , Serial No. 110.

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 20th, 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. Vancouver, B.C.

D.A.S.

22823 26

TRANSPORT - RECORDS
FORM No. 2444
JUL 23 A.M. 1951
File 5008-F8-22

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

Registration - CF- EHV Serial No. 110

1. C. of A. No. 1910 Expires July 20/51 C. of R. No. 8890 Expires July 20/51
Aircraft Data - Manufacturer Federal Aircraft Ltd. Model Anson V
Hours flown - Since New 900.40 Since Overhaul N.A.
Engine Data - Manufacturer _____ Model _____

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	210198	898.50	8.20
(2)	20701	1878.10	8.10
(3)			
(4)			

Signature of Applicant _____
Date 10/7/57 QUEEN CHARLOTTE AIRLINES

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 R. L. Fahn
"B" Engineer
Date July 10/51

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 J. A. Fatch
Test Pilot
Date 10/7/57

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.8890 and C. of A. No. 1910, 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 13/51

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

Permissible Gross Weights (Date)- 20th July, 1952. √
- Wheels 9,460 lbs.
- ~~Skis~~
- ~~Floats~~

Signed _____
District Superintendent, Air Regulations
Date 16th July, 1951.

Other Action:-

8. H.Q. Action C.A.R.

C.A.E.

COPY

ORIGINAL ON FILE.....

COPY FOR FILE.....

be disrupted, may we be advised if the suggestion for major inspection of CF-FVA and CF-DHV is acceptable as the Directive No. 51-7 calls for immediate inspection.

Signed.....?
District Controller of Air Services.

Encl. 1.

COPY 25823

TRANSPORT - RECORDS
50
AUG 8 P.M. 1951
E8-22
File 5008-

ORIGINAL ON FILE..... 5010-10-98.....

COPY FOR FILE..... 5008-F22-1.....
5008-~~D8-22~~

401 Winch Building,
Vancouver, B.C. 2nd August, 1951.

YOUR FILE:
5010-10-98.

SUBJECT: ANSON AIRCRAFT - Inspection.

OUR FILE:
5010-10-59
5008-F26-12
-F25-11
-E8-22
-F22-1
-D24-11
-G4-16
-F7-13

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

Attention: Chief Aeronautical Engineer.

1. Further to your letter dated 18th July, 1951, forwarded herewith please find copy of letter from Queen Charlotte Airlines regarding the inspection of aircraft listed therein and Airworthiness Directive No. 51-7.

2. Anson V aircraft CF-FZL is at present undergoing inspection and repairs and complete inspection was made in accordance with the abovementioned directive. This aircraft was found to be satisfactory.

3. As reported by Q.C.A. the aircraft listed have been completely inspected and the requirements of this directive met. Completed repairs have been checked by the undersigned and all these aircraft are in good condition.

4. The two aircraft mentioned which have not yet been completely inspected, i.e. CF-FVA and CF-DHV, have been given a provisional inspection and appear to be in a generally satisfactory condition. It is recommended, as suggested by Queen Charlotte Airlines, that this major inspection be completed at the next No. 5 check for these two aircraft.

CF-EHV

5. The inspection and maintenance system under the direction of Mr. H. Louis is considered quite satisfactory and all this company's aircraft are kept in good condition. In order that their planned maintenance programme may not

ENTERED ON CARDS
No. 3 Bldg.

8
10-50

..... 2

DTJ:RL

51

Ottawa, Ont., August 9, 1951.

ANSON AIRCRAFT - Inspection

5010-10-99
5008-F22-1
5008-26-22

District Controller of Air Services,
401 Winch Building,
VANCOUVER, B.C.

ATTENTION: District Aircraft Inspector

1. Reference your letter of August 2nd, 1951. In view of your report of the satisfactory inspection and maintenance system of Queen Charlotte Airlines, there is no objection to the inspection of CF-FVA and CF-DHV taking place in accordance with the company's planned program.

2. It is noted that H.Q. records show the registration letters CF-DHV as having been allotted to a D.H. 82C aircraft, and not to an Anson.

D. T. Jackson,
(for H. S. Rees),
Chief Aeronautical Engineer.

R

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

5-2

2

2-50

401 Winch Building,
Vancouver, B.C. (PLACE) 15th August, 1951. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5010-10-98 5008-F22-1 ~~5008-E8-22~~	Anson Aircraft - Inspection	5008-E8-22 5008-F22-1 5010-10-99

28355

TRANSPORT - RECORDS
AUG 21 A.M. 1951
File 5008-E8-22

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

Attention: Chief Aeronautical Engineer.

1. Reference paragraph two of your letter dated 9th August, 1951, please be advised that registration markings for the Anson V aircraft in question should read CF-EHV and not CF-DHV, our previous letter of 2nd August being in error.

for District Controller of Air Services.

COPY ON
5008-F22-1

ref 21.7.51

Records 5008-
(1) QCA
(2) CAE

53 2181 2-51

DEPARTMENT OF TRANSPORT
TELECOMMUNICATIONS DIVISION

TRANSPORT - RECORDS
NOV 7 A.M. 1951
File 5008-E8-22

INSPECTION REPORT ..... AIRCRAFT STATIONS

1. Aircraft registration markings ..... CF - EHV 40877
2. Make ..... Anson ..... Type V
3. Registered Owner (Name and Address) ..... Queen Charlotte Airlines Ltd., Vancouver B/C
4. If Aircraft operated by other than registered owner (Name and Address) .....
5. Licensee of aircraft radio station (Name and Address) ..... As above
6. Where is aircraft normally maintained? ..... Vancouver ..... Based? ..... Vancouver
7. Class of service performed ..... Non Scheduled (Scheduled / Non-Scheduled / Private)
8. Certificate of Registration No. ..... 8890 ..... Date ..... 3rd August 1950
9. Certificate of airworthiness ..... 1910 ..... Date of expiration ..... 20th July 1952
10. Operating Certificate No. ..... QCA ATB Numbers
11. Do radio communication facilities comply with Departmental requirements? ..... Yes (Yes or No)
12. Radio Licence No. ..... 524 ..... 19 51 19 52 ..... 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) Indentification ..... QCA A/-R-124
    (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? ..... No
16. Was radio installed by aircraft manufacturer? ..... No
17. Was radio installation made by radio technicians? ..... QCA 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. As assigned ..... Grade ..... R/Restricted
    Cert. No. ..... Grade .....
24. Is radio operator employed in a dual capacity? ..... Pilot (If so, give details)
25. Is aircraft equipped for Instrument Flight? ..... No ..... Day ..... No ..... Night ..... No
    Visual Flight? ..... Yes ..... Night ..... ~~Yes~~ No

26. **FREQUENCIES**

Licensed	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
3015 3105 3117.5 6495	Yes	Yes	A3	20	Tower, Range, Company's Stations.

27. TRANSMITTER(s) Make, type, Freq. range power output
(1) Lear T30-AB 2500-6000 kc/s.
(2)
(3)

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

29. RECEIVER(s) Make, type, Frequency Range
(1) Lear RCHB 200-400, 1200-2800, 3000-6500 kc/s.
(2)
(3)

30. LORAN
Nil

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

32. Emergency radio equipment, including that for survival craft.
47

33. Blind approach equipment Nil (describe)

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

35. Types of Compasses Pioneer Magnetic

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

37. Compass heading at time of check 146 Degrees

38. Weight of Radio equipment, Trans. 3 lbs. 5 oz. Recv'r 3 lbs. 8 oz. Misc'l 21 lbs. 13 oz. Total 28 lbs. 12 oz.

39. Aircraft battery capacity (*a*) ampere-hours 85 (*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)
October 11th, 1951 Vancouver A.M.F.

REMARKS:

A B Deacon
Signature of Radio Inspector.

(IF MORE SPACE REQUIRED USE EXTRA SHEET)

D.A.S.

54

CANADA

57846

TRANSPORT - RECORDS 2444
FEB 22 P.M. 1952
File 5008-E8-22

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— EHV SERIAL NO. 110

1. C. of A. No. 1910 Expires July 20,52 C. of R. No. 8890 Expires July 20,52
AIRCRAFT DATA—Manufacturer Federal Aircraft ltd. Model Anson V
Hours flown—Since New 1007.46 Since Overhaul nil
ENGINE DATA—Manufacturer Pratt and Whitney Model R-985-14B

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	Port 20701	1996.23.	217.23.
(2)			
(3)	Starboard 210198	1099.33.	217.23.
(4)			

QUEEN CHARLOTTE AIRLINES LTD.

Date Feb 9-52 Signature of Applicant [signature]

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 Feb 9-52 Signed [signature] "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 February 9, 1952. Signed [signature] 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. ....., 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, 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.

Date 13-2-52 Signed [signature] for DISTRICT AIRCRAFT INSPECTOR

7. C. of A. and C. of R. renewed, not valid after (Date) 8th February, 1953.
Permissible Gross Weights— Wheels 9,460 lbs.
~~Skis~~
~~Floats~~

Date 14th February, 1952.
Other Action:—

Signed [signature] for DISTRICT SUPERINTENDENT, AIR REGULATIONS

8. H.Q. Action— C.A.R.
C.A.E.

D.A.S.

55

CANADA

DEPARTMENT OF TRANSPORT

TRANSPORT - RECORDS 2444 8-50
FEB 3 A.M. 1953
5008-E 8-22
File

Application for Renewal of Certificate of Airworthiness

51177

REGISTRATION—CF—EHV SERIAL NO. 110

1. C. of A. No. 1910 Expires 8,2,53. C. of R. No. 8890 Expires.....

AIRCRAFT DATA—Manufacturer Federal Aircraft Ltd Model Anson V

Hours flown—Since New 1700:47 Since Overhaul 102:44 since #4 check

ENGINE DATA—Manufacturer Pratt and Whitney Model R-985-14B

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	20701	3205:31	911:42
	210198	1753:52	911:42
(2)			
(3)			
(4)			

QUEEN CHARLOTTE AIRLINES LTD.

Date Jan 16 52 Signature of Applicant [signature] Pilot

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.

QUEEN CHARLOTTE AIRLINES LTD.

Date Jan 16 - 52 Signed [signature] "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 Jan 16 - 52 Signed [signature] 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. 8890 and C. of A. No. 1910, 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, 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.

Date Jan 19/53 Signed [signature] DISTRICT AIRCRAFT INSPECTOR

7. C. of A. and C. of R. renewed, not valid after (Date) 8th February, 1954.

Permissible Gross Weights— Wheels 9,460 lbs.

~~Skis~~

~~Floats~~

Noted ESJ

Date 28th January, 1953.

Other Action:—

Signed [signature] DISTRICT SUPERINTENDENT, AIR REGULATIONS

8. H.Q. Action— C.A.R.

C.A.E.

47

Records 5008-

DEPARTMENT OF TRANSPORT

TELECOMMUNICATIONS DIVISION

50 2181 4-51

INSPECTION REPORT ..... AIRCRAFT STATIONS

TRANSPORT - RECORDS
FEB 25 P.M. 1953
File 5008-E8-22

1. Aircraft registration markings ..... CF - EHV 54885

2. Make ..... Anson ..... Type V

3. Registered Owner (Name and Address) ..... Queen Charlotte Airlines Ltd., Vancouver, BC

4. If Aircraft operated by other than registered owner (Name and Address) .....

5. Licensee of aircraft radio station (Name and Address) ..... as above

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

7. Class of service performed ..... non-scheduled ..... (Scheduled / Non-Scheduled / Private)

8. Certificate of Registration No. ..... 5890 ..... Date .....

9. Certificate of airworthiness ..... 1910 ..... Date of expiration ..... Feb. 5, 1952.

10. Operating Certificate No. ..... QCA ATE Numbers

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

12. Radio Licence No. ..... 977 ..... 1952 ..... 1953 ..... 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) Indentification ..... A 4-R-109, A 4-R-127, A 4-R-126
    (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? ..... No

16. Was radio installed by aircraft manufacturer? ..... No

17. Was radio installation made by radio technicians? ..... QCA 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) ..... One ..... Cert. No. ..... As assigned ..... Grade ..... R/Restricted
    Cert. No. ..... Grade .....

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

25. Is aircraft equipped for Instrument Flight? ..... No ..... Day ..... No ..... Night ..... No
    Visual Flight? ..... Yes ..... Night ..... No

R

26. **FREQUENCIES**

Licensed	Crystal Controlled (Yes or no)	Active (Yes or no)	Type of emission	Power output Watts	Stations worked each channel
3105	Yes	Yes	A3	20	Tower & Range
3015	"	"	"	"	Companys Stations
6495	"	"	"	"	" "

27. TRANSMITTER(S) Make, type, Freq. range power output
(1) Lear T30 - AB 2500 - 6500 Kc
(2)
(3)

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

29. RECEIVER(S) Make, type, Frequency Range
(1) Lear RCRB 200 - 400, 1200 - 2800, 3000 - 6500 Kc
(2)
(3)

30. LORAN
Nil

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

32. Emergency radio equipment, including that for survival craft.
Ranger 117 Receiver
Majestic MC - 1023 A Marker Receiver

33. Blind approach equipment (describe)

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

35. Types of Compasses Magnetic

36. Compass error due (*a*) Earphones 0 (*b*) Receiver 0 (*c*) Transmitter 0

37. Compass heading at time of check 212 degrees

38. Weight of Radio equipment, Trans 3 lb. 5 oz. Recv'r 3 lb. 8 oz. Misc'l 13 oz. Total 12. oz. 21 lbs. 25 lbs.

39. Aircraft battery capacity (*a*) ampere-hours 85 (*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)
February 6, 1953. Vancouver AMF

REMARKS:

A B Deacon
Signature of Radio Inspector. A.I. Deacon

(IF MORE SPACE REQUIRED USE EXTRA SHEET)

/RM

40

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8890

NATIONALITY AND REGISTRATION MARKS CF-EHV

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited, Montreal, P.Q.
3. Constructor's serial number	110
4. Name of owner	Queen Charlotte Airlines Ltd.,
5. Address of owner	Vancouver, A.M.F., B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Vancouver, 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 24th 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-EHV and is of Canadian nationality.

Given at Ottawa this 3rd day of August 19 50.

Superintendent, Air Regulations.

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

Not valid after July 20th, 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

16-7-51: Renewed to be not valid after 20th July, 1952. G C Upson

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.

59

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1910

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) (24.7.50) QUEEN CHARLOTTE AIRLINES LTD. ~~Northern Airways Limited~~
2. Christian name
3. Address Vancouver, A.M.F., B.C. ~~Cereross, Yukon Territory~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft Limited.

NATIONALITY AND REGISTRATION MARKS

6. CF-EHV

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. 110
8. Place and year of construction of aircraft Montreal, P.Q. Aug. - 1944.

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) ~~Nine~~ TEN (26-7-50)

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e.
15. Maximum span (in flying position) 56' 6"
16. Maximum length (in flying position) 42' 3"
17. Total height (with and without trolley in case of seaplanes) 11' 2".

The maximum total weight authorized does not permit of carrying the total number of passengers unless a suitagle reduction in the quantity of fuel is made.

Engines

18. Number installed: Two

19. Makes: Pratt & Whitney

20. Types: Wasp SB3.

21. International power of the engine or engines at

Take-off — (a) Sea Level 450 H.P. at 2300 revolutions per minute. (International number of revolutions) — 9460

M.E.T.O. — (b) ~~Rated Altitude~~ 400 H.P. at 2200 revolutions per minute. at 5000 ft. (International number of revolutions) — 7010 / 2450

Hourly consumption at mean sea level at above-mentioned power per engine. — 22. Fuel: (a) ..... (b) 160 — 108 / 772

23. Oil: (a) ..... (b) 504 / 772 — 1678

24. Airscrews — Number fitted: Two — Types: Hoover — No. ..... — Pitch: Constant Speed. — Diameter: 7010

25. Weight of aircraft empty (including water in the radiators): (a) Landplane ~~8,865~~ lbs. (b) Seaplane ..... lbs. (c) Skiplane ..... lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)	1,008 lbs.
(a) Number of tanks: Four	
(b) Capacity of tanks: 140 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	144 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 16 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.	1473 lbs.
32. Maximum total weight authorized	lbs.
Landplane	9460 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Nine Thousand Four Hundred & Sixty 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 56.4 inches and 68 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 2200 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 December 31st, 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 April, 1947.

Superintendent, Air Regulations.

/MIM
/ZC
/MM

58

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
2 Engine Revolution Counter s
2 Oil Pressure Gauge s
2 Oil Temperature Gauge s

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.

The weight and balance report forms part of this certificate and is to be on board the aircraft on all flights.

...WAS....27.6.49.

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.

4

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		31-Dec.-47. 25-6-49	[signature]
Gen.Inspection Carcross June 1949.	Satisfactory	June 26. 1950.	Department of Transport Civil Aviation Division [signature]
Inspected at Vancouver, B.C., on July 21st, 1950.	Satisfactory	July 20th, 1951.	[signature]
		July 20th, 1952.	[signature]
		8th February, 1953.	[signature]
		8th February, 1954.	[signature]

(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.

AC-12-29 61

CERTIFICATION OF SERVICEABLE SURPLUS MILITARY AIRCRAFT.

(See Part 1, Para. 2.8.4.)

Aircraft Identification Markings Displayed HC - SJN - 014

Aircraft Manufacturer Federal Aircraft Aircraft Type Anson V

Manufacturer's Serial Number 110

Engine Manufacturer Pratt and Whitney Engine Type R.985 - 14 B

Manufacturer's Serial Number Left - 210067 Right - 21745

The above aircraft has been inspected in accordance with accepted practice and to the best of our knowledge and belief is serviceable.

"M" Licence Engineer Category "B"
Licence No. XD M13

"M" Licence Engineer Category "D"
Licence No. UBM5

"M" Licence Air Engineer Category "A"
Licence No. UAM-30.

Aircraft test flown at a total all up weight 9460 lbs. and found satisfactory.

Test Pilot.
Pilot Licence No. A.T. 545

QUEEN CHARLOTTE AIRLINES LTD. VANCOUVER A.M.F. B.C.

DATE May 22 53

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-52 63

Vancouver 1, B.C. (PLACE) 4th June, 1953. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-E8-22	Anson V - CF-EHV	5008-E8-22

TRANSPORT - RECORDS
JUN 9 P.M. 1953
File 5008-E8-22

17286

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

Attention: Superintendent, Air Regulations.

1. Please find enclosed the following documents submitted by Queen Charlotte Airlines Limited covering transfer of the marginally noted aircraft to Aerovias Ecuatorianas C.A., of Quito, Ecuador:

(i) Letter from Q.C.A. dated 28th May, 1953;
(ii) Form AC-12-29 (Certification of Serviceable Surplus Military Aircraft);
(iii) Certificate of Registration No. 8890;
(iv) Certificate of Airworthiness No. 1910.

2. May the Certificates of Registration and Airworthiness for this aircraft now be cancelled, please.

[signature]
District Controller of Air Services.

Encs: 4.

Phone KErrisdale 6611

62

QUEEN CHARLOTTE AIRLINES LTD.

VANCOUVER A.M.F., B.C.

Our File.....

File: 3.03.01 May 28th, 1953 Your File.....

District Controller Air Services,
Department of Transport,
401 - Winch Building,
Vancouver 1 - B.C.

Attention : Mr. N.C. Terry.

Dear Sir:

For your information, we are submitting the following data regarding Anson Mark V aircraft, CF-EHV, Serial Number 110 -

This aircraft has been sold to Aerovias Ecuatorianas C.A., Quito, Ecuador, and is now painted in this company's colours, with Ecuadorian Registration HC-SJN-014. This aircraft has been fitted with ferry tanks per Q.C.A. Engineering Notice A-164 and currently underwent a #2 Check in our hangar to Q.C.A. maintenance schedule.

We are enclosing C. of A. # 1910 and C. of R. # 8890, two copies of D.O.T. Form AC-12-29, one copy of D.O.T. Form AI-12, and are requesting the cancellation of the C. of A. and C. of R. for the aircraft.

Engines fitted are Pratt & Whitney R985-14B, Serial Number 210067, with 45:32 hours since overhaul and Serial Number 21745 with 45:20 since overhaul. This aircraft has 1785:47 hours since new. The last log book entry for the aircraft was a Q.C.A. trip Vancouver-Nanaimo-Vancouver, May 22, 1953, Capt. W.A. McPhee, from 07:56 to 08:50, total time 32 mins. for the trip. Aircraft was signed out by B.J. Ormson and countersigned by W.R. McPhee for that day.

Trusting the above information is satisfactory,

Yours very truly,
QUEEN CHARLOTTE AIRLINES LTD.

T. McLaughlin,
Chief Inspector.

TM:hc.

FILE No. 5008 - E8 - 23 VOLUME No. 1

VOL. 1

5008 - E8 - 23

DEPARTMENT OF TRANSPORT

FROM JAN. 1947

TO

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - EHW - ANSON V

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 7 1947	66246	CAR	28.2.47	SJ	JAN 2 - 1947
JAN 28 1947	67813	C.A.R		S	MAY 16 1947
MAY 16 1947	B.F. 28/2/47	CAR		S	MAY 16 1947
MAY 16 1947		CAI ①			MAY 16 1947
MAY 16 1947		Trans.			MAY 19 1947
MAY 20 1947	5562	CAR		S.	MAY 21 1947
JUL 21 1947	12681	CAR		HLL	JUL 30 1947
		CAD			JUL 30 1947
JUL 30 1947		Trans			AUG 1 - 1947
DEC - 8 47	28901	CAR			DEC 10 47
		CA I			DEC 10 47
JAN 21 1948	33242	CAR		DBO	FEB 4 - 1948
		CA I			FEB 4 - 1947
FEB 13 48	36513	CAR		H.A.	FEB 13. 48
FEB 13 48		CAD			FEB 17 48
FEB 17 1948	36856	CAR		HJP	FEB 21 48

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

1
8-46

Form No. M.D. 54

WAR ASSETS CORPORATION
MONTREAL

To: Department of Transport
Civil Aviation Branch
Montreal.

AUG. 31, 1946

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
V	ANSON	N.A.	11949	85.00	N.A.

AIRCRAFT ENGINES

TYPE	DESCRIPTION	MFG. SERIAL NO.	R.C.A.F.NO.	TIME SINCE NEW	TIME SINCE OVERHAUL
R985-AN14B	WASP JR.	211591/29691 210500/28400		28.40 28.40	N.A. N.A.

CUSTODIAN: WAR ASSETS CORPORATION
C/o #4 REMU RCAF
BRANTFORD ONTARIO

PURCHASER: KASHOWER AIR SERVICE LTD.
MUNICIPAL AIRPORT
OSHAWA ONTARIO

ULTIMATE CONSIGNEE: UNKNOWN

ULTIMATE DESTINATION: UNKNOWN

END USE: RESALE

METHOD OF DELIVERY: FLYAWAY

CONDITION OF EQUIPMENT: GOOD

REMARKS: PURCHASER WILL APPLY FOR ALL DOCUMENTS REQUIRED.

TRANSPORT - TORONTO
AVIATION
SEP 13 1946
File.....

D.I.A.R.
Toronto
1-9-46

WAR ASSETS CORPORATION
M Bidgood
AIRCRAFT DIVISION

ORIGINAL ON FILE.....

COPY

FOR FILE.....

8
6-44

TOR:5008-E8-23

2

1 Montgomery Avenue, Toronto.
January 14th, 1947.

Syndicat d'Aviation de Rimouski,
RIMOUSKI, Quebec.

Dear Sirs: Re CF-EHW

Receipt is acknowledged of your application for Registration of Anson Mk. V. CF-EHW, Serial No. MDF-44 R.C.A.F. No. 11949 recently purchased by you from the War Assets Corporation, through Kashower Air Services Ltd., together with the following papers:

(a) Application forms.
(b) Fee of $10.00
(c) Bill of Sale - Kashower Air Service Ltd, to Syndicat d'Aviation de Rimouski.
(d) Report on reconditioning and airworthiness Weston Aircraft Limited - January 14th/47.
(e) Temporary weight Report.

Receipt No. 63145 for the $10.00 fee, also Airframe and Engine log books, were handed to Mr. B.G.Elkin of the Weston Aircraft Limited, Oshawa.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF- EHW, as a commercial aircraft (land-plane) day visual flying until March 14th/47. The all-up weight of the aircraft is not to exceed 9,460 lbs.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, January 16th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	ANSON MK. V CF/EHW Serial No. MDF-44	5008-E8-23

66246

TRANSPORT - RECORDS
JAN 17 A.M.
5008-E8-23

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the Registration of Anson Mk. V CF-EHW, Serial No. MDF-44, recently purchased by the Syndicat d'Aviation de Rimouski, from the War Assets Corporation, through Kashower Air Services Limited.

(a) Application forms.
(b) Fee of $10.0.. (See page 193 Cash Book, Receipt No. 63145)
(d) Bill of Sale / Kashower Air Service Ltd., to Syndicat d'Aviation de Rimouski.
(d) Report on reconditioning and airworthiness - Weston Aircraft Limited, January 14th/47.
(e) Temporary weight Report.
(f) Copy of letter of temporary authority.
(g) Form No. M.D. 54 War Assets Corporation.

D.G.Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

16

241.3
6-39

7

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 respe Syndicat d'Aviation de Rimouski

Signature of Applicant Alphee Gagnon vice president

Date of Application January 14, 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Syndicat d'Aviation de Rimouski	Rimouski, Quebec	British

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Elbert Dionne	President	Rimouski, P.Q.	British
Alphee Gagnon	Vice-President	Rimouski, P.Q.	British
H. R. Cummings	Secretary	Rimouski, P.Q.	British

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

Commercial

Usual Station Rimouski, P.Q.

Date of manufacture or reconstruction April, 1944

Crew required 1.

Accommodation for what number of passengers 8.

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 ... Federal Aircraft L[illegible]ed

Type ... Anson Mk. V ... Maker's No. ... MDF-44

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	57 ft.	Same
Length o/a in feet	43 ft 6 in.	"
Height o/a in feet	11 ft 3 in.	"

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

Weight equipped, but without load, fuel, or oil ... 6,792 lbs. ...

Total weight authorized (fully loaded) in lbs. 9,460 ... Air speed ... 130 ... miles per hour ...

EQUIPMENT—(Give number and type).

1. Instruments ... Standard Air Line Instruments ...
2. Gauges ... Petrol Gauges (Sutton-Horsley-Electrical) Suction (H.G.) ...
3. Lights ... Port-Double Lamp; Fixed-Navigation & Tail light; cockpit & Cabin ...
4. Signals ... N.A. ...
5. Fire Extinguishers ... Two Cabin Dioxide Engine Ext., 1 Cabin Ext. ...
6. Parachutes ... N.A. ...
7. Tools ... N.A. ...
8. Other Equipment ... Magnesyn Compass; Safety Belt for each passenger ...

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P & W Jr.	Same		
Pusher or Tractor	Tractor	"		
Right or Left Hand	Right	"		
No. of Cylinders	9	"		
H.P.	450	"		
Bore	131.8 mm	"		
Stroke	131.8 mm	"		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on ... Jan 14-47 ...

Particulars accurate as corrected ... O.K. ...

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

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

Date ... Jan 14-47 ... Signature ... [signature] ...

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

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

Superintendent, Air Regulations

This aircraft from R.C.A.F. No. 11949

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:
MODEL: Anson Mark V
MANUFACTURER'S SERIAL NO.:
R.C.A.F. ~~C/A/A~~ IDENTIFICATION MARK: 11949

MANUFACTURER OF ENGINE: Pratt & Whitney
MODEL: Wasp Jr. R985-AN14B
SERIAL NO.: 211951/29691 & 210500/28400

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 one or more dollars, Kashower Air Service Limited (Seller), the undersigned, whose address is Oshawa, Ont., does this 14th 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 ..... (Purchaser)

Syndicat d'Aviation de Rimouski, Enr.

whose address is Rimouski, Quebec, 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 14th day of January, 19 47

Kashower Air Service Limited,
(Seller's signature) vice-president. [SEAL]

ACKNOWLEDGMENT

STATE OF
COUNTY OF } 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 ..... 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.

.....
Notary Public.

My commission expires ....., 19.....
[SEAL]

U. S. GOVERNMENT PRINTING OFFICE 16—10683-2

Anson Mk V aircraft, CF-EHW, formerly R.C.A.F. No. 11949, received at Weston Aircraft Limited, Oshawa, Ontario, on behalf of the owner Kashower Air Services Limited, Oshawa, Ontario, for conversion and Certificate of Airworthiness, and the following work was carried out:

Fuselage

All unnecessary military equipment was removed to facilitate conversion of the aircraft for commercial work.
Interior of the fuselage was pannelled and insulated with fibre glass.
Eight passenger seats were installed as per Weston Aircraft drawing WA101, and interior of fuselage upholstered.
All exterior R.C.A.F. markings were removed, fuselage painted with Maroon Dulux, wings painted Silver Wing Grey Dulux, registration CF-EHW applied.
Type ATR3-12 Harvey Wells radio installed in pilots cockpit as per Weston Aircraft Drawing #107.
All electrical equipment checked for serviceability.
All hydraulic equipment checked for correct operation.
Fuel system inspected throughout, deteriorated lines renewed where necessary.

Mainplanes

Plywood surfaces and wing fillets patched where broken.
Spars and spar bracing inspected throughout.
Flaps and flap operation checked.
Flight controls in wing inspected.
Landing light lense replaced.
Mainplanes painted Silver Wing Grey and registration CF-EHW applied.

Undercarriage

Undercarriage was cleaned down and inspected, air struts and brakes services.
Undercarriage structure coated with lionoil and aluminum pigment.
Hydraulic header tank filled.
All working parts were lubricated.

Empennage

Plywood surfaces repaired where necessary.
Trim controls checked for correct operation.
Tail wheel castering spring rear attachment stud replaced.

Engines

A cylinder barrel was removed from each engine and checked for corrosion and found satisfactory.
All fuel and oil strainers cleaned.
Reconditioned spark plugs installed.
Magneto timing and condition of magnetos checked.
Valve tappet setting checked.
Oil tanks filled with Intava Red Band.
Engine cleaned down and inspected for general airworthiness.
All controls lubricated.
Engines ground run and found satisfactory.

Aircraft CF-EHW

Aircraft weighed (See Weight Report)
Compass swung.

I hereby certify that all work listed has been done using certified materials and according to accepted practice; that all manufacturers' service bulletins affecting safety have been complied with, to date, and that no unapproved modifications have been incorporated and that the airframe is airworthy.

WESTON AIRCRAFT LIMITED,

Gordon Glew
"B" License A-1549

All controls checked for soundness, correct action and for presence of all locking devices.

Gordon Glew
A-1549

L. Fournier.
~~A-1555~~
A-1768

This is to certify that I have test flown Anson aircraft, CF-EHW, and that it performed in a satisfactory manner.

Charles C. Moran
No 585

Date: January 14, 1947.

TEMPORARY WEIGHT REPORT CF-EHW

3

1. This aircraft was weighed in a closed hangar of Weston Aircraft Limited at Oshawa, Ontario, on January 10, 1947, with the following results.

2. Left Main Wheel	-	3,382 lbs.
Right Main Wheel	-	3,433 "
Tail reaction point	-	352 "
Total (as weighed)	-	7,167 lbs.

Less weight of Fuel and Oil

Fuel	50 Imp. gals @ 7.26 lbs	360
Oil	11 Imp. gals @ 9 lbs.	99
		459
Plus wt. of seats	8 @ 73 lbs	184
" " "	carpet	22
		206 lbs.

Aircraft Empty Weight - 6,792 lbs.

Complete Weight and Balance Report showing centre of gravity calculation and equipment list will follow.

COX & STEVENS AIRCRAFT CORP.,

C. D. Gutelius,
Assistant Treasurer.

COX AND STEVENS
AIRCRAFT CORPORATION

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EHW

REPORT NO: 68C

DATED: 11th January, 1947

COX AND STEVENS AIRCRAFT CORPORATION

MONTREAL AIRPORT,

DORVAL, QUEBEC.

TITLE

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V

CF-EHW

SUBMITTED UNDER

Request of

Mr. R. Kashower,
90 Simcoe St. S.,
Oshawa, Ont.

PREPARED BY: C.D. GUTELIUS

NO. of PAGES: 4

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK."V" - CF-EHW

1. This aircraft was weighed in the hangar of Weston Aircraft Limited plant at Oshawa, Ontario on 10th January, 1947.

2. At time of weighing the following conditions applied:

(a) The aircraft was in "flying position". A level placed on the Pilot's Shelf in the Cockpit read zero degrees.

(b) The aircraft contained 50 Imperial gallons of Fuel and 11 Imperial gallons of oil at time of weighing.

(c) The Datum point used for C.G. calculation is defined by the manufacturer as the intersection of a vertical line measured 46.5 inches forward of the centre line of the front spar and a horizontal line measured 22.65 inches above the thrust line. It is marked on the exterior of the fuselage on the port side by means of a Datum Plug.

(d) The items of removable equipment in the aeroplane are listed on Page 4, of the attached report.

3. Equipment used in the weighing of this aircraft was the Cox & Stevens Aircraft Electric Weighing Kit, Model ES-6A, Serial No. 616.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK."V" - CF-EHW

Item	Wt. Lbs.	Arm Ins.	Moment In. Lbs.
Left Main Wheel	3,382		
Right Main Wheel	3,433		
Sub-Total (both Main Wheels)	6,815	45.5	310,082
Tail Reaction Point	352	304.7	107,254
Total (Aircraft as Weighed)	7,167	58.23	417,336
1.) Less Items in Aircraft at Time of Weighing which are not part of Empty Weight.			
Fuel - 50 Imp.gals.@ 7.2 lbs./gal.	360	71.5	25,740
Oil - 11 Imp. gals. @ 9 lbs./gal.	99	5.5	544
Total -	459		26,284
2.) Plus Items not in aircraft at Time of Weighing which are part of Empty Weight.			
Seats - 8 @ 23 lbs. each	184	125	23,000
Carpet	22	130	2,860
Total	206		25,860
Total (Aircraft as Weighed)	7,167	58.23	417,336
Less Wt. of Items in (1.) above	459		26,284
Total	6,708		391,052
Plus Weight of Items in (2.) above	206		25,860
EMPTY WEIGHT AND MOMENT -	6,914	60.29	416,913

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK. "V" - CF-EHW

ITEM	Wt. Lbs.	Arm Ins.	Positive Moment In.Lbs.	Negative Moment In. Lbs.
1.) MOST FORWARD LOADING CONDITION				
Empty Weight and Moment	6,914	60.29	416,912	
Fuel-100 Imp. @ 7.2 lbs./gal.	720	71.5	51,480	
Oil - 12 Imp. @ 9 lbs./gal.	108	5.5	594	
Pilot & Co-Pilot @ 170 lbs.each	340	22.0	7,480	
TOTAL WEIGHT AND MOMENT -	8,082	58.95	476,466	
2.) MOST AFT LOADING CONDITION				
Empty Weight and Moment	6,914	60.29	416,912	
Fuel-101 Imp.gals.@ 7.2 lbs./gal.	727	71.5	51,980	
Oil - 12 Imp.gals. @ 9 lbs./gal.	108	5.5	594	
Pilot & Co-Pilot @ 170 lbs.each	340	22.0	7,480	
"A" Compt.(Nose) - Baggage	181	-36.0		6,516
"C" Compt. - 1st Row 2 @ 170 lbs.	340	82	27,880	
"D" Compt. - 2nd Row 2 @ 170 lbs.	340	125.5	42,670	
"E" Compt. - 3rd Row 2 @ 170 lbs.	340	168.5	57,290	
"F" Compt. - 4th Row 1 @ 170 lbs.	170	209.5	35,615	
TOTAL WEIGHT AND MOMENT -	9,460	67.01	633,905	

1.) The C.G. Limits in inches from the Manufacturer's Datum:-

Forward		Aft.
56.4	to	68.0 Inches.

2.) It will be noted that the C.G. position of the aircraft as shown in Loading Condition No. (1.) above, is within the permissible limits and, therefore, the aircraft need not carry ballast when flown in this condition.

3.) Maximum authorized all-up weight for this type aircraft is 9,460 pounds.

4.) Reference Loading Condition No.(2.) above, an additional passenger may be carried in the 4th Row if the Fuel Load is decreased to 78 Imperial Gallons.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK."V" - CF-EHW

Nose

One Cushion
One Voltage Regulator
One Ballast Tube

Pilot's Compartment

Pilot and Co-Pilot Seats
Seat Cushions
Safety Belts

Forward Cabin

Two 12-volt Exide Batteries
Junction Box
Two Passenger Seats

Mid-Cabin

Four Passenger Seats

Rear Cabin

Two Passenger Seats

Learadio (Located in front of Instrument Panel)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

10 2 8-45

TORONTO, January 27th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-23	Anson V - CF-EHW	5008-E8-23

67813

TRANSPORT - RECORDS
JAN 28 A.M.
FILE 5008-E8-23

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto is Cox & Stevens Weight and Balance Report for Anson V, CF-EHW, recently purchased by the Syndicat d'Aviation de Rimouski.

917

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

Notar Inc. Co

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 COLLECT

11

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
MAR 13 A.M.
5008-E8-23

H R CUMMINGS
SYNDICAT D'AVIATION DE RIMOUSKI
RIMOUSKI QUEBEC

2AR

910 CONFEDERATION BUILDING
MONTREAL 2 QUEBEC MARCH 12 1947

74710

AR931 RENEW PREVIOUS AUTHORITY OPERATION ANSON EASY HOW WILLIAM HEREBY EXTENDED NOT VALID AFTER MAY FOURTEENTH FORTY SEVEN SUBJECT AIRCRAFT IN AIRWORTHY CONDITION stop PLEASE RETURN ORIGINAL LETTER OF AUTHORITY TO THIS OFFICE

JB

J L BLONDEAU

CIVIL AVIATION

5496(R)
1930 (A)

12.10 hrs.

HK

2462A
8-41

12

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5496

NATIONALITY AND REGISTRATION MARKS CF-EHW

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft, Limited, Montreal, P.Q.
3. Constructor's serial number	MDF-44
4. Name of owner	Elbert Dionne, Alphee Gagnon and H.R.Cummings (Syndicat d'Aviation de Rimouski)
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 14th 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-EHW 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

13

5008-E8-23

Ottawa, Ontario.
May 2nd, 1947.

REGISTERED

Messrs. E. Dionne, A. Gagnon and H.R. Cummings,
c/o Syndicat d'Aviation de Rimouski,
Rimouski, P.Q.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5496 and Certificate of Airworthiness No. 1930, together with Engine and Journey and Aircraft Log Books, for your Anson V aircraft, CF-EHW.

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.

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	STRAIGHT	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 QUEBEC MAY 17 1947

TRANSPORT RECORDS
File 5518-C8-23

P ANDONEY
RIMOUSKI AIRLINES LIMITED
RIMOUSKI QUEBEC

A 5562

AR 83 REWIRE PREVIOUS AUTHORITY OPERATION AVSON RASY NOW WILLIAN HEREBY EXTENDED NOT VALID AFTER JULY SIXTEENTH FORTY SEVEN SUBJECT SAME IN AIRWORTHY CONDITION

JL BLONDEAU
CIVIL AVIATION

9.25 hrs.
dg

15

5008-E8-23

910 Confederation Building,
Montreal 2, Que., June 23, 1947.

Rimouski Airlines Limited,
Rimouski, Que.

Gentlemen:

Re: Anson CF-EHW

This letter will constitute your temporary authority not valid after August 1, 1947, for the operation of the subject aircraft as a commercial machine under V.F.R. day flying conditions only, pending issue of formal Certificates of Registration and Airworthiness in the name of Rimouski Airlines Limited.

The maximum allup weight of 9460 pounds must never be exceeded. The weight empty of this machine is 6792 pounds.

This letter does not include authority for the operation of the radio equipment, for which a radio license is required.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations

2462A
8-41

16

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5496

NATIONALITY AND REGISTRATION MARKS CF-EHW.

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft, Limited, Montreal, P.Q.
3. Constructor's serial number	MDF-44
4. Name of owner	Albert Dionne, Alphee Gagnon and H.R.Cummings (Syndicat d'Aviation de Rimouski)
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 14th 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-EHW and is of Canadian nationality.

Given at Ottawa this 29th day of April 1947

Superintendent, Air Regulations.

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

19 2411

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.

RT: CF-EHW

Fees are enclosed as checked below:—

Registration ..... Already paid ..... $5.00 ✓ 20309

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 ..... June 6, 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
Alphée 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 April 18, 1944

Crew required One

Accommodation for what number of passengers Eight.

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 MacDonald Bros. Aircraft

Type AVRO-ANSON V. Maker's No. ~~M-3349~~ MDF44

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	56' 6"	
Length o/a in feet	42' 3"	
Height o/a in feet	11' 2"	

Cubic Capacity (of Airship or Balloon) does not apply

Weight equipped, but without load, fuel, or oil 6792

Total weight authorized (fully loaded) in lbs 9460 Air speed 165 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments
2. Gauges
3. Lights
4. Signals — See list attached
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	Pratt Whitney Wasp Jr.			
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	R.H.	R.H.		
No. of Cylinders	Nine	Nine		
H.P.	4.50	4.50		
Bore	5.18	5.18		
Stroke	5.18	5.18		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on June 2/47 by Eng J.T. Audoney

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 June 2/47 Signature J.L. Blondeau

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

EQUIPEMENT --- ANSON V- CF-EHW

Instruments & Gauges

1- Elgin 8 day chronometer.
1- Airspeed- Canadian Aircraft Instruments- 6AA-47-305-38
1- Artificial Horizon- Sperry Gyro 126669.
1- Vertical Speed- Kollsman 614K-023-3401.
1- Altimeter- Pioneer C 152E-9229
1- Directional Gyro- Sperry 128639
1- Bank & Turn- Pioneer 64190
1- Air Temperature. N.S. Gauge
1- Flap & Wheel Indicator
2- Manifold Pressure- Pioneer D 191B.
2- R.P.M. Pioneer G 22-3A
2- Oil Temperature- US Gauge.
2- Oil Pressure- " "
2- Fuel Pressure- " "
2- Cylinder Temperature- Sutton Horsley 131703
2- Carburettor Air Heat- " " 30820
2- Fuel Gauge- Sutton Horsley DB.
2- Fuel-Air Ratio-Cambridge Instrument Co.
1- Hydraulic Pressure Gauge
1- Amperes-Volts- General Electric
1- Brake Line Pressure- US Gauge
1- Tank Selector Switch
1- Repeater Master Compass- Pioneer 118576
1- Magnetic Compass- P6-16727D-1839-42
1- Suction Gauge.

Lights : Cabin, cockpit, panel, navigation and identification lights.

Signals : Flares.

Fire Extinguishers: 2 Pyrene in aircraft. One Carbon Dioxide on each engine.

Parachutes: Nil

Tools : One only complete P & W Tool kit.

Other Equipement : Lear RCBB Aircraft receiver Lear T-30-AB. Aircraft transmitter Fixed and trailing antennae. First Aid Kit. Control locks.

EIC

17

BILL OF SALE

In the matter of Avro-Anson Mark V Aircraft, three (3) in number, heaving respectively the registration letters CF-EHU, CF-EHW and CF-EIC.

Made between the Syndicat d'Aviation de Rimouski Enr, Syndicate duly registered having its' principal place of business at Rimouski P.Q. and hereinafter known as the seller and Rimouski Airlines Limited, body corporate having its' principal place of business at Rimouski P.Q., hereinafter known as the pruchaser.

It is hereby agreed that by the present and in consideration of the sum of One or more dollars, the seller hereby sells, transfers and makes over, clear of all liens and encumbrances, to the buyer accepting same, three (3) Avro Anson Mark V Aircraft, heaving respectively the Canadian registration markings of CF-EHU, CF-EHW, and CF-EIC.

In witness whereof the seller and buyer have signed this Bill of Sale at Rimouski P.Q. this 2nd day of June 1947.

SYNDICAT D'AVIATION DE RIMOUSKI ENR.

WITNESS

Laurette Gendron

Président

Secretary

RIMOUSKI AIRLINES LIMITED

WITNESS

D. J. Hepperth.

President

Secretary.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

20 2 6-46

910 Confederation Building,
Montreal 2, Que., July 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson CF-EHW	5008-E8-23

A12681

TRANSPORT-RECORDS
JUL 28 19
File 5008-C

8-23

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 Rimouski Airlines Limited.

(b) Fees $5.00 (Department Receipt No. 20309), will be forwarded under Cash Book Folio 3346.

(c) Proof of ownership: Copy of Bill of Sale transferring property of this aircraft from Syndicat d'Aviation de Rimouski to Rimouski Airlines Limited.

(d) Lapsed Certificate of Registration No. 5496.

(e) Certificate of Airworthiness No. 1930.

(f) Copy of our letter of authority for operation.

Mrs. Jones
for R. Reg.

2. The radio installation in this aircraft was inspected by our Radio Division on May 3, 1947, and found satisfactory.

3. This application appears in order, and issue of certificates is recommended.

5968(R)
1930(A)

J.L. Blondeau,
District Inspector, Air Regulations

Inspector

JLB&DG
Encl.

/RM

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5968

NATIONALITY AND REGISTRATION MARKS CF-EHW

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft, Limited, Montreal, P.Q.
3. Constructor's serial number	MDF-44
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 17th 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-EHW and is of Canadian nationality.

Given at Ottawa this 25th day of July 19 47.

Superintendent, Air Regulations.

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

Not valid after June 2nd, 1948, unless endorsed.

/3m

VALID FOR DAY FLYING ONLY

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1930

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) (17.5.47) RIMOUSKI AIRLINES LTD. H/P
2. Christian name ~~(operating under the name of Syndicat d'Aviation de Rimouski)~~
3. Address Rimouski, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft, Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-KBW

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. MDF-44
8. Place and year of construction of aircraft Montreal, P.Q. April 1944

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) Nine

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d, & e
15. Maximum span (in flying position) 56' 6"
16. Maximum length (in flying position) 42' 3"
17. Total height (with and without trolley in case of seaplanes) 11' 2"

The maximum 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: **Pratt & Whitney**

20. Types: **Wasp SB3**

21. International power of the engine or engines at

Take-off (a) Sea Level **450** H.P. at **2300** revolutions per minute. (International number of revolutions)

M.E.T.O. (b) Rated altitude **400** H.P. at **2200** 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 **Hoover** No. ..... ; Pitch **Constant Speed** Diameter .....

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	**6792**	lbs.
(b) Seaplane		lbs.
(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	**1008**	lbs.
(a) Number of tanks **Four**		
(b) Capacity of tanks **140** Imp. gals.	**144**	lbs.
27. Oil (at 9·0 lbs. per gallon)		
(a) Number of tanks **Two**		
(b) Capacity of tanks **16** Imp. gals.	**170**	lbs.
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 **L.P.**	**1346**	lbs.
		lbs.
32. Maximum total weight authorized	**9460**	lbs.
Landplane		lbs.
Seaplane		lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)

Landplane **Nine thousand four hundred and sixty 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 **56.4** inches and **68** 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 **2200** 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 **January 14, 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 **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	2 Engine Revolution Counters
Altimeter	2 Oil Pressure Gauges
Airspeed Indicator	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
		Jan.14,1948. June 2nd, 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

23

5008-E8-23

REGISTERED

OTTAWA, July 25th , 1947.

Rimouski Airlines Ltd.,
Rimouski,
P.Q.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5968 and Certificate of Airworthiness No. 1930 for your Anson V aircraft CF- MW , Serial No. MDF-44.

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 2nd, 1948.

Yours truly,

Issued in Treasury
1/8/47

(R. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Montreal, P.Q.

RM

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

25' 2 6-47

910 Confederation Building,
Montreal 2, Que., Dec. 6, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-23 5008-D17-13	ANSON - CF-EHW FLEET CANUCK - CF-DQM	5008-E8-23 5008-D17-13

~~A2850~~
A2901

TRANSPORT-RECORDS
DEC 8 A.M.
File 5008-E 8-23

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Enclosed herewith are copies of a letter from Rimouski Airlines Limited regarding damages to both marginally noted aircraft.

2. While this letter is dated November 13, 1947, same was only received in this office on November 27, 1947.

3. The matter of this accident is being further investigated, and additional information will be forwarded to Headquarters when received.

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:gd
Encl.

COPY OF
5008 D17-13

ENTERED
IN ACCIDENT
RECORDS

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RIMOUSKI AIR LINES LIMITED.

24

13th November 1947.

Mr.J.L.Blondeau,
District Inspector,
Air Regulations,
Dept. of Transport,
910 Confederation Bldg.,
Montreal 2, Quebec.

Dear Sir:

This is to report damages to Aircraft Anson CF-EHW, Fleet Canuck CF-DQM.

While giving a run-up to Aircraft Anson CF-EHW same moved forward as brakes were not on damaging Aircraft Fleet Canuck CF-DQM, (wing of Anson pressing on rudder of Fleet Canuck twisted fuselage of same by about 15 degrees necessitating major repairs. Slight damages to Anson necessitating minor repairs)

Engineer in charge of Aircraft at time of run-up:- Raymond Marquis, License:- Air Engineer A-2478.

Yours truly,

Rimouski Airlines Limited.

(Roland W- Michaud)

certified true copy of original: G.D.

M.P.G.

COPY

26

ORIGINAL ON FILE.....

COPY FOR FILE.....

4 Submitted for your information and records, please.

J.P. Fournier,
for District Inspector, Air Regulations.

JPF:gd
Encl.

8
9-47

M.P.G.

COPY

27

TRANSPORT-RECORDS
JAN 20 P.M.
File 5008-E823

ORIGINAL ON FILE 5008-D17-13

COPY FOR FILE 5008-E823

DEPARTMENT OF TRANSPORT

910 Confederation Building,
Montreal 2, Que., Jan.16,1948.
5008-D17-13

5008-D17-13

FLEET CANUCK CF-DQM

33242

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Further to our letter of December 2, 1947, regarding damages sustained by the above mentioned aircraft please find attached the following documents:

(a) Copy of our letter dated December 6, 1947, to Rimouski Airlines Limited.

(b) Copy of our letter of December 6, 1947, to the Chief Engineer of Rimouski Airlines Limited.

(c) Copy of our letter of December 30,1947, to Mr. R.W. Michaud of Rimouski Airlines Limited.

(d) Copy of a letter received from Mr. J.P. Andoney, dated December 31,1947.

(e) Copy of our Telegram to Rimouski Airlines Ltd., dated January 5, 1948.

2. This aircraft was transported by truck by Aircraft Overhaul & Repairs Limited at Lac a La Tortue, where the repairs were carried out, and a proper certification submitted by "B&D" Air Engineer A.R. Jervis. The nature of the damgges invalidated the Certificate of Airworthiness, and this machine was flown from Lac a La Tortue to Rimouski, Quebec, after completion of repairs without requesting from this Office, the revalidation of the Certificate of Airworthiness.

3. In this connection, please find attahhed copy of a letter of explanation received from Pilot Beaudoin, and copy of our reply.

.....

8
9-47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

29 2 6-47

910 Confederation Building,
Montreal 2, Que., Feb. 10, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-23	ANSON MK. V - CF-EHW A36513	5008-E8-23

TRANSPORT-RECORDS
FEB 11 AM
File 5008-E8-23

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Further to our letter of December 6, 1947, enclosed herewith is copy of a letter from Rimouski Airlines Limited, dated December 31, 1947, concerning damages sustained by this aircraft in November 1947.

J. L. Blondeau

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:gd
Encl.

COPY ONLY
5008-1017-13

1 copy
MBB
12/2/48

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RIMOUSKI AIRLINES LIMITED

December the 31st, 1947. 28

Mr. J.L. Blondeau,
District Inspector, Air Regulations,
910 Confederation Building,
Montreal 2, Que.

Dear Sir:-

RE-Your letter December the 6th.

Concerning the aircraft - CF-DQM
CF-EHW

I am very sorry that the above was not noted to you before to-day, really I do not know how to explain myself for not letting you know of it before, I have been so much busy, and also so tired, that when I had a chance, I was having a rest, but you will note that otherwise everything was done accordingly.

Concerning the aircraft CF-EHW, no damages was done to the aircraft, but scratch the paint on the bottom of the left wing tip, and the aircraft was airworthy all the time, that is why I did not write to you concerning this aircraft, because there was nothing wrong with it, and it has been flying ever since, but concerning the aircraft Fleet Canuck, well this I should have sent you a report of it. So please find the report enclosed, and how it happened.

Hoping this is satisfactory to you.

I remain your very truly,

Jean-Paul Andoney.
Chief Engineer.

Certified true copy
of original: HD

910 Confederation Building,
Montreal 2, Que., Feb. 11, 1948.

5008-E8-23 ANSON MK. V - CF-EHW 5008-E8-23

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. The subject aircraft was seriously damaged at Lake Casse, Quebec, on January 11, 1948, and in this connection, herewith please find copies of letters regarding this accident:

(a) Copy of letter of January 12, 1948, from Pilot M.G. Beaudoin.

(b) Copy of letter from Air Engineer J.R. Marquis, dated January 12, 1948, together with a brief sketch submitted by Mr. Marquis.

(c) Copy of letter of Mr. J. Hossack, dated January 13, 1948.

2. Having been advised that this machine will be written off the return of Certificates of Registration No. 5968 and Airworthiness No. 1930 has been requested of Rimouski Airlines Limited, and these documents are enclosed herewith.

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:gd
Encl.

C
Y

33

RIMOUSKI AIRLINES LIMITED

January 12th, 1948.

Dept. of Transport,
Civil Aviation Branch,
Confederation Bldg.,
Montreal.

Gentlemen:

I wish to report an accident which took place on January 11th at Lake Casse south of Lake Pipmaukin.

I was sent to Forestville with the Anson Aircraft CF-EHW equipped with skis, in order to do a freighting job from Forestville to Lake Casse.

I made a perfect landing at the lake where the snow and ice conditions were very good; I unloaded the aircraft, and as I was taxiing out to take my take-off position, for no reason at all, the right undercarriage broke, throwing the aircraft on one wing and braking the two spars.

I cannot explain such an accident because I did not hit anything and I hanled the aircraft very smoothly at all times. On the other hand, I am under the impression that the undercariage on the Anson is not strong enough for that aircraft to be equipped with skis.

Yours truly,

M.G. Beaudoin.

Certified true copy
of original: M.D.

Entered on
Accident
Cards

C
O
Y

RIMOUSKI AIRLINES LIMITED

72

Jan. 12th, 1948.

J. Hossack,
Chief Engineer,
Rimouski Air Lines,

On Jan. 11th, 1948 I was advised that Aircraft CF-EHW had sustained damage to its undercarriage. As I was at Forestville at the time, I flew at once with Pilot Paul Lapointe to Lake Casse, where the accident had occured. The following is the report of my observation:

The undercarriage had broken on the right hand side of the aircraft, also both spars broken in the centre of the wing of that same side. The accident occurred around 250' to 300' from where the aircraft was parked, on her way to taking-off with no load. The undercarriage began to break around 25' from where she sits, and in that 25' the Pilot, M. Beaudoin was turning on an angle of approximately 25° leading to the take-off strip. A few inches of snow was covering the ice on the lake and by what I could see the snow was not spread around which indicates very slow taxiing. The undercarriage broke above the upper fittings of the shock strut where they join the upper truss, folding towards the fuselage of the aircraft. I claim invisible internal defects of the undercarriage as the speed indicated by the slight trace in the snow, also the very thin coat of snow covering the ice could not actually hit hard enough to cause breaking of the undercarriage in that manner.

As far as the wing spar breakage is concerned, it is obvious that it cannot be repaired due to excessive damge, which was caused by hitting the ice when the undercarriage broke.

I recommend CF-EHW to be used for salvage only.

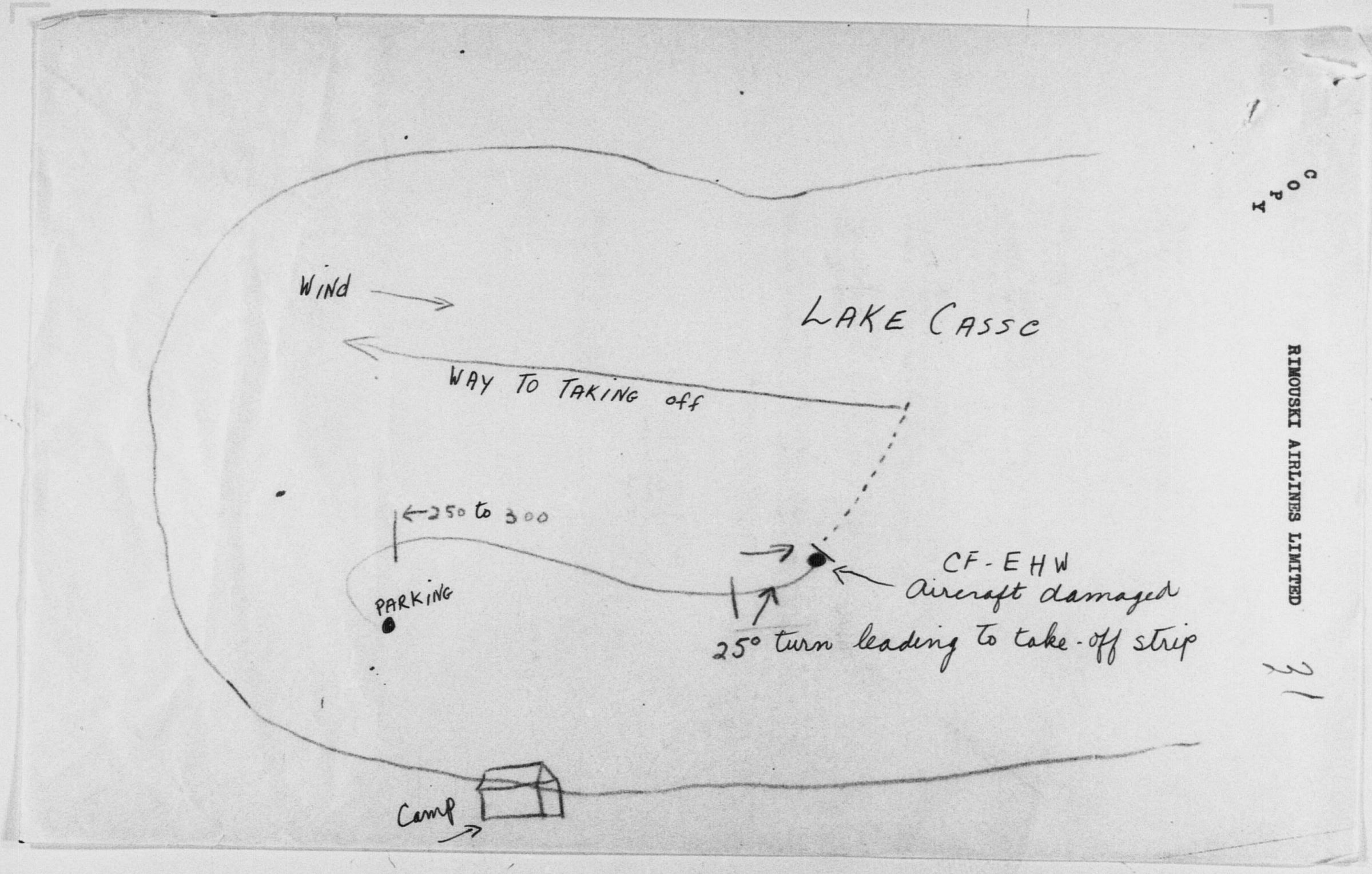
I attach herewith a brief sketch to support my explaination.

J. R. Marquis
Air Engineer A-2478
Rimouski Air Lines.

Certified true copy
of original: A.D.

COPY

RIMOUSKI AIRLINES LIMITED



31

COPY

RIMOUSKI AIRLINES LIMITED

30

Jan. 13th, 1948.

Mr.J.L. Blondeau,
District Inspector, Air Regulations,
Dept. of Transport,
910 Confederation Building,
Montreal, Que.

Dear Sir:

This is to notify you that Anson Aircraft CF-EHW owned by Rimouski Airlines Ltd., is now declared permanently unairworthy and will be salvaged for spare parts only.

Attached please find report on the nature of the accident, accompanied with sketch, as submitted by J.R. Marquis, Air Engineer A-2478.

I am also enclosing the Certificate of Airworthiness and Certificate of Registration for this aircraft.

For further information with regard to the above matter, please contact the undersigned.

Respectfully Yours,

J. Hossack, A-2220
Chief Engineer
Rimouski Airlines Ltd.

Certified true copy
of original: G.D.

CAR CA1

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

39 2 6-47

910 Confederation Building,
Montreal 2, Que., Feb. 11, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-23	ANSON MK. V - CF-EHW	5008-E8-23

TRANSPORT-RECORDS
FEB 12 A.M.
File 5008-C 8-23

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. The subject aircraft was seriously damaged at Lake Casse, Quebec, on January 11, 1948, and in this connection, herewith please find copies of letters regarding this accident:

(a) Copy of letter of January 12, 1948, from Pilot M.G. Beaudoin. A36577.

(b) Copy of letter from Air Engineer J.R. Marquis, dated January 12, 1948, together with a brief sketch submitted by Mr. Marquis.

(c) Copy of letter of Mr. J. Hossack, dated January 13, 1948.

2. Having been advised that this machine will be written off the return of Certificates of Registration No. 5968 and Airworthiness No. 1930 has been requested of Rimouski Airlines Limited, and these documents are enclosed herewith. } C. of A & C. of R. not enclosed. See folio A 36856

J. L. Blondeau

J. L. Blondeau,
District Inspector, Air Regulations.

Miss Jones
Secretary
DCAir R
returns
HSP 18-2-48

JLB:gd
Encl.

noted HSP

ENTERED IN ACCIDENT RECORDS

COPY

RIMOUSKI AIRLINES LIMITED

28

January 12th, 1948.

Dept. of Transport,
Civil Aviation Branch,
Confederation Bldg.,
Montreal.

Gentlemen:

I wish to report an accident which took place on January 11th at Lake Casse south of Lake Pipmaukin.

I was sent to Forestville with the Anson Aircraft CF-EHW equipped with skis, in order to do a freighting job from Forestville to Lake Casse.

I made a perfect landing at the lake where the snow and ice conditions were very good; I unloaded the aircraft, and as I was taxiing out to take my take-off position, for no reason at all, the right undercarriage broke, throwing the aircraft on one wing and braking the two spars.

I cannot explain such an accident because I did not hit anything and I hanled the aircraft very smoothly at all times. On the other hand, I am under the impression that the undercariage on the Anson is not strong enough for that aircraft to be equipped with skis.

Yours truly,

M.G. Beaudoin.

Certified true copy
of original: H D

COPY

RIMOUSKI AIRLINES LIMITED

37

Jan. 12th, 1948.

J. Hossack,
Chief Engineer,
Rimouski Air Lines,

On Jan. 11th, 1948 I was advised that Aircraft CF-EHW had sustained damage to its undercarriage. As I was at Forestville at the time, I flew at once with Pilot Paul Lapointe to Lake Casse, where the accident had occured. The following is the report of my observation:

The undercarriage had broken on the right hand side of the aircraft, also both spars broken in the centre of the wing of that same side. The accident occurred around 250' to 300' from where the aircraft was parked, on her way to taking-off with no load. The undercarriage began to break around 25' from where she sits, and in that 25' the Pilot, M. Beaudoin was turning on an angle of approximately 25° leading to the take-off strip. A few inches of snow was covering the ice on the lake and by what I could see the snow was not spread around which indicates very slow taxiing. The undercarriage broke above the upper fittings of the shock strut where they join the upper truss, folding towards the fuselage of the aircraft. I claim invisible internal defects of the undercarriage as the speed indicated by the slight trace in the snow, also the very thin coat of snow covering the ice could not actually hit hard enough to cause breaking of the undercarriage in that manner.

As far as the wing spar breakage is concerned, it is obvious that it cannot be repaired due to excessive damge, which was caused by hitting the ice when the undercarriage broke.

I recommend CF-EHW to be used for salvage only.

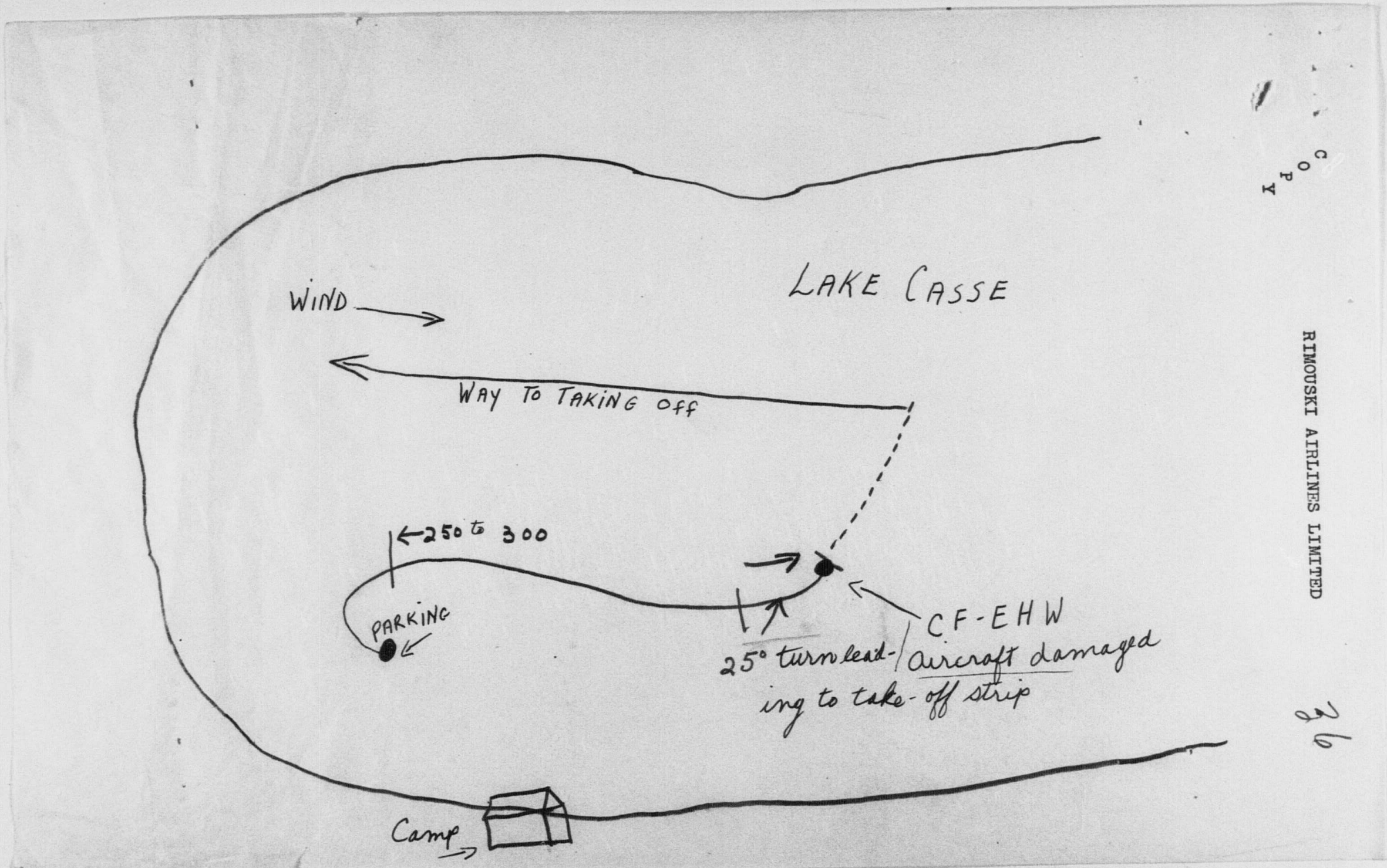
I attach herewith a brief sketch to support my explaination.

J. R. Marquis
Air Engineer A-2478
Rimouski Air Lines.

Certified true copy
of original: A. D.

COPY

RIMOUSKI AIRLINES LIMITED



C
O
P
Y

RIMOUSKI AIRLINES LIMITED

35

Jan. 13th, 1948.

Mr.J.L. Blondeau,
District Inspector, Air Regulations,
Dept. of Transport,
910 Confederation Building,
Montreal, Que.

Dear Sir:

This is to notify you that Anson Aircraft CF-EHW owned by Rimouski Airlines Ltd., is now declared permanently unairworthy and will be salvaged for spare parts only.

Attached please find report on the nature of the accident, accompanied with sketch, as submitted by J.R. Marquis, Air Engineer A-2478.

I am also enclosing the Certificate of Airworthiness and Certificate of Registration for this aircraft.

For further information with regard to the above matter, please contact the undersigned.

Respectfully Yours,

J. Hossack, A-2220
Chief Engineer
Rimouski Airlines Ltd.

Certified true copy
of original: J.D.

/js

VALID FOR DAY FLYING ONLY

40

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1930

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) (17.5.47) RIMOUSKI AIRLINES LTD. DIONNE ~~GAGNON~~ ~~CUMMINGS~~
2. Christian name Albert ~~Alphee~~ ~~H.R.~~
3. Address ~~(operating under the name of Syndicat d'Aviation de Rimouski)~~ Rimouski, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft, Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-EHW

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. MDF-44
8. Place and year of construction of aircraft Montreal, P.Q. April 1944

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) Nine

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d, & e
15. Maximum span (in flying position) 56' 6"
16. Maximum length (in flying position) 42' 3"
17. Total height (with and without trolley in case of seaplanes) 11' 2"

The maximum 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 ..... Pratt & Whitney .....

20. Types ..... Wasp SB3 .....

21. International power of the engine or engines at .....

Take-off (a) Sea Level ....450.... H.P. at ....2300.... revolutions per minute.
(International number of revolutions)

M.E.T.O. (b) Reduced to sea level ....400.... H.P. at ....2200.... 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 ....Hoover.... No .....
Pitch ....Constant Speed.... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	6792 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	1008 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks ....Four....	
(b) Capacity of tanks ....140.... Imp. gals.	
27. Oil	144 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks ....Two....	
(b) Capacity of tanks ....16.... 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....	1346 lbs.
32. Maximum total weight authorized	lbs.
Landplane	9460 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane ....Nine thousand four hundred and sixty 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 ....56.4.... inches and ....68.... 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 ....2200.... 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 ....January 14, 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 ....29th.... day of ....April.... 1947.

.....
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	2	Engine Revolution Counters
Altimeter	2	Oil Pressure Gauges
Airspeed Indicator	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
		Jan. 14, 1948 June 2nd, 1948.	J. P. Patterson H. L. 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.

RM

41 2462A 8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5968

NATIONALITY AND REGISTRATION MARKS CF-EHW

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft, Limited, Montreal, P.Q.
3. Constructor's serial number	MDF-44
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 17th 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-EHW and is of Canadian nationality.

Given at Ottawa this 25th day of July 19 47.

H. L. Watts

Superintendent, Air Regulations.

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

Not valid after June 2nd, 1948, unless endorsed.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

42

2
6-47

CAR

910 Confederation Building,
Montreal 2, Que., Feb. 12, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E8-23	ANSON MK. V - CF-EHW	5008-E8-23

File Please

A36856

REGISTERED

TRANSPORT-RECORDS
FEB 13 P.M.
File 5008-E8-23

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Further to our letter of February 11, 1948.

2. It is disclosed that we omitted to include Certificates of Registration No. 5968 and Airworthiness No. 1930 for the subject aircraft, and these are now enclosed herewith.

J. L. Blondeau

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:gd
Encl.

NW

PA

5808-E8.23

2181

A23825

DEPARTMENT OF TRANSPORT
RADIO DIVISION
INSPECTION REPORT—AIRCRAFT STATIONS

Aircraft registration marking CF-KIW Make, type and serial number ANSON V 11949

Registered owner SYNDICAT RIMOUSKI, RIMOUSKI, P.Q.

If operated by other than registered owner state whom -

Route (or area) normally operates RIMOUSKI TO NORTH SHORE POINTS

Normal base RIMOUSKI AIRPORT, RIMOUSKI, P.Q.

Class of service performed (passenger, freight, mail) COMMERCIAL

Certificate of Airworthiness No. ..... Date of expiration .....

Radio Licence No. 709 1946 1947 Is certified copy carried in log book? -

Transmitters (make, type and frequency range) LEAR T30 AB 2.9 Mcs. to 7 Mcs.

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	3105	Yes	A3	20	DEPARTMENT OF TRANSPORT

Particulars of power supply 12 VOLT AIRCRAFT BATTERY

Receivers (make, type and frequency range) (a) Communication RCBB 3 to 7 Mcs.
(b) Homing or radio range 200 to 400 Mcs. 50 to 1.7 Mcs.

Battery drain of radio equipment (a) Transmitters 10.8 (b) Receivers 2.1

Particulars of location each transmitting and receiving unit IN ACCORDANCE WITH APPROVED DRAWINGS #106 & #107. AIRCRAFT INDUSTRIES

Weight of radio equipment (a) Transmitters (b) Receivers (c) Misc 35.6 Lbs.

Particulars of antenna system(s) (1) Fixed fin to Foremast (2) Trailing Retractable

Particulars of any radio instruments with which aircraft fitted but not mentioned above .....

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

Alterations or additions to radio installation since last airworthiness inspection New Installation

Type of Compass Direct Autosyn

Compass error due to: (a) Earphones 0 (b) Receivers 0 (c) Transmitters 0

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

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) May 3rd, 1947 St. Johns, P.Q.

REMARKS This Aircraft operated from Rimouski to North Shore points - non scheduled - Commercial passengers & freight. The Radio equipment is satisfactory. Pilot not assigned at time of inspection.

J.B.M. Ormond

(J.B. McOrmond)
Signature of Radio Inspector.

USE BACK OF FORM IF MORE SPACE REQUIRED

PA

5008-E 8-23

2181 44

A23840

DEPARTMENT OF TRANSPORT
RADIO DIVISION
INSPECTION REPORT—AIRCRAFT STATIONS

Aircraft registration marking CF - HHV Make, type and serial number Anson MK V - serial 11949

Registered owner Hanhover Air Services Ltd., Municipal Airport, Oshawa, Ontario.

If operated by other than registered owner state whom

Route (or area) normally operates Canada.

Normal base Oshawa Airport.

Class of service performed (passenger, freight, mail) -

Certificate of Airworthiness No None-at present. Date of expiration -

Radio Licence No Applying for. 19 19 Is certified copy carried in log book?

Transmitters (make, type and frequency range) Harvey transceiver ATR 3 - 12. 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
		Yes	A3	12 W.	

Particulars of power supply From 12 V. battery to vibropack, output 335 V - 135 MA.

Receivers (make, type and frequency range) (a) Communication

(b) Homing or radio range ATR3 - 200-400 KC 550 - 1500 KC

Battery drain of radio equipment (a) Transmitters 5 amp. (b) Receivers 3.5 amp.

Particulars of location each transmitting and receiving unit Mounted directly behind co-pilot seat about 2" to right of entrance to pilot compartment.

Weight of radio equipment (a) Transmitters

(b) Receivers 14½ lbs.

(c) Misc

Particulars of antenna system(s) From mast over cockpit to leading edge of fin 40' leadin from forward end of antenna through plexiglass top to transmitter, approx. 6'

Particulars of any radio instruments with which aircraft fitted but not mentioned above

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

Alterations or additions to radio installation since last airworthiness inspection

Type of Compass

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.

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) Jan. 9, 1947 - Oshawa Airport - not made in presence of Civil Aviation Inspector.

REMARKS Identical installation to CF-HHV.

Apparatus installed but plane in hangar - unable to test.

H R Mason

(H.R. Mason) Signature of Radio Inspector.

Radio Inspector.

USE BACK OF FORM IF MORE SPACE REQUIRED

FILE No. 5008- E9 -1 VOLUME No. 1

VOL.1

5008- E9-1

DEPARTMENT OF TRANSPORT

FROM NOV. 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT . INSPECTION REGISTRATION.

SUB-SUBJECT REGISTRATION, INSPECTION, & OPERATION

FILE TITLE CF- E.I.A. - (ANSON V.)

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 -5 47	27005	CRL			DEC 5 947
DEC 5 947		CAR		HH	DEC -8 47
DEC 23 47	30610	CAE		HH	JAN 8 - 1948
		C.A.E.		RL	JAN 8 - 1948
JAN 22 1948	32881	CAR			JAN 30 1948
		Ca I.		WWK	JAN 22 1948
JAN 19 1949	31232	CAR	15-1-48	HH	JAN 30 1948
29.1.48	33921	CAR		VBCW	JAN 30 1948
FEB 16 48	B.F. 15.2.48	CAR	15-3-48	HH	FEB 17 48
FEB 19 1948	36270	CAR		HH	FEB 21 48
	39343	CAR		GJ	
MAR - 1948 APR 13	48	CAS			APR 14 48
	B.F. 15/3/48	CAR		VBCW	APR 13 48

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

9-46
58825
L. L. Co.

FILE NO. L 38 - E 9 - 1

VOLUME NO. 1

VOL. 1

5008 - E 9 - 1

DEPARTMENT OF TRANSPORT

FROM NOVEMBER - 1946

TO

CROSS REFERENCES

AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CIA (ANSON V)

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
	58015	S.A.R.	31.12.46	GJ	NOV 26
	BF Dec 31	SAR			
		CAI ①			MAR 17
7.1947		Trans.			MAR 20 1947
	As Requested	C.A.R.			DEC 2 47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 / 9

8-45

TORONTO November 21st, 1946

PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-1	REGISTRATION ANSON V, C F / E I A, Serial #4239 (R.C.A.F. No. 11869)	

TRANSPORT RECORDS
NOV 22 A.M 1946
5008-E9-1
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Attached hereto are the following papers relating to the registration of Anson V, C F / E I A, Serial No. 4239, formerly R.C.A.F. No. 11869. This aircraft was purchased by La Sarre Air Services from War Assets through Kashower Air Services.

58015

(a) Application forms.
(b) Notice of Sale - War Assets - Kashower Air Services.
(c) Bill of Sale - Kashower Air services to La Sarre Air Services.
(d) Certification as to weight.
(e) Report of overhaul by Weston Aircraft.
(f) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

Hestons Aircraft
EIA

241.3
6.39

P188
Receipt No
76443
$10.00

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. La Sarre Air Services Ltd.

Signature of Applicant xPer: F. X. Martel
President

Date of Application November 16th, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
LA SARRE AIR SERVICES LTD.,	d'Abitibi, Quebec.	British
Martel, F.Xavier	La Sarre Co D'Abitibi, Qué.	British
Chabot Victorien	La Sarre Co. D'Abitibi Qué.	"
Letourneau Willie	La Sarre Co. D'Abitibi Qué.	"
Poulin J.Philippe	La Sarre Co. D'Abitibi Qué.	"
Hamel Jean	La Sarre Co. D'Abitibi Qué.	"

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Martel F.Xavier	President	La Sarre Qué.	British
Chabot Victorien	Chairman	La Sarre Qué.	"
Letourneau Willie	Director	La Sarre Qué	"
Poulin J.Philippe	"	La Sarre Qué.	"
Hamel Jean	"	La Sarre Qué.	

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

Usual Station d'Abitibi, Quebec

Date of manufacture or reconstruction December 31, 1943

Crew required 1.

Accommodation for what number of passengers Freighter

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 Federal Aircraft

Type Mark V Maker's No. 4239

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	57'	Same
Length o/a in feet	43' 6"	"
Height o/a in feet	11' 3"	"

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 6,754 lbs.

Total weight authorized (fully loaded) in lbs 9460 Air speed 130 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Standard Air Lines Instruments
2. Gauges Petrol Gauges(Sutton-Horsley-Electrical) Suction(H.G.)
3. Lights Port-double lamp; Fixed-Navigation & Tail; cockpit & Cabin
4. Signals None
5. Fire Extinguishers 1 Automatic and 1 Hand extinguisher
6. Parachutes None
7. Tools None
8. Other Equipment Magnesyn Compass

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P & W Jr.	Same		
Pusher or Tractor	Tractor	"		
Right or Left Hand	Right	"		
No. of Cylinders	9	9		
H.P.	450	450		
Bore	131.8	131.8		
Stroke	131.8	131.8		

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. EIA allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

This aircraft from R.C.A.F. No. 11869.

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.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. La Sarre Air Services Lted.

Signature of Applicant Per W. M. Martel
President

Date of Application November 16th, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
LA SARRE AIR SERVICES LTD.,	d'Abitibi, Quebec.	British
Martel F.Xavier	La Sarre, Co.d'Abitibi, P.Qué.	British Subject.
Chabot Victorien	La Sarre, Co. D'Abitibi, P.Qué.	British
Letourneau Willie	La Sarre, Co. D'Abitibi, P.Qué.	British
Poulin J.Philippe	La Sarre, Co. D'Abitibi, P.Qué.	British
Hamel Jean	La Sarre, Co. D'Abitibi, P.Qué.	British

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Martel F.Xavier	President	La Sarre Qué.	British
Chabot Victorien	Chairman	La Sarre Qué.	"
Letourneau Willie	Director	La Sarre Qué.	"
Poulin E.Philippe	"	La Sarre Qué.	"
Hamel Jean	"	La Sarre Qué.	"

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

Usual Station d'Abitibi, Quebec

Date of manufacture or reconstruction December 31, 1943

Crew required 1.

Accommodation for what number of passengers Freighter

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: **Federal Aircraft**

Type: **Mark V** Maker's No.: **4239**

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	57'	Same
Length o/a in feet	43' 6"	"
Height o/a in feet	11' 3"	"

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil: **6,754 lbs.**

Total weight authorized (fully loaded) in lbs: **9460** Air speed: **130** miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: **Standard Air Lines Instruments**
2. Gauges: **Petrol Gauges(Sutton-Horsley-Electrical) Suction(H.G.)**
3. Lights: **Port-double lamp; Fixed-Navigation & Tail; cockpit & Cabin**
4. Signals: **None**
5. Fire Extinguishers: **1 Automatic and 1 Hand extinguisher**
6. Parachutes: **None**
7. Tools: **None**
8. Other Equipment: **Magnesyn Compass**

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P & W Jr.	Same		
Pusher or Tractor	Tractor	"		
Right or Left Hand	Right	"		
No. of Cylinders	9	9		
H.P.	450	450		
Bore	131.8	131.8		
Stroke	131.8	131.8		

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. **EIA** allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

This aircraft from R.C.A.F. No. 11869.

AWA 1835 - MK 56366 R U S H

TO COLONEL DOUGLAS G JOY DEPT OF TRANSPORT TOR (TCO)

(R) KASHOWER AIR CSC LTD 90 SIMCOE ST OSHAWA

FROM M BIDGOOD A/C SALES DIVN WAC MTL

FOR YOUR INFORMATION AND RECORD ANSON V AIRCRAFT FORMERLY RCAF NO 11869 HAS BEEN SOLD TO KASHOWER AIR SERVICE LTD OSHAWA. THIS AIRCRAFT WAS STORED AT NO 6RD DETACHMENT BRANTFORD NOTIFICATION OF SALE WAS MAILED TO DEPT OF TRANSPORT MONTREAL OCT 15TH.

NOV 18/19/46 9.35 AM MDM

RECEIVED
MESSAGE GIVEN TO
MR. Kashower
TIME 2.57 PM DATE 11/19/46

Form ACA 502
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
(Rev. 3-1-44)

5-

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:
MODEL: Anson Mark V
MANUFACTURER'S SERIAL NO.: 4239
RCAF/C.A.A. IDENTIFICATION MARK: 11869

MANUFACTURER OF ENGINE: Pratt & Whitney
MODEL: Wasp AN-14-B
SERIAL NO.: J.P.210228 & J.P.210914

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 one or more dollars, Kashower Air Service Limited, the undersigned, whose
(Seller)

address is Oshawa, Ontario, does this 20th day of November, 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 .....
(Purchaser)

La Sarre Air Service Incorporated

whose address is La Sarre, Quebec, 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 20th day of November, 19 46

Kashower Air Service Limited
..... [SEAL]
(Seller's signature) Vice-president.

ACKNOWLEDGMENT

STATE OF
COUNTY OF } 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 ..... 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.

.....
Notary Public.

My commission expires ....., 19.....
[SEAL]

U. S. GOVERNMENT PRINTING OFFICE 16-10683-2

November 18, 1946.

Anson (Mk V), Registration CF-EIA, was weighed at Weston Aircraft Limited at Oshawa, Ontario, on Monday, November 18th, 1946.

The Empty Weight was found to be 6,754 lbs.

The complete weighing and balance report will follow immediately.

COX & STEVENS AIRCRAFT CORP.,

R. Seaton
Witness

C.D. Gutelius
C.D. Gutelius
Assistant Treasurer.

Anson Mark V aircraft, R.C.A.F. No. 11869, received at Weston Aircraft Limited, Oshawa, Ontario, on behalf of the owners LaSarre Air Services Ltd., d'Abitibi, Quebec, for Certificate of Airworthiness and the following work was carried out:

Airframe

Inside of fuselage altered to facilitate cargo carrying.
All unnecessary military equipment, with the exception of the front radio operators table and chair were removed.
Formers were installed and faced with plywood from the floor to a halfway point on the fuselage inside.
New batteries were installed.
Draft curtain was moved to rear face of bulkhead.
Interior was cleaned and painted.
Exterior was cleaned and registration installed.
Compass installed and compensated.
Undercarriage retraction tested.
Port inner brake assembly renewed.
Radio installed, checked and tested and then made inoperative.
Aircraft weighed by Cox & Stevens, per attached statement.

Port Engine

No. 7 cylinder was removed and checked for corrosion.
All fuel and oil strainers were cleaned.
Oil tank drained and filled with #100 Intava oil.
Spark plugs removed and reconditioned, set, installed.
Carburetor was flushed.
Magneto points checked for corrosion.
Magneto timing checked.
Engine cleaned down and checked for general airworthiness.

Starboard Engine

No. 2 cylinder was removed and checked for corrosion.
All oil and fuel strainers cleaned.
Oil tank drained and filled with Intava grade 100 oil.
Spark Plugs replaced with reconditioned set.
Carburetor was flushed.
Oil outlet hose at oil tank was renewed.
Magneto points checked for corrosion.
Magneto timing checked.
Engine cleaned down and checked for general airworthiness.

I hereby certify that all work listed has been done using certified materials and according to accepted practice; that all manufacturer's service bulletins affecting safety have been complied with, to date, and that no unapproved modifications have been incorporated and that the airframe is airworthy.

WESTON AIRCRAFT LIMITED,

Gordon Cleeve

"B" License A-1549.

Aircraft CF-EIA (con't)

All controls checked for soundness, correct action and for presence of all locking devices.

A-1549

A-1890

This is to certify that I have test flown Anson aircraft, CF-EIA, and that it performed in a satisfactory manner.

C-2750

8
6-44

ORIGINAL ON FILE

COPY FOR FILE TOR: 5000-29-1

1 Montgomery Avenue, Toronto.
November 21st, 1946.

La Sarre Air Services Ltd.,
D'Abitibi,
P.Q.

Dear Sirs:

Receipt is acknowledged of the following papers relating to the registration of Anson V, R.C.A.F. No. 11869, C F / E I A, Serial No. 4239 which you recently purchased from the War Assets through the Kashower Air Services.

Receipt is acknowledged also of the following:

(a) Application forms.
(b) Notice of sale from War Assets to Kashower Air Services.
(c) Bill of Sale - Kashower Air Services - La Sarre Air Services.
(d) Certification as to weight.
(e) Report on overhaul by Weston Aircraft.
(f) R.C.A.F. aircraft and engine log books.
(g) Fee of $10. 00 (Receipt No. 76443, in the name of Weston Aircraft was forwarded to that Company)

The aircraft and engine log books were also returned to the Weston Aircraft.

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 I A, day visual flying, until January 21st, 1947. The all-up weight of the aircraft is not to exceed 9, 460 lbs.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

c.c. H.Q.
Weston Aircraft.

COX AND STEVENS
AIRCRAFT CORPORATION

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EIA

REPORT NO: 54C

DATED: 19th November, 1946

COX AND STEVENS AIRCRAFT CORPORATION

MONTREAL AIRPORT,

DORVAL, QUEBEC

TITLE

AIRCRAFT WEIGHING AND BALANCE REPORT

CF-EIA

SUBMITTED UNDER

Request of

Mr. Robert Kashower,
Oshawa, Ontario.

MODEL: ANSON MK.V

PREPARED BY: C.D. GUTELIUS

NO. of PAGES: 4

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EIA

1. This aircraft was weighed in the hangar of Weston Aircraft Limited plant at Oshawa, Ontario, on 18th November, 1946.

2. At time of weighing the following conditions applied:-

(a) The aircraft was in flying position. A level placed on the Pilot's Shelf in the Cockpit read zero degrees.

(b) The aircraft contained full fuel, Oil and hydraulic tanks.

(c) The Datum Point used for C.G. calculation is defined by the manufacturer as the intersection of a vertical line measured 46.5 inches forward of the centre line of the front spar and a horizontal line measured 22.65 inches above the thrust line. It is marked on the exterior of the fuselage on the port side by means of a Datum Plug.

(d) The items of removable equipment in the aeroplane are listed on Page 4, of the attached report.

3. The equipment used in the weighing of this aircraft was the Cox & Stevens Aircraft Electric Weighing Kit, Model ES-6A, Serial No. 616.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EIA

ITEM	Wt. Lbs.	Arm Ins.	Positive Moment In. Lbs.	Negative Moment In. Lbs.
Left Main Wheel	3,389			
Right Main Wheel	3,379			
Sub-Total (both Main Wheels)	6,768	44.86	303,612	
Tail Wheel	358	310.88	111,295	
Total (Aircraft as Weighed)	7,126	58.22	414,907	
1.) Items in Aircraft at Time of Weighing which are not included in Empty Weight.				
Fuel - 37 Imp.gals.@ 7.2 lbs./gal.	266	71.5	19,019	
Hydraulic Fluid in excess of tank capacity	8	60.2	482	
Oil - 12 Imp.gals. @ 9 lbs./gal.	108	5.5	594	
Total -	382		20,095	
Total (Aircraft as Weighed)	7,126	58.22	414,907	
Less Total from (1.) above	382		20,095	
AIRCRAFT EMPTY WEIGHT AND MOMENT -	6,744	58.54	394,812	

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EIA

SAMPLE LOADING CONDITIONS

ITEM	Wt. Lbs.	Arm Ins.	Positive Moment In. Lbs.	Negative Moment In. Lbs.
1.) Most Forward Loading Condition				
Empty Weight and Moment	6,744	58.54	394,812	
Fuel - 100 Imp.gals.@7.2 lbs./gal.	720	71.5	51,480	
Oil - 16 Imp. gals. @ 9 lbs./gal.	144	5.5	792	
Pilot & Co-Pilot @ 170 lbs. each	340	22.0	7,480	
TOTAL WEIGHT AND MOMENT -	7,948	57.19	454,564	
2.) Most Aft Loading Condition				
Empty Weight and Moment	6,744	58.54	394,812	
Fuel - 140 Imp.gals.@7,2 lbs./gal.	1,008	71.5	72,072	
Oil - 16 Imp. gals. @ 9 lbs./gal.	144	5.5	792	
Pilot & Co-Pilot @ 170 lbs. each	340	22.0	7,480	
"C" Compt. - 1 Passenger & Cargo	340	75.5	25,670	
"D" Compt. - Cargo	800	145.0	116,000	
"E" Compt. - Cargo	84	190.0	15,960	
TOTAL WEIGHT AND MOMENT -	9,460	66.89	632,786	

(1) The C.G. Limits in inches from the Manufacturer's Datum -

Forward	Aft
56.4	68.0 inches.

(2) It will be noted that the C.G. position of the aircraft as shown in Loading Condition No. 1 above, is within the permissible limits and, therefore, the aircraft need not carry ballast when flown in this condition.

(3) Maximum authorized all-up weight for this type aircraft is 9,460 pounds.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EIA

EQUIPMENT LIST

Items in Aircraft at Time of Weighing

1.) Cushion in Nose.

2.) Instruments

2 Manifold Pressure Gauges
2 Tachometers - Pioneer
2 Oil Temperature gauges
1 Cylinder Head Temperature gauge
1 Rate of Climb Indicator
1 Altimeter
1 Gyro Horizon
1 Air Temperature Gauge
1 Flap Indicator Gauge
1 P-6 Compass
1 Remote Reading Compass Indicator
1 Carb. Air Temperature Gauge
1 Fuel Gauge
2 Brake Pressure Gauges

3.) Pilot & Co-Pilot Seat

4.) 1 Table

5.) 1 Seat

6.) 2 Twelve-volt Batteries

7.) Compt. Aft of Pilot

1 Airspeed Indicator
1 Altimeter
1 Remote Compass Indicator
1 Fuel Air Ratio Gauge
1 Relay Panel

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11

2
8-45

TORONTO, December 27th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-1	ANSON V CF-EIA	5008-E9-1

SAR

63831

TRANSP... RDS
DEC 30 A.M. 1946
File 5008-E9-1

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. With further reference letter to your Headquarters of November 21st/46, and application for Registration of Anson V CF-EIA recently purchased by La Sarre Air Services Ltd., d'Abitibi, Quebec; we are forwarding you herewith weight and balance report prepared by Messrs Cox and Stevens dated November 19th, 1946.

5114 (R)
1615 (A)

(for D.G.Joy)
District Inspector, Air Regulations,
Toronto.

RWG/HT.

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	
NIGHT LETTER	12
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			DAY LETTER CO LECT

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 AR ZION
A LA SARRE AIR SERVICES LTD
LA SARRE QUEBEC

910 CONFEDERATION BUILDING
MONTREAL 2 QUEBEC FEBRUARY 27 1947

AR 696 RETEL THE AUTHORITY GRANTED BY OUR TORONTO OFFICE OPER TE ANSON EASY

ITEM ABLE RENEWED NOT VALID AFTER APRIL TWENTY SIXTH FORTY SEVEN SUBJECT TERMS

PREVIOUS AUTHORITY

72654

P. L. Renaud

J. L. BLONDEAU

CIVIL AVIATION

TRANSPORT - RECORDS
FEB 28 A.M.
5008-E9-1

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5116

NATIONALITY AND REGISTRATION MARKS CF-EIA

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited, Montreal, P.Q.
3. Constructor's serial number	4239
4. Name of owner	La Sarre Air Services Limited
5. Address of owner	Abitibi, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Abitibi, 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 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-EIA and is of Canadian nationality.

Given at Ottawa this 3rd day of March 1947

Superintendent, Air Regulations.

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

VALID FOR DAY FLYING ONLY

/3

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1615

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Lafarre Air Services Limited
2. Christian name
3. Address Abitibi, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-EIA

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. 4259
8. Place and year of construction of aircraft Montreal, P.Q., Dec. 31, 1945

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) ~~One~~ Nine (7.10.47)

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~c-cmlp~~ a, b, c, d & e (7.10.47)
15. Maximum span (in flying position) 56'6"
16. Maximum length (in flying position) 42'5"
17. Total height (with and without trolley in case of seaplanes) 11'8"

ENGINES

18. Number installed ..... Two .....

19. Makes ..... Pratt & Whitney .....

20. Types ..... Wasp Jr. SBS .....

21. International power of the engine or engines at .....

(a) Sea Level ..... 450 ..... H.P. at ..... 2500 ..... revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... 400 H.P. at ..... 2200 ..... revolutions per minute.
at 5000 Ft. (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 ..... Hoover ..... No. .....
Pitch ..... Constant Speed ..... Diameter 7017 (7.10.47)

25. Weight of aircraft empty (ncluding water in the radiators):	*(a)* Landplane	6744	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		1008	lbs.
(a) Number of tanks	Four		
(b) Capacity of tanks	140 Imp. gals.		
27. Oil (at 9·0 lbs. per gallon)		144	lbs.
(a) Number of tanks	Two		
(b) Capacity of tanks	16 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		1121 (7.10.47) 2304	lbs.
32. Maximum total weight authorized			lbs.
Landplane		9460	lbs.
Seaplane			lbs.
Skiplane			lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full) .....
Landplane ..... Nine Thousand Four Hundred & Sixty 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 ..... 86.4 ..... inches and ..... 88 ..... 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 ..... 2200 ..... 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 ..... Nov. 21, 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 ..... 3rd ..... day of ..... March 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:

1	Magnetic Compass	2	Engine Revolution Counter
1	Altimeter	2	Oil Pressure Gauge
1	Airspeed Indicator	2	Oil Temperature Gauge

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

Fire Extinguisher

2 Fitted Engines

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
		Nov. 21, 1947 Dec. 17/48	

(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.

EXCLUSIVE CONNECTION WITH WESTERN UNION

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

FORM 67

CLASS OF SERVICE
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

To J ZION
A LA SARRE AIR SERVICES LTD
LA SARRE QUEBEC

910 CONFEDERATION BUILDING
MONTREAL QUEBEC JANUARY 28 1947

JAN 29 A.M.

5008-E 9-1

67999

AR 820 RETEL THE AUTHORITY GRANTED BY OUR TORONTO OFFICE OPERATE ANSON EASY ITEM ABLE RENEWED NOT VALID AFTER FEBRUARY TWENTY SEVENTH FORTY SEVEN SUBJECT TERMS PREVIOUS AUTHORITY

P L Rinfret
for J L BLONDEAU
CIVIL AVIATION

1500 hrs
AR

Noted

/RM

16

5008-E9-1

REGISTERED

OTTAWA, Ontario.
March 12th , 1947.

La Sarre Air Services Ltd.,
Abitibi,
P.Q.

Dear Sir:-

Enclosed please find Certificate of Registration No.5114 and Certificate of Airworthiness No. 1615 for your Anson V. aircraft CF- EIA , Serial No. 4239.

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. Montreal, P.Q.

17-3-47

2

MDJ/AC'D

12

Ottawa, Ontario, November 17, 1947.

Radio Installation, CF-EIA - Anson V
LaSarre Air Services

6252-308
5008-89-1

District Inspector, Air Regulations,
910 Confederation Building,
1253 McGill College Avenue,
Montreal 2, P.Q.

Attention: Resident Inspector, A.I.D.

1. The Radio Division of this Department has passed to this office a copy of the local Radio Inspector's Report covering the radio installation in CF-EIA.

2. According to this report the radio equipment is very poorly installed with the surplus wiring hanging loosely and the jacks, ear-phones and the microphone not sufficiently protected.

3. Our records show that no drawings covering this installation have been received and it is requested that you investigate this matter thoroughly and insure that the drawings covering this installation are submitted to these Headquarters, please.

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

cc: Mr. H.R. Newcombe
Radio Division

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

A27005 18 2 6-47

910 Confederation Building,
Montreal 2, Que., November 21, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
6252-308 5008-E9-1	Radio Installation, CF-EIA - Anson V Lasarre Air Services	5202-L2 5008-E9-1

CAE (1) CR1 (3) CAR (2)

TRANSPORT - RECORDS
NOV 22 A.M.
5008-C9-1

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

Attention: Chief Aeronautical Engineer

What is this letter plc? RH.

1. Reference your letter of November 17, 1947.

2. No drawings have been submitted by the owners either to this office or to the Radio Branch.

3. The aircraft has been grounded since November 6, and will not be re-certificated until the radio is properly installed or entirely removed.

4. Reference paragraph 3 of your letter, it has been the practice in this District for some time for aircraft owners to furnish installation drawings to the Radio Branch only, the drawings then being forwarded to Radio Headquarters and from there to the C.A.E. Final inspection for airworthiness aspects being carried out in co-operation with the local Radio Inspector.

5. Please advise if this is not a correct interpretation of Radio Circulars Nos. CR1 and CR2.

COPY ON
6252-308

D. T. Jackson,
Resident Inspector, A.I.D.,
for District Inspector, Air Regulations.

DTJ:AR

1 copy RH 22/11/47

MDJ/AO'D

19

Ottawa, Ontario, November 27, 1947.

5802-12
5008-E9-1

Radio Installation CF-EIA - Anson V
LaSarre Air Services

~~6252-308~~
5008-E9-1

District Inspector, Air Regulations,
910 Confederation Building,
1253 McGill College Avenue,
Montreal 2, P.Q.
Attention: Resident Inspector, A.I.D.

1. This will acknowledge your letter of November 21st, 1947.

2. With reference to para. 4 of your letter, we have discussed this matter with officials of the Radio Division who advise that their interpretation of their circulars CR-1 and CR-2, is, that two copies of drawings covering the complete radio installation are required for their use in approving the radio equipment. In addition the Civil Aviation Division requires that two copies of drawings be submitted so that the installation may be approved from an air-worthiness standpoint. It is pointed out that the examination of drawings and the approval of radio installations are carried out independently of the Radio Division.

3. Regarding this specific case of LaSarre Air Services, we were advised that the Radio Inspector while carrying out a routine inspection of aircraft noted this installation and advised the Radio Division, Headquarters accordingly. It was with this in mind that you were requested to investigate this matter and we agree with the action you have taken.

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

cc: Radio Division
(Attn: Mr. H.R. Newcombe)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

20 2 6-47

910 Confederation Building,
Montreal 2, P.Q. December 19, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson Mk. V. CF-EIA	5008-E9-1

TRANSPORT RECORDS
DEC 23 A.M.
File 5008 E9-1

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

A30610

1. Certificate of Registration No. 5114 and Certificate of Airworthiness No. 1615 for the subject machine have been renewed to read not valid after December 17, 1948, in view of a satisfactory inspection report and certification as to airworthiness submitted by Air Engineer A. Racicot. The aircraft has also been inspected by an Inspector from this Department who has recommended renewal of the Certificate of Airworthiness.

2. Certificate of Airworthiness No. 1615 has been amended as follows:

Paragraph 12 - Nine 7-10-47

Paragraph 14 - A,B,C,D,E. 7-10-47

Paragraph 25 - Empty landplane 7017 lbs. 7-10-47.

Paragraph 31 - Maximum commercial load 1121 lbs. 7-10-47

3. Amendments under paragraph 12 and 14 were made in view of a certification submitted by Western Aircraft Limited covering the installation of 8 passenger seats equipped with safety belts, installed in accordance with approved Western Aircraft Limited drawing No. 101.

4. Amendments under paragraphs 25 and 31 were made in view of a Weight Report submitted by Mr. A. Racicot.

J.P. Fournier,
for District Inspector, Air Regulations.

JPF/mp

DEPARTMENT OF TRANSPORT

21

2
6-47

INTRA-DEPARTMENTAL CORRESPONDENCE

910 Confederation Building,
Montreal 2, P.Q. December 30, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
Fete Fleet CAR	Anson CF-EIA	5008-E9-1

A31232

TRANSPORT-RECORDS
DEC 31 A.M.
File 5008-E9-1

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

1. Further to our letter of December 19, 1947, reporting renewal of, and amendments to, the Certificates of Registration and Airworthiness for the subject aircraft, it is desired to advise that the radio installation in this machine has been entirely removed.

2. For your information and records, please.

J.P. Fournier,
for District Inspector, Air Regulations.

JPF/mp

HTP/HMC

22

OTTAWA ONTARIO JANUARY 7 1948

5008-E9-1

ANSON MK. V. CF-EIA

5008-E9-1

District Inspector, Air Regulations,
910 Confederation Building,
1253 McGill College Avenue,
MONTREAL 2, Quebec

1. Reference is made to your letter of December 19, 1947, renewing the Certificates of Registration and Airworthiness and also amendments made to Airworthiness Certificate No. 1615. In addition, to those quoted in your letter, may the following be included, please:-

Foot-note, Page 3. "Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made".

(S. Graham),
Superintendent, Air Regulations

Phone: 56

P. O. Box: 216

PRESIDENT
F. X. M[illegible]

La Sarre Air Services Ltd.

CARGO & PASSENGERS

La Sarre, Que.

SECRETARY
J. Philippe Poulin

23

January 10th, 1947.

A32881

TRANSPORT-RECORDS
JAN 15 A.M.
File 580.C7

Controller of Civil Aviation.
Hunter Building.
Ottawa. Ont.

Dear Sir:-

I wish to report an accident concerning aircraft registration CF-EIA an Anson V the property of La Sarre Air Service Ltd. The aircraft was completely destroyed by fire, but no passenger or crew were injured.

On the Morning of Jan. 10th, 1948 at approx. 10.30 A.M. while taxying out to take off from Wawagosik Lake 50 miles north east of La Sarre with 3 passengers 2 babes in Arm Pilot & Engineer, the right oleo or shock leg gave way puncturing the wing gas tank and catching fire immediately.

It was impossible to take any extinguishing action as the fire started at the excape door and the passengers had to be evacuated within a few seconds, within 15 minutes the aircraft was totally destroyed.

G. R. Pauli pilot
La Sarre Air Service.

G R Pauli

MR. PATTERSON.
To note write off pls.
27-1-48 H. J.

ENTERED ON CARDS

Entered on Accident Cards

ENTERED IN ACCIDENT RECORDS
H. J.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102B

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	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

25

910 CONFEDERATION BUILDING
MONTREAL QUEBEC JANUARY 21 47

TRANSPORT RECORDS
JAN 24
File 500 E 9-1

E C HOGAN
HOTEL VICTORIA
MAIN STREET
LASARRE QUEBEC

A33921

ARQ 103 PLEASE SUBMIT DETAILED REPORT FIRE EASY ITEM

ABLE IMMEDIATELY stop TREAT AS URGENT

J P FOURNIER

C I V I L A V I A T I O N

1045 HRS
MP

OTTAWA

C
O
P
Y

HOTEL VICTORIA.

24

Jan. 17th, 1948.

Mr.J.L.Blondeau,
District Inspector, Air Regulations,
910 Confederation Building,
1253 McGill College Avenue,
Montreal 2, Quebec.

Dear Sir:

I'm really in a spot, if I tell you what happened to the Anson Mk. V the property of La Sarre Air Service. I most likely will lose my job and on the other hand if I dont tell you and you should find out by some one else, I would be on the spot again.

What makes me so mad about the whole affair is that I nearly lost my life and so did six other people. I can tell you this much that the starboard-Oleo strut exploded though no fault of the Aircraft. I would not say anything but ! the aircraft was not insured and what happened I would not like to see happen again.

Please advise me at the above address, that is if you wish me to give you a full report on how the Aircraft burnt However if you think I should keep it to myself I just went say a word.

All I wish to do is clear myself with your department . I will feel a lot better when it is off my chest.

Yours very truly,

Fed Hogan.

Certified true copy of original: CA

2 aircrew Cg Books

AC-5-61 /RM

5008-E9-1

OTTAWA, Ontario,
February 10th, ~~1947~~ 1948.

REGISTERED

La Sarre Air Services Limited,
Abitibi,
P.Q.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-~~EIA~~.

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.

P.S. Also enclosed are two Aircrew Log Books.

cc. D.I.A.R. Montreal, P.Q.

Ottawa

feb Plaers
CAR

27

5008-E9-1

TRANSPORT-RECORDS
FEB 10 A.M.
File 5008-E9-1

910 Confederation Building,
Montreal 2, P.Q. February 7, 1948

A36270

La Sarre Air Service Limited,
La Sarre, P.Q.

Gentlemen:

It is requested that the Certificates of Registration and Airworthiness for your Anson CF-EIA be returned to this office in view of the destruction of this aircraft by fire on January 10, 1948.

Yours truly,

J.L Blondeau,
District Inspector, Air Regulations.

JLB/mp

910 Confederation Building,
Montreal 2, P.Q. February 9, 1948

Anson Mk. V CF-EIA

5008-E9-1

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

1. On January 10, 1948, the subject aircraft owned by La Sarre Air Service Limited was destroyed by fire and we understand that Pilot G.R. Pauli submitted a report concerning this accident directly to the Controller of Civil Aviation.

2. On January 17, 1948, Pilot Engineer E.C.J. Hogan wrote to this office leaving to understand that there was something the matter regarding the cause of this accident in view of which we wired Mr. Hogan to supply us with further details. Further information was supplied by Mr. Hogan on January 24, 1948, and copies of this gentleman's letters are enclosed herewith.

3. On January 30, 1948, Engineer Hogan visited this office and the case was discussed at length. In his verbal explanations Mr. Hogan was much more explicit and stated that the cause of the fire of this aircraft may definitely be attributed to oxygen having been compressed into one oleo leg instead of air. Mr. Hogan claims he examined the oleo leg in question after the fire and found same burst open as a result of an explosion. He also explained that after returning to his base he carried out an investigation of his own, and disclosed that one Mr. Martel, of La Sarre Air Service, had in fact used a cylinder of oxygen to compress the aforementioned oleo leg as suspected.

4. La Sarre, P.Q. being in the Ottawa District, this matter is submitted for your information and desired action.

5. It is the opinion of the writer, however, that the dangers of using oxygen in oleo legs be brought to the attention of Operators, Pilots, and Engineers in the form of a circular.

J.L. Blondeau,
District Inspector, Air Regulations.

JLB/mp

P.S. Enclosed herewith is a photograph of CF-EIA during the fire.

COPY

HOTEL VICTORIA.

29

Jan..17th,1948.

Mr.J.L.Blondeau,
District Inspector,
Air Regulations,
910 Confederation Building,
1253 McGill College Avenue,
Montreal 2, Quebec.

Dear Sir:

I'm really in a spot, if I tell you what happened to the Anson Mk.V the property of La Sarre Air Service. I most likely will lose my job and on the other handif I dont tell you and you should find out by some one else, I would be on the spot again.

What makes me so mad about the whole affair is that I nearly lost my life and so did dix other people. I can tell you this much that the starboard-Oleo strut exploded through no fault of the Aircraft. I would not say anything but the aircraft was not insured and what happened I would not like to see happen again.

Please advise me at the above address, that is if you wish me to give you a full report on how the Aircraft burnt. However if you think I should keep it to myself I just wont say a word.

All I wish to do is clear myself with your department. I will feel a lot better when it is off my

Youre very truly,

TED HOGAN.

Certified true copy of original: CJ

COPY

HOTEL VICTORIA.

LA SARRE, QUE, January 24th, 1948.

Department of Transport,
District Inspector,
Civil Aviation,
910 Confederation Building,
Montreal 3, Que.

Dear Sir:

In reference to the report sent in to the Controller of Civil Aviation and a copy sent to the District Inspector, Air Regulations, Montreal, I wish to certify that I am air engineer for the La Sarre Air Service, did help Mr. G. Pauli to dictate previous report giving possible causes of Anson Mk V Aircraft being totally destroyed by fire.

I wish to state that I arrived at La Sarre Que, on the night of January 8th, to work for La Sarre Air Service, as Air Engineer.

I inspected the Company's aircraft which consisted of a Fleet C-85 and an Anson Mk V and found that the Airframe and engines were in airworthy condition. I did the inspection of the Aircraft on the 9th of January. I also inspected aircraft on the morning of January the 10th. The Anson Aircraft was totally destroyed by fire on the 10th of January at Lake Wawagasik approximately 50 miles North-East of La Sarre.

Mr. George Pauli and myself on further investigation, have now come to the conclusion that the Anson Aircraft was destroyed by other means rather than given in first report. I now find that at an earlier date the oleo landing strut "Starboard" dropped and the mechanic at that time raised the Oleo undercarriage strut to the proper level by applying compressed oxygen by mistake instead of compressed air to the air chamber. There is a possibility that this may have been the reason for the collapse of the "Starboard" undercarriage strut, I may be wrong thinking that the compressed oxygen in the air chamber of the Oleo strut could form gases which could blow the leg off.

Yours very truly,

E. Hogan.

Certified true copy of original.

C
O
P
Y

HOTEL VICTORIA.

LA SARRE, QUE, January 24th, 1948.

Department of Transport,
District Inspector,
Civil Aviation,
910 Confederation Building,
Montreal 2, Que.

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Yours very truly,

E.Hogan.

Certified true copy of original: CJ

C
O
P
Y

HOTEL VICTORIA.

33

Jan..17th,1948.

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District Inspector,
Air Regulations,
910 Confederation Building,
1253 McGill College Avenue,
Montreal 2, Quebec.

Dear Sir:

I'm really in a spot, If I tell you what happened to the Anson Mk.V the property of La Sarre Air Service. I most likely will lose my job and on the other handif I dont tell you and you should find out by some one else, I would be on the spot again.

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Yours very truly,

TED HOGAN.

Certified true copy of original: C.J.

5. It is the opinion of the writer, however, that the dangers of using oxygen in oleo legs be brought to the attention of Operators, Pilots, and Engineers in the form of a circular.

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations.

JLB/mp

P.S. Enclosed herewith is a photograph of CF-EIA during the fire.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

5591 35 2

6-47

910 Confederation Building,
Montreal 2, P.Q. February 9, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson Mk. V CF-EIA	5008-E9-1

TRANSPORT-RECORDS
FEB 10 A.M.
File 5008-E9-1

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

1. On January 10, 1948, the subject aircraft owned by La Sarre Air Service Limited was destroyed by fire and we understand that Pilot G.R. Pauli submitted a report concerning this accident directly to the Controller of Civil Aviation.

2. On January 17, 1948, Pilot Engineer E.C.J. Hogan wrote to this office leaving to understand that there was something the matter regarding the cause of this accident in view of which we wired Mr. Hogan to supply us with further details. Further information was supplied by Mr. Hogan on January 24, 1948, and copies of this gentleman's letters are enclosed herewith.

3. On January 30, 1948, Engineer Hogan visited this office and the case was discussed at length. In his verbal explanations Mr. Hogan was much more explicit and stated that the cause of the fire of this aircraft may definitely be attributed to oxygen having been compressed into one oleo leg instead of air. Mr. Hogan claims he examined the oleo leg in question after the fire and found same burst open as a result of an explosion. He also explained that after returning to his base he carried out an investigation of his own, and disclosed that one Mr. Martel, of La Sarre Air Service, had in fact used a cylinder of oxygen to compress the aforementioned oleo leg as suspected.

4. La Sarre, P.Q. being in the Ottawa District, this matter is submitted for your information and desired action.

M.P.G.

COPY

ORIGINAL ON FILE 5258-253

COPY FOR FILE 5008-E9-1

DEPARTMENT OF TRANSPORT

OTTAWA, March 2, 1948.

Inspection Trip - LaSarre, P.Q.
La Sarre Air Service Ltd.

A 2864

MEMORANDUM TO S.A.R.

1. Inspected Log Books, licences of personnel and found them to be in order. This is a new company and shows a great deal of interest in their operation. They have at present a well marked field. Runways are clearly marked with Christmas trees and the field, in general, in excellent shape. La Sarre has more ambition of establishing an air service than any place I have been to date. They presently own three Fleet Canucks and one D.H. 82 aircraft. All aircraft will be operated from Lac Mance, Quebec, during summer season.

2. Mr. Martel, who owns his own aircraft, has changed same from private to commercial registry. Action has already been taken.

3. Investigated and accident to Anson CF-EIA. Mr. Pauli, pilot and instructor for this company states that due to a boner on the part of the garage, oxygen was sent to them instead of compressed air, which, when put into the oleo leg of the Anson, caused a terrific explosion, making a 14-inch split in compression chamber.

4. I do not feel that further action be taken in this instance, as I am sure repetition of this nature will not occur.

5. La Sarre Air Service in general have a good deal of students. Five were tested and showed an above average demonstration. They have no hangar at the present time, but have a workshop, sitting room and refuelling facilities.

6. Submitted for your information.

W.R. Lavery,
Inspector, Air Regulations,

8
11-47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3 20
6-47

910 Confederation Building,
Montreal 2, Que., March 3, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-1	ANSON MK. V - CF-EIA	5008-E9-1

A39343

TRANSPORT-RECORDS
MAR 4 A.M.
File 5008-E9-1

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. In view of the complete destruction of the subject aircraft, as reported to Headquarters on February 9, 1948, the return of the Certificates of Registration and Airworthiness for this machine was requested of La Sarre Air Services Limited, who now advise that these certificates as well as the Log Books, were destroyed in the fire.

2. This is submitted for your information and records, please.

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:gd

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

PSW/EM

OTTAWA, Ontario, April 7th, 1948.
PLACE DATE

YOUR

SUBJECT: Accident Anson V aircraft, CF-EIA

OUR FILE: 5008-E9-1

A 2570

MEMORANDUM TO C.A.R.

1. On January 10, 1948 CF-EIA was totally destroyed by fire, no injuries sustained to crew or passengers.

2. Cause of the fire was attributed to oxygen having being compressed into one oleo leg instead of air. The resulting explosion burst the leg and set the aircraft on fire. The oxygen was supplied by a garage as compressed air and used by the air engineer as such. It is noted that there is no difference between the threaded fittings of either the compressed air or oxygen bottles.

3. The District Inspector, Montreal, recommends an Information Circular regarding the dangers resulting from using oxygen in this manner. The writer feels this is unnecessary because of the following:

(1) No one would deliberately inflate an aircraft oleo leg with compressed oxygen especially when work of this nature is carried out by trained personnel.

(2) This is an isolated case and probably will not happen again.

4. Submitted, please.

P.S. Walker

(P. S. Walker),
Inspector, Air Regulations.

ENTERED ON CARDS

FILE No. 5008 - E 9 - 3

VOLUME No. 2

VOL. 2

5008 - E 9 - 3

DEPARTMENT OF TRANSPORT

FROM Jan 1947

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - EIC — ANSON V.

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
	5008-E3-9 (0385)	G		Z	MAR 27 1953

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

1
11-48

FILE No. 5008 - E9 - 3 VOLUME No 1

DEPARTMENT OF TRANSPORT

FROM JAN. 1947.
TO

SUBJECT AIRCRAFT: INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EIC - ANSON V

CROSS REFERENCES

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

5008 - E9 - 3 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
MAY	67865	CAR		LS	FEB 6 (1)
MAY 21 1947	71451	CAR		EJ	MAY 17 1947
		CAI			MAY 17 1947
MAY 17 1947		Treas			MAY 23 1947
JUL 21 1947	12693	CAR			JUL 30 1947
		CAR			AUG 1 1947
JUL 30 1947		Treas			JUL 30 1947
SEP 23 1947	As requested	CAR		EJ	SEP 25 1947
	(5008-E9-23) 35249	DA		DA	

COX AND STEVENS
AIRCRAFT CORPORATION

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK.V - CF-EIC

REPORT NO: 69C

DATED: 11th January, 1947

COX AND STEVENS AIRCRAFT CORPORATION

MONTREAL AIRPORT,

DORVAL, QUEBEC.

TITLE

AIRCRAFT WEIGHING

AND

BALANCE REPORT

ANSON MK.V

CF-EIC

SUBMITTED UNDER

Request of

Mr. R. Kashower,
90 Simcoe St.S.,
Oshawa, Ont.

PREPARED BY: C.D. GUTELIUS

NO. of PAGES: 4

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK."V" - CF-EIC

1. This aircraft was weighed in the hangar of Weston Aircraft Limited plant at Oshawa, Ontario, on 10th January, 1947.

2. At time of weighing the following conditions applied:

   (a) The aircraft was in "flying Position", a level placed on the Pilot's Shelf in the Cockpit read zero degrees.

   (b) The aircraft contained 55 Imperial gallons of Fuel and 10 Imperial gallons of Oil at time of weighing.

   (c) The Datum Point used for C.G. calculation is defined by the manufacturer as the intersection of a vertical line measured 46.5 inches forward of the centre line of the front spar and a horizontal line measured 22.65 inches above the thrust line. It is marked on the exterior of the fuselage on the port side by means of a Datum Plug.

   (d) The items of removable equipment in the aeroplane are listed on Page 4, of the attached report.

3. Equipment used in the weighing of this aircraft was the Cox & Stevens Aircraft Electric Weighing Kit, Model ES-6A, Serial No. 616.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK."V" - CF-EIC

ITEM	Wt. Lbs.	Arm Ins.	Moment In. Lbs.
Left Main Wheel	3,261		
Right Main Wheel	3,576		
Sub-Total (both Main Wheels)	6,837	45.5	311,083
Tail Reaction Point	370	304.7	112,739
Total (Aircraft as Weighed)	7,207	58.81	423,822
1.) Less Items in Aircraft at Time of Weighing which are not part of Empty Weight.			
Fuel - 55 Imp.@ 7.2 lbs./gal.	396	71.5	28,314
Oil - 10 Imp. @ 9 lbs./gal.	90	5.5	495
Total -	486		28,809
2.) Plus Items not in Aircraft at Time of Weighing which are part of Empty Weight.			
Seats - 8 @ 23 lbs. each	184	125	23,000
Carpet	30	130	3,900
Total -	214		26,900
Total (Aircraft as Weighed)	7,207	58.81	423,822
Less Total from (1) above	- 486		-28,809
	6,721		395,013
Plus Total from (2) above	214		26,900
EMPTY WEIGHT AND MOMENT -	6,935	60.84	421,913

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON MK."V" - CF-EIC

ITEM	Wt. Lbs.	Arm Ins.	Positive Moment In.Lbs.	Negative Moment In. Lbs.
1.) MOST FORWARD LOADING CONDITION				
Empty Weight and Moment	6,935	60.84	421,913	
Fuel - 100 Imp.@ 7.2 lbs./gal.	720	71.5	51,480	
Oil - 12 Imp. @ 9 lbs./gal.	108	5.5	594	
Pilot & Co-Pilot @ 170 lbs.each	340	22.0	7,480	
TOTAL WEIGHT AND MOMENT -	8,103	59.42	481,467	
2.) MOST AFT LOADING CONDITION				
Empty Weight and Moment	6,935	60.84	421,913	
Fuel - 101 Imp.@7.2 lbs./gal.	727	71.5	51,980	
Oil - 12 Imp. @ 9 lbs./gal.	108	5.5	594	
Pilot & Co-Pilot @ 170 lbs.each	340	22.0	7,480	
"C" Compt. 1st Row - 2 @ 170 lbs.ea.	340	82.0	27,880	
"D" Compt. 2nd Row - 2 @ 170 lbs.ea.	340	125.5	42,670	
"E" Compt. 3rd Row - 2 @ 170 lbs.ea.	340	168.5	57,290	
"F" Compt. 4th Row - 1 @ 170 lbs.	170	209.5	35,615	
Baggage in Nose Compartment	160	-36		5,760
TOTAL WEIGHT AND MOMENT -	9,460	67.62	639,662	

1.) The C.G. Limits in inches from the Manufacturer's Datum:-

Forward		Aft.
56.4	to	68.0 inches.

2.) It will be noted that the C.G. position of the aircraft as shown in Loading Condition No.(1.) above, is within the permissible limits and, therefore, the aircraft need not carry ballast when flown in this condition.

3.) Maximum authorized all-up weight for this type aircraft is 9,460 pounds.

4.) Reference Loading Condition No. (2.) above, an additional passenger may be carried in the 4th Row if the Fuel Load is decreased to 75 Imperial Gallons.

AIRCRAFT WEIGHING AND BALANCE REPORT

ANSON "V" - CF-EIC

Nose

One Cushion
1 Voltage Regulator
1 Ballast Tube

Pilot's Compartment

Pilot and Co-Pilot Seats
Seat Cushions
Safety Belts

Forward Cabin

Two 12-volt Exide Batteries
Junction Box
Two Passenger Seats

Mid-Cabin

4 Passenger Seats

Rear Cabin

2 Passenger Seats

Learadio (Located in front of Instrument Panel)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

2
8-45

TORONTO, January 27th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-3	Anson V - CF-EIC	5008-E9-3

67865

TRANSPORT - RECORDS
JAN 28 A.M.
5008-E9-3
File

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto is Cox & Stevens Weight and Balance Report for Anson V, CF-EIC.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

3 241.1 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 Syndicat d'Aviation de Rimouski
Alphee Gagnon, Vice-Pres.

Date of Application February 17, 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Syndicat d'Aviation de Rimouski	Rimouski, Quebec	British

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.	British
Alphee Gagnon	Vice-President	Rimouski, P.Q.	"
H. R. Cummings	Secretary	Rimouski, P.Q.	"

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

Usual Station Rimouski, P.Q.

Date of manufacture or reconstruction December, 1944.

Crew required 1.

Accommodation for what number of passengers 8.

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 Federal Aircraft Limited

Type Anson Mk V Maker's No. BRC-1333

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	57 ft.	Same
Length o/a in feet	43 ft. 6 in.	"
Height o/a in feet	11 ft. 3 in.	"

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 6,935 lbs.

Total weight authorized (fully loaded) in lbs 9,460 Air speed 130 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Standard Air Line Instruments
2. Gauges Petrol Gauges (Sutton-Horsley-Electrical), Suction (H.G.)
3. Lights Port-Double Lamp; Fixed-Navigation & Tail Light; cockpit & Cabin
4. Signals N.A.
5. Fire Extinguishers Two Cabin Dioxide Engine Ext., 1 Cabin Ext.
6. Parachutes N.A.
7. Tools N.A.
8. Other Equipment Magnesyn Compass; Safety Belt for each passenger.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P & W Jr.	Same		
Pusher or Tractor	Tractor	"		
Right or Left Hand	Right	"		
No. of Cylinders	9	"		
H.P.	450	"		
Bore	131.8 mm	"		
Stroke	131.8 mm	"		

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. EIC allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

Formerly R.C.A.F. No. 12529

10

2
8-45

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

TORONTO February 18th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-3	Registration Cessna T. 50, C F / E I C Serial No. BRC-~~1333.~~ (Syndicat d'Aviation)	

~~71454~~
71451

TRANSPORT - RECORDS
FEB 20 A.M.
File 5008-E9-3

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Attached hereto are the following papers relating to the registration of Cessna T. 50 aircraft, C F/ E I C, Serial No. BRC-1333, in the name of Syndicat D'Aviation, Rimouski, Que. This aircraft was purchased from the War Assets Corp. through Kashower Air Services.

(a) Application forms.
(b) Bill of Sale from Kashower Air Services.
(c) Temporary Weight Report.
(d) Report of overhaul by Weston Aircraft.
(e) Fee of $10. 00 (see Receipt No. 9516, page 198 in Cash Book)
(f) Copy of letter of temporary authority.

DGJ/KC

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

5495 (R)
1929 (A)

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:
Model: **Anson V**
Manufacturer's Serial No.: **BRC 1333**
RCAF ~~XXXXXXX~~ Registration Mark: **12529**

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

NONE in the sum of $ **NONE** in favor of _____ whose address is,

_____

For and in consideration of the sum of **One or More** Dollars Kashower Air Service Ltd., the undersigned, whose address is Oshawa, Ontario, does this **17th** day of **February** 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 encumbrance enumerated above, unto **Syndicat d'Aviation de Rimouski, Enc.** whose address is **Rimouski, 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 and seal this **17th** day of **February** 1947.

KASHOWER AIR SERVICE, Ltd.,
Vice-President. (Seal)

War Assets Sales Order No. H 06948

8

TEMPORARY WEIGHT REPORT — CF-EIC

1. This aircraft was weighed in a closed hangar of Weston Aircraft Limited, at Oshawa, Ontario, on January 10th, 1947, with the following results:

2.	Left Main Wheel	-	3,261 lbs.
	Right Main Wheel	-	3,576 lbs.
	Tail reaction point	-	370 lbs.
			7,207 lbs.

Less wt. of fuel and oil

Fuel	- 55 Imp. gals @ 7.2 lbs	396 lbs.	
Oil	- 10 " " @ 9 lbs.	90 lbs.	
		486 lbs.	
Plus wt. of seats 8 @ 23 lbs.		184	
" " " carpet		30	
		214 lbs.	
Aircraft Empty Weight & Moment		6,935 lbs.	

3. Complete Weight and Balance Report showing centre of gravity calculation and equipment list will follow.

COX & STEVENS AIRCRAFT CORP.,

C. D. Gutelius,
Assistant Treasurer.

Anson aircraft, CF-EIC, formerly R.C.A.F. No. 12529, received Weston Aircraft Limited, Oshawa, Ontario, on behalf of the owner, Rimouski Syndicat d'Aviation, Rimouski, Quebec, for conversion and Certificate of Airworthiness, and the following work was carried out:

Fuselage

All unnecessary military equipment was removed.
Interior of fuselage was insulated with Fibreglass and upholstered.
Eight passenger seats installed as per Weston Aircraft Drwg. #WA-101.
Cabin dome lighting installed.
All R.C.A.F. markings were removed from the exterior of the fuselage and fuselage was painted in Maroon Dulux, registration CF-EIC, applied in silver-wing Gray.
All electrical equipment was checked for correct operation.
All hydraulic equipment checked for correct operation.
Fuselage structure thoroughly checked.

Mainplanes

Plexiglass lense renewed on landing lights.
Spars and spar bracing inspected.
Control system in wings checked and lubricated.
Flap operation checked.

Undercarriage

Undercarriage was cleaned down and checked for correct operation.
Oleo legs were recharged.
Hydraulic header tank refilled.
Brake clearances and operation checked.
All working parts lubricated.

Empennage

Lower left side of stabilizer plywood repaired.
Trim controls checked for correct operation and lubricated.
Control surface attachment bolts inspected.

Engines

A cylinder barrel was removed from each engine for corrosion check and found to be satisfactory.
All fuel and oil strainers cleaned.
Reconditioned spark plugs installed.
Magneto timing checked.
Valve tappet setting checked.
Oil tank filled with Intava Red Band.
Engine cleaned down and inspected.
All controls lubricated.
Engines ground run and found to be satisfactory.

Aircraft weighed (see weight report)
Compass swung.
Aircraft lubricated in accordance with Intava lubrication manual.

6

I hereby certify that all work listed has been done using certified materials and according to accepted practice; that all manufacturers' service bulletins affecting safety have been complied with, to date, and that no unapproved modifications have been incorporated and that the airframe 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

Gordon Allen
A-1549

This is to certify that I have test flown Anson Aircraft, CF_EIC, and that it performed in a satisfactory manner.

C. Francis
C-2750.

Date: February 17, 1947.

ORIGINAL ON FILE

COPY FOR FILE

8
6-44

TOR:5008-E9-5

1 Montgomery Avenue, Toronto.
February 18th, 1947

Syndicat d'Aviation, de Rimouski,

RIMOUSKI, P.Q.

Dear Sirs:

Receipt is acknowledged of your application for registration of C F / E I C, Serial No. BRC-1535, formerly RCAF 12529, which you recently purchased from the War Assets Corp. through Kashower Air Services.

Receipt is acknowledged, also, of the following papers:

(a) Application forms.
(b) Bill of Sale from Kashower Air Services.
(c) Temporary Weight Report.
(d) Report of overhaul by Weston Aircraft.
(e) Fee of $10.00 (Receipt No. 9516 in the name of Weston Aircraft Was forwarded to that Company)

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate C F / E I C as a commercial (landplane) aircraft, day visual flying, until April 20th, 1947. The all-up weight of the aircraft is not to exceed 9,460 lbs. This authority does not include permission for the operation of radio apparatus.

Yours truly,

D.C. Joy,
District Inspector, Air Regulations,
Toronto

c.c. H.Q.
Weston Aircraft

P. 198
Receipt no. 9516
Amt. $10.00

E I C

2413
6-39

4

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. Syndicat d'Aviation de Rimouski

Signature of Applicant Alphee Gagnon Vice-Pres.

Date of Application February 17, 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Syndicat d'Aviation de Rimouski	Rimouski, Quebec	British

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.	British
Alphee Gagnon	Vice-President	Rimouski, P.Q.	"
H. R. Cummings	Secretary	Rimouski, P.Q.	"

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

Usual Station Rimouski, P.Q.

Date of manufacture or reconstruction December, 1944.

Crew required 1.

Accommodation for what number of passengers 8.

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 Federal Aircraft Limited

Type Anson Mk V Maker's No. BRC-1333

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	57 ft.	Same
Length o/a in feet	43 ft. 6 in.	"
Height o/a in feet	11 ft. 3 in.	"

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 6,935 lbs.

Total weight authorized (fully loaded) in lbs 9,460 Air speed 130 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Standard Air Line Instruments
2. Gauges Petrol Gauges (Sutton-Horsley-Electrical), Suction (H.G.)
3. Lights Port-Double Lamp; Fixed-Navigation & Tail Light; cockpit & Cabin
4. Signals N.A.
5. Fire Extinguishers Two Cabin Dioxide Engine Ext., 1 Cabin Ext.
6. Parachutes N.A.
7. Tools N.A.
8. Other Equipment Magnesyn Compass; Safety Belt for each passenger.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P & W Jr.	Same		
Pusher or Tractor	Tractor	"		
Right or Left Hand	Right	"		
No. of Cylinders	9	"		
H.P.	450	"		
Bore	131.8 mm	"		
Stroke	131.8 mm	"		

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. EIC allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

Formerly R.C.A.F. No. 12529

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	
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 SYNDICAT D'AVIATION DE RI OUNKI INC
A RIMOUSKI QUEBEC

930 CONFEDERATION BUILDING
MONTREAL QUEBEC MARCH 31 1947

CAR.

APR 1 A M

5008-E 9-3

0780

AR974 TEMPORARY AUTHORITY GIVEN BY OUR TORONTO OFFICE FOR OPERATION OF AVRON EASY ITEM CHARLIE HEREBY AMENDED TO INCLUDE RADIO IN VIEW OF SATISFACTORY REPORT RECEIVED BY OUR RADIO DIVISION

J L BLONDEAU

CIVIL AVIATION

16.10 hrs. MK

6252-248 Referred to C.R.d

10 cts
3 + 2

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	12
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 J P ANDONEY
A RIMOUSKI AIR LINES
RIMOUSKI QUEBEC

CAR 6628

910 CONFEDER TION BUILDING
MONTREAL 2 QUEBEC APRIL 21 1947

APR 22 P.M.

5008-E9-3

AR 32 REWIRE THE TEMPOR RY AUTHORITY GIVEN BY OUR TORONTO OFFICE FOR OPERATION OF ANSON EASY ITEM CHARLIE HEREBY EXTENDED NOT VALID AFTER JUNE TWENTIETH FORTY SEVEN SUBJECT AIRCR FT AIRWORTHY AND PROVIDED CONDITIONS OUTLINED IN ORIGINAL LETTER OF AUTHORITY ADHERED TO

JLB for D.S.

J L BLONDEAU

15.45 hrs.
dg

CIVIL AVIATION

/JS

2462A
8-41

1B

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5495

NATIONALITY AND REGISTRATION MARKS CF-EIC

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited Montreal, P.Q.
3. Constructor's serial number	BRC-1333
4. Name of owner	Albert Dionne, Alphee Gagnon, H.R.Cummings } Syndicat d'Aviation de Rimouski
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 18th day of February 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-EIC and is of Canadian nationality.

Given at Ottawa this 25th day of April 19 47.

Superintendent, Air Regulations.

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

/RM

5008-E9-3

14.

Ottawa, Ontario.
April 30th, 1947.

REGISTERED

Messrs. A. Dionne, A. Gagnon, H.R. Cummings,
(c/o Syndicat d'Aviation de Rimouski)
Rimouski, P.Q.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5495 and Certificate of Airworthiness No. 1929, together with Engine and Journey and Aircraft Log Books, for your Anson V aircraft, CF-EIC.

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

Yours very truly,

already on
c.p.c.
16/5/47

(S. Graham),
Superintendent, Air Regulations.

Encls:

cc. D.I.A.R. Montreal, P.Q.

5008-M9-3 15

910 Confederation Building,
Montreal 2, Que., June 23, 1947.

Rimouski Airlines Limited,
Rimouski, Que.

Gentlemen:

Re: Anson CF-EIC

This letter willconstitute your temporary authority not valid after August 1, 1947, for the operation of the subject aircraft as a commercial machine under V.F.R. day flying conditions only, pending issue of formal Certificates of Registration and Airworthiness in the name of Rimouski Airlines Limited.

The maximum allup weight of 9460 pounds must never be exceeded. The weight empty of this machine is 6935 pounds.

This letter does not include authority for the operation of the radio equipment, for which a radio license is required.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

/JS

2462A
8-41

16

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5495

NATIONALITY AND REGISTRATION MARKS CF-EIC

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited Montreal, P.Q.
3. Constructor's serial number	BRC-1333
4. Name of owner	Albert Dionne, Alphee Gagnon, H.R.Cummings } Syndicat d'Aviation de Rimouski
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 18th day of February 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-EIC and is of Canadian nationality.

Given at Ottawa this 25th day of April 1947.

Superintendent, Air Regulations.

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

COPY

17

BILL OF SALE

In the matter of Avro-Anson Mark V Aircraft, three (3) in number, heaving respectively the registration letters CF-EHU, CF-EHW and CF-EIC.

Made between the Syndicat d'Aviation de Rimouski Enr, Syndicate duly registered having its' principal place of business at Rimouski P.Q. and hereinafter known as the seller and Rimouski Airlines Limited, body corporate having its' principal place of business at Rimouski P.Q., hereinafter known as the pruchaser.

It is hereby agreed that by the present and in consideration of the sum of One or more dollars, the seller hereby sells, transfers and makes over, clear of all liens and encumbrances, to the buyer accepting same, three (3) Avro Anson Mark V Aircraft, heaving respectively the Canadian registration markings of CF-EHU, CF-EHW, and CF-EIC.

In witness whereof the seller and buyer have signed this Bill of Sale at Rimouski P.Q. this 2nd day of June 1947.

SYNDICAT D'AVIATION DE RIMOUSKI ENR.

WITNESS Albert Dionne

President

Laurette Gendron

H.R. Cummings

Secretary

RIMOUSKI AIRLINES LIMITED

WITNESS Albert Dionne

President

D.O. Keppell

?

Secretary.

CERTIFIED TRUE COPY OF ORIGINAL: A.D.

2413 19

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate) ~~duplicate~~ triplicate

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

RE: CF-EIC

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 ..... Already paid $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 ..... Superintendent

Date of Application ..... June 6, 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
Alphée Gagnon	Vice President	" "	" "
Maurice Tessier	Sec-Treas	" "	" "

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

Commercial, Passenger and for Freight.

Usual Station ..... Rimouski, P.Q.

Date of manufacture or reconstruction ..... unknown

Crew required ..... One

Accommodation for what number of passengers ..... Eight.

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 MacDonald Bros

Type Avro Auror V Maker's No. BRC 1333

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	56' 6"	
Length o/a in feet	42' 3"	
Height o/a in feet	11' 2"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 6935 lbs

Total weight authorized (fully loaded) in lbs 9460 Air speed 165 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

See list attached.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P. & W. Wasp Jr.			
Pusher or Tractor	Tr.	Tr.		
Right or Left Hand	R.H.	R.H.		
No. of Cylinders	9	9		
H.P.	450	450		
Bore	5.18	5.18		
Stroke	5.18	5.18		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on June 2/47 by Eng P. Andoney

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 2/6/47 Signature J. L. Blondeau

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

EQUIPMENT --- ANSON V- CF-EIC

Instruments & Gauges.

1- Elgin 8 day chronometer.
1- Airspeed- Canadian Aircraft Instruments- 6AA-47-305738
1- Artificial Horizon- Sperry Gyro 126669.
1- Vertical Speed- Kollsman 614K- 023-3401.
1- Altimeter- Pioneer C 152E-9229
1- Directional Gyro- Sperry 128639
1- Bank & Turn- Pioneer 64190
1- Air Temperature. N.S. Gauge
1- Flap & Wheel Indicator
2- Manifold Pressure- Pioneer D 191B.
2- R.P.M. Pioneer G 22-3A
2- Oil Temperature- US Gauge.
2- Oil Pressure- " "
2- Fuel Pressure- " "
2- Cylinder Temperature- Sutton Horsley 131703
2- Carburettor Air Heat- " " 30820
2- Fuel Gauge- Sutton Horsley DB.
2- Fuel Air Ratio-Cambridge Instrument Co.
1- Hydraulic Pressure Gauge
1- Amperes-Volts- General Electric
1- Brake Line Pressure- US Gauge
1- Tank Selector Switch
1- Repeater Master Compass- Pioneer 118576
1- Magnetic Compass- P6-16727D-1839-42
1- Suction Gauge.

Lights : Cabin, cockpit, panel, navigation and identification lights.

Signals : Flares.

Fire Extinguishers: 2 Pyrene in aircraft. One Carbon Dioxide on each engine.

Parachutes : Nil

Tools : One only complete P & W Tool kit.

Other Equipement : Lear RCBB Aircraft receiver Lear T-30-AB.
Aircraft transmitter Fixed and trailing antenna
First Aid Kit. Control locks.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

910 Confederation Building,
Montreal 2, Que., July 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson CF-BIC	5008-E93

A12683

TRANSPORT-RECORDS
JUL 28
File 5008 E 9-3

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 RimouskiAirlines Limited

(b) Fees $5.00 (Department Receipt No. 20309), will be forwarded under Cash Book Folio 3346.

(c) Proof of ownership: Copy of Bill of Sale transferring ownership of this aircraft from Syndicat d'Aviation de Rimouski to Rimouski Airlines Limited.

(d) Lapsed Certificate of Registration No. 5495.

(e) Certificate of Airworthiness No. 1929.

(f) Copy of our letter of authority for operation.

2. The radio installation in this aircraft was inspected by our Radio Division on March 29, 1947, and found satisfactory.

3. This application appears in order, and issue of certificates is recommended.

for R. Ray

5971 (R)
1929 (A)

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

JLB:DG
Encl.

/RM

2462A
6-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5971

NATIONALITY AND REGISTRATION MARKS CF-EIC

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited, Montreal, P.Q.
3. Constructor's serial number	BRC-1333
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 23rd day of June 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-EIC and is of Canadian nationality.

Given at Ottawa this 25th day of July 19 47.

Superintendent, Air Regulations.

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

Not valid after June 2nd, 1948, unless endorsed.

/JS

VALID FOR DAY FLYING ONLY

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1929

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) (23.6.47) RIMOUSKI AIRLINES LTD. Dionne-----Gagnon----Cummings
2. Christian name Albert----Alphee----M.R.
3. Address (Operating under the name of Syndicat d'Aviation de Rimouski) Rimouski, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-EIC

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. SRC-1333
8. Place and year of construction of aircraft Montreal, P.Q. Dec. 1944

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) Nine

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d, & e
15. Maximum span (in flying position) 56' 6"
16. Maximum length (in flying position) 42' 3"
17. Total height (with and without trolley in case of seaplanes) 11' 2"

The maximum 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: Pratt & Whitney

20. Types: Wasp S3

21. International power of the engine or engines at

Take-off (a) Sea Level 450 H.P. at 2300 revolutions per minute.
(International number of revolutions)

M.E.T.O. (b) Rated Altitude 400 H.P. at 2300 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 Hoover No
Pitch Constant Speed Diameter

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	6935	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane		lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)		1008	lbs.
(a) Number of tanks	Four		
(b) Capacity of tanks	140 Imp. gals.		
27. Oil (at 9·0 lbs. per gallon)		144	lbs.
(a) Number of tanks	Two		
(b) Capacity of tanks	16 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.	1203	lbs.
32. Maximum total weight authorized			lbs.
Landplane		9460	lbs.
Seaplane			lbs.
Skiplane			lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Nine thousand four hundred and sixty 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 56.4 inches and 68 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 2200 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 18th Feb. 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 25th day of April 19 47.

Superintendent, Air Regulations.

/MIM
/ZC
/MM

14

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.

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	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
		Feb. 18, 1948. June 2nd, 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.

/ JLM

5008-E9-3 23

REGISTERED

OTTAWA, July 25th , 1947.

Rimouski Airlines Ltd.,
Rimouski,
P.Q.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5971 and Certificate of Airworthiness No. 1929 for your Anson V aircraft CF-RIC , Serial No. RAC-1333.

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 2nd, 1948.

Yours truly,

Posted in Treasury
1/8/47 CB

(C. Graham),
Superintendent, Air Regulations.

Encls.
cc. D.I.A.R. Montreal, P.Q.

C.A.D.

JLM

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-E9-3

(1)

910 Confederation Building,
Montreal 2, Que., June 23, 1947.

Rimouski Airlines Limited,
Rimouski, Que.

Gentlemen:

Re: Anson CF-EIC

This letter willconsiitute your temporary authority not valid after August 1, 1947, for the operation of the subject aircraft as a commercial machine under V.F.R. day flying conditions only, pending issue of formal Certificates of Registration and Airworthiness in the name of Rimouski Airlines Limited.

The maximum allup weight of 9460 pounds must never be exceeded. The weight empty of this machine is 6935 pounds.

This letter does not include authority for the operation of the radio equipment, for which a radio license is required.

Yours truly,

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

/RM

2462A
8-41

36

(2)

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5971

NATIONALITY AND REGISTRATION MARKS CF-EIC

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Limited, Montreal, P.Q.
3. Constructor's serial number	BRC-1333
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 23rd 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 marks CF-EIC and is of Canadian nationality.

Given at Ottawa this 25th day of July 1947.

H. L. Patteson

Superintendent, Air Regulations.

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

Not valid after June 2nd, 1948, unless endorsed.

/JS

VALID FOR DAY FLYING ONLY

2462
7-45

25

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

(3)

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1929

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) ~~Dionne Lagnon Cummings~~ (23.6.47) RIMOUSKI AIRLINES LTD. HH
2. Christian name ~~Albert Alphee H.R.~~
3. Address ~~(Operating under the name of Syndicat d'Aviation de Rimouski)~~ Rimouski, P.Q.
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Federal Aircraft Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-EIC

DESCRIPTION OF AIRCRAFT

7. Type Anson Series V Constructor's No. BRC-1333
8. Place and year of construction of aircraft Montreal, P.Q. Dec. 1944

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) Nine

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d, & e
15. Maximum span (in flying position) 56' 6"
16. Maximum length (in flying position) 42' 3"
17. Total height (with and without trolley in case of seaplanes) 11' 2"

The maximum 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: Pratt & Whitney

20. Types: Wasp SB3

21. International power of the engine or engines at

Take-off — (a) Sea Level 450 H.P. at 2300 revolutions per minute. (International number of revolutions)

M.E.T.O. — (b) Rated Altitude 400 H.P. at 2200 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 Hoover No. .....; Pitch Constant Speed Diameter .....

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	6935 lbs.
(b) Seaplane	lbs.
(c) Skiplane	lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)	1008 lbs.
(a) Number of tanks: Four	
(b) Capacity of tanks: 140 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	144 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 16 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.	1203 lbs.
	lbs.
32. Maximum total weight authorized	9460 lbs.
Landplane	lbs.
Seaplane	lbs.
Skiplane	lbs.

Compulsory Conditions

33. Maximum total weight authorized (write in full)
Landplane Nine thousand four hundred and sixty 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 56.4 inches and 68 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 2200 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 18th Feb. 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 25th day of April 1947

J. R. Stephens

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
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
		Feb. 18, 1948.	
		June 2nd, 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.

AIRCRAFT INDUSTRIES OF CANADA
LIMITED

1411 CRESCENT STREET

MONTREAL 25.

24

(4)

This sheet to be pasted
in Permanent Journey and
Aircraft Log.

Work Sheet No: 212 — Date Received: March 21, 1947

Aircraft Registration: CF-EIC — Date Delivered: March 29, 1947.

The above noted aircraft was received at our shops in St. Johns, Que. and had the following work carried out.

1. R.C.B.B.L. Radio installed as per Aircraft Industries Drawing Nos. 106 and 107. Application for radio licence submitted to Radio Division.
   Note: Loop for the above installation is placed on metal panel where original emergency escape hatch was located.

2. Left hand pilot's window modified to meet requirements of Circular 0/40/46.

I hereby certify that all work listed has been done with certified material according to accepted aircraft practice.

J. H. Lucas,
Air Engineer A.B.C.D. Licence #1298

CABLE ADDRESS:
"AERØPLANE"
...L CODES

TELEPHONE:
PLATEAU 8791

AIRCRAFT INDUSTRIES OF CA...
LIMITED

1411 CRESCENT STREET

MONTREAL 25.

Radio Installation Weight & Location of Following Units.

Unit	Weight	Mounting Position Forward of c of g.
Model R.C.B.B.L. Receiver	3.8 lb.	72"
Model T-30 AB Transmitter	3.5 lb.	72"
Model G-30 AB Power Supply	18.3 lbs	93"
Type ft - 2 Antenna Tuning unit	1.0 lbs	24"
Model A M L Loop	1.8 lbs	61"
C. W. Phone Switch	.4 lbs.	72"
Noise Limiter Switch	.6 lbs.	72"
Range Selector Switch	1.7 lbs.	72"
RH .1 Trailing Antenna Assy.	2.5 lbs.	35"
	33.6 lbs.	

98

MR. STEPHENS

Aircraft written off

July 23, 1947

W. F.

F. F. cancel
Tels. Sig
24.

W. F.

Noted
ESS

FILE No. 5008- E 9- 3

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JAN. 27-1947-

TO Jan 1947

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION - INSPECTION & OPERATION

FILE TITLE CF - EIC ANSON V.

CROSS REFERENCES

5008- E 9- 3 VOL. 1

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
	DORMANT		DORMANT		

DORMANT

DORMANT

DORMANT

IMPORTANT ... TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

ENGINE LOG BOOK

ENGINE TYPE _____ No _____

PRICE $1 75

ENGINE

Type Wasp Jr. Series or Mark R-985-NV-1AB

Maker's Serial Number 211307

Gear Reduction Ratio .....

Direction of Rotation of Airscrew .....

	Normal	Maximum
R.P.M. Airscrew		
B.H.P.		

Weights:— lbs.

Engine bare	
Airscrew hub	
Starter	
Starting Magneto	
Carburettor	
Air intake	
Exhaust System	
Generator	
Total	

NOTE:—
Where weight of components are not available, only the total weight need be given, but the items not included in this total weight are to be crossed out.

Certified correct ..... Date .....

MAKER

Name Canadian Pratt & Withney

Address Longueuil Que.

OWNER

Name Rimouski Air Lines Ltd

Address Rimouski Que.

Nationality Canadian

DATE	Time Run Hrs.	Mins.		DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
				Previous log Book is kept on File.	
				Total time to date = 90:30	
May 31-47		:20	90:50	test flight	D Andoney
June-2-47	No Flying			100 hrs check carried out, as per sheet on File, Engine certified Airworthy	D Andoney
JUNE-4-47	No		Flying	Engine Airworthy	D Andoney
JUNE-13-47		45	91.35	Engine Airworthy	D Andoney
JUNE-16-47	1	00	92:35	Engine Airworthy	D Andoney
JUNE-18-47		50	93.25	Engine Airworthy	D Andoney
JUNE-19-47		45	94.10	Engine Airworthy	D Andoney
~~20-6-47~~	~~1~~	~~45~~	~~95.55~~	Engine Airworthy	D Andoney
28-6-47	4	25	98:35	Engine main fuel screen	D Andoney
24-6-47	2	00	100:35	checked Engine Airworthy	D Andoney
23-6-47	1	15	101:50	Engine Airworthy	D Andoney
7-7-47		15	102:05	Engine Airworthy	D Andoney
14-7-47		55	103:00	Engine Airworthy	D Andoney
15-7-47	1	50	104:50	Engine Airworthy	D Andoney
			105:00.	Time corrected 105:00	
16-7-47		40	105:40	Engine inspected	Maynard Mayfield
17-7-47				Engine Airworthy	D Andoney
21-7-47		45	106:25	Engine Airworthy	Maynard Mayfield
12-7-47		51	108:32	Engine Airworthy	Maynard Mayfield

TOTAL TIME FOR DOUBLE PAGE	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	Total from previous Summary			Total from previous Summary			Total from previous Summary		
	Total this Double Page			Total this Double Page			Total this Double Page		
	TOTAL			TOTAL			TOTAL		

2

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
23-7-47			Engine Airworthy.	J. O'Rourke.

12529
PORT.

ROYAL
CANADIAN AIR FORCE

LOG BOOK

#1113362

Type Harvard

R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF AIRSCREW, HOOVER C.S. H3H2362

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.	SIGNATURE AND RANK
BLADE	DESCRIPTION — Detachable, wood, for controllable pitch propeller	
	MANUFACTURER — The Singer Manufacturing Co., St. Johns, Que.	
	SPECIFICATION — D.N.D. Prop. - 19-3 Issue 3	
	DRAWING No. — Eng. & Research Corp. 3098-A, Issue A.	
	DIAMETER — For 8.0 ft. Propeller	
	SERIAL Nos. — (1) E8116 (2) E8305 (3)	
	INSPECTED & ACCEPTED for Makers	
	H. N. Forker for R.C.A.F.	
HUB	DESCRIPTION — 3 Blade Constant Speed Propeller	
	MANUFACTURER — Canadian Car & Foundry Co., Ltd.	
	SPECIFICATION — D.N.D. Prop. - 19-3 Issue 3	
	DRAWING No. — P40F300 or P43F250	
	SERIAL No. — (Hub) H3H2362 (Dome) D3J3200 (Governor)	
	BLADE ANGLE (Min.) (Max.)	
	INSPECTED & ACCEPTED J. E. Brien for Manufacturer	
	H. N. Forker for R.C.A.F.	
	Completed Nos. 943	
	Shipped Nos. 43 to No. 26 E.D. Montreal	
	I.N. No. —	

2

R.C.A.F. E. 133
50M—12-42 (2998)
H.Q. 885-E-133

LOG OF H3H 2362

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.	SIGNATURE AND RANK
Nov 17/43	B.O.C. at #12 E.D. Mtl - I.R.V.M. D6064	L.A. Paquette Sgt
March 7/44	Also propellers removed at Long Car for E.D. Montreal on inspection as per I.E.O. E-26-49 (1) (2) Figure 1000 Hours Clearance Bearing to 12 E.D.	A. Louis J. Wilson
April 5/45	Certified received from R.A.F. Dorval #1586 dated 28/3/45 as per Hereby B.O.C. at No 12 E.D. Montreal on RL# A48 J.S. — 115	Sgt
	TRANSFERRED 12 E.D. Date 19/4/45 To 607 I.N. No. 1717 Signature J. Rochel for Officer	

A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF H3H 2362

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.	SIGNATURE AND RANK
	RECEIVED ISSUED	
	At No. 7 Equipment Depot R.C.A.F. TO #8 R.D.	
	B. O. C. by R. V. No. D 2015 Date 7th May 45 ON I. V. No. 5013 DATE 16th May 45	
	T. O. No. T. O. No.	
	H.W. Anstey F/O H.W. Anstey Flt Lieut. D	
12-5-45	Debited for long term storage as per Gap 78 Vol II M3/20-311244 Pg candole marks 212 at 7 E.D. & Sent to	
22-6-45	Installed on Port Engine of Lac A/C 12629	Barnes R
29-6-45	No. 3 S.F.T.S. RECEIVED From No. 8 R.D. On I.V. D. 13/6/45 T.O. No. 13452 XXXX For Equipment Officer	1:00 1:00
19-8-45	Ferry time	6:05 7:05

4

R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF.....

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.			SIGNATURE AND RANK
21 Aug. 45	On receipt 3 SFTS			
7-9-45	Stored on pin C.A.P. 367		7:05	
2 Oct. '45	Prepared for issue as per CAP 367 Auth. A.F.H.Q. Lic. # 2 548		7:05	
3 Oct. '45	Test flight after issue	.50	7:55	

No. 3 S.F.T.S. ISSUED
To No. 2 F.T.S. Yorkton
On 1st 4680 D 3/10/45
T.O.
For Equipment Officer

RECEIVED
Unit #2 F.T.S.
Date 11 Oct 45 From #3 S.F.T.S.
R.V. No. 8001 Auth.
Signature [signature] Equipment Officer

R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF..... H 311 2362 .....

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.				SIGNATURE AND RANK
	First brought forward		7:55		D. O'Hearn
11-10-45	Ferry time Calgary - Yorkton				
12-10-45	Test time. Completions carried out. :45				
	Total time to date		18:40		D. O'Hearn F/L
19-10-45		1:00	13:40		
26-10-45		:45	14	25	
5-11-45		2:00	16	25	D.O'Hearn
14-11-45		1 15	17	40	
19-11-45		1 30	19	10	
21-11-45		1 00	20	10	
24-11-45		1 15	21	25	
26-11-45		1 30	22	55	
11-12-45	Monthly Check				
21-12-45	Total time to date		22	55	

TRANSFERRED

From No 2 F.T.S. Date 28-12-45

To No 1 R.E.M.U.

I.V. No. 6694 Auth. T.O. 1380

Signature _____
Equipment Officer

6

R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF.....

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.					SIGNATURE AND RANK
[illegible]	Brought forward			23	05	
[illegible]	Prop tested at I.R.E.M.U.	1	30	24	20	J.O'Donnell
11-1-46	" " " Penhold	2	00	26	25	
[illegible]						
[illegible]	prop checked.					J.O'Donnell
Mar. 6-47	Prop tested.	3	00	29	25	
Mar. 10-47	" " "	2	00	31	25	
MAR-21-47	" " " 44 To St John	2	30	33	55	
" 20-47	" " " St. John-Rk.	2	15	36	10	
1-1-47	prop checked.					J.O'Donnell
Mar 21-47		3	20	39	30	
Apr 1-47		4	40	44	10	
Apr 2-47		3	30	47	30	
Apr 2-47		2	20	49	50	
Apr 4-47		1	45	51	35	203
April-10-47	prop checked.					J.O'Donnell
	times brought forward			88	35	
May-31-47	prop checked	4	40	78	55	

R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF.....

DATE	Daily	Total	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.	SIGNATURE AND RANK Engineer
June-2-47	No Flying	78:35	100hrs check carried out.	J.P. Andoney
June-4-47			prop checked	J.P. Andoney
June-12-47	:45	79:40	prop checked	J.P. Andoney
June-16-47	1:00	80:40	prop checked.	
June-18-47	:50	81:30	prop checked	J.P. Andoney
June-19-47	:45	82:15	prop checked.	J.P. Andoney
20-6-47			prop checked	J.P. Andoney
28-6-47	4:25	86:40	prop inspected.	J.P. Andoney
23-6-47	2:00	88:40		J.P. Andoney
24-6-47	1:15	89:55		J.P. Andoney
7-7-47	:15	90:10	Prop inspected.	J.P. Andoney
14-7-47	:55	91:05	Prop.	
15-7-47	1:50	93:00	Engine Thoroughly	J.P. Andoney
16-7-47	40	44:40	Prop Inspected	Engineer Officer
17-7-47	1:38	96:18	Engine Thoroughly	J.P. Andoney
21-7-47	:45	97:03	Prop Checked	Flt Lieut Engineer Officer
22-7-47	:51	97:54	Prop Checked	Flt Lieut Engineer Officer
23-7-47			Engine Prop Inspected	J.P. Andoney


ENGINE LOG BOOK
TYPE
PRICE $1.75

ENGINE

Type Wasp Jr. Series or Mark R985-AN-1413

Maker's Serial Number 211333

Gear Reduction Ratio

Direction of Rotation of Airscrew

	Normal	Maximum
R.P.M. Airscrew		
B.H.P.		

Weights:—

	lbs.
Engine bare	
Airscrew hub	
Starter	
Starting Magneto	
Carburettor	
Air intake	
Exhaust System	
Generator	
Total	

NOTE:—
Where weight of components are not available, only the total weight need be given, but the items not included in this total weight are to be crossed out.

Certified correct Date

MAKER

Name Canadian Pratt & Whitney

Address Longueuil Que.

OWNER

Name Rimouski Air Lines

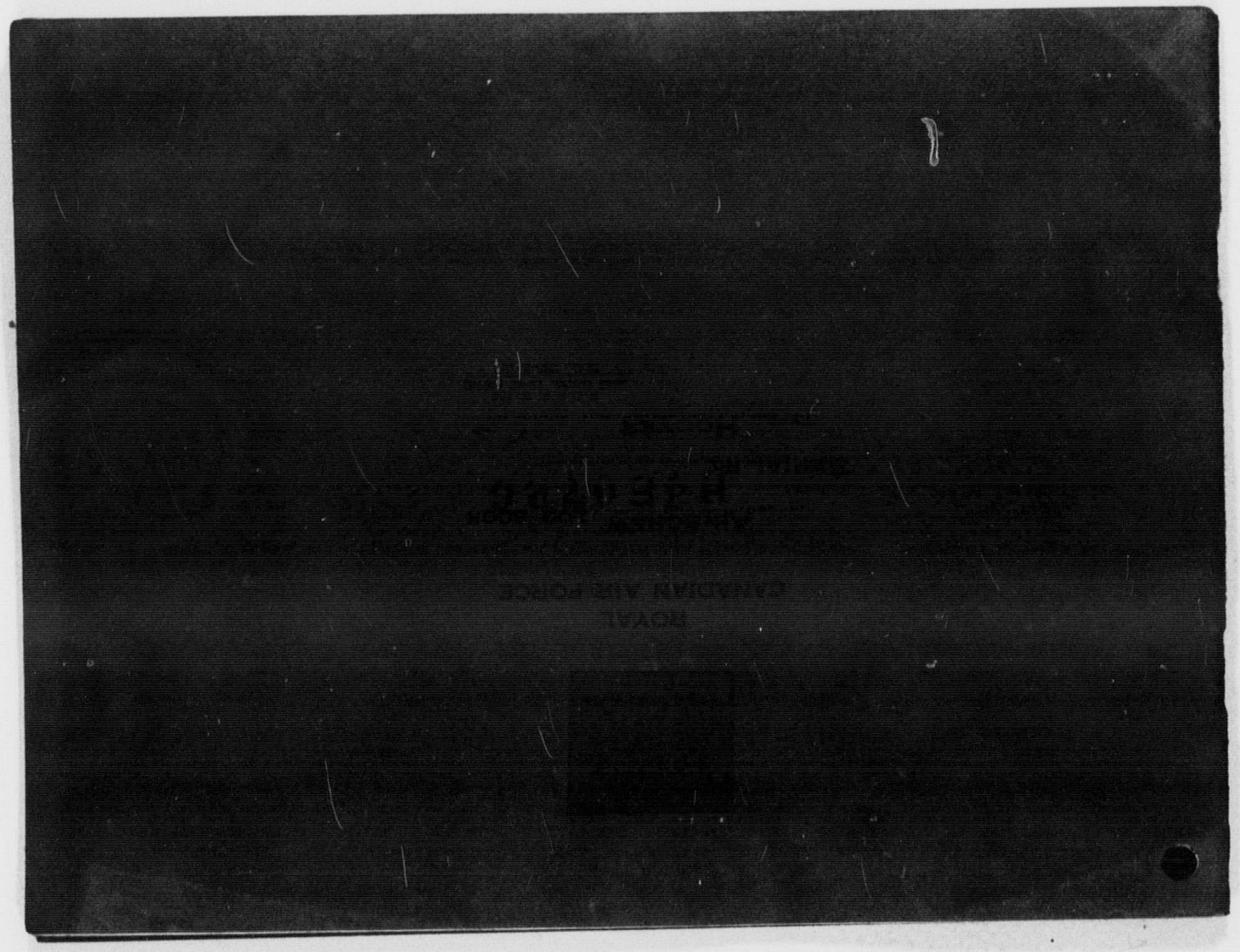
Address Rimouski Que.

Nationality Canadian

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
			Previous log Book is Kept on File.	
			total time to date = 90:30	
May 31-47		20	90:50 test flight.	J O'Andoney
June 2-47		No Flying	100 hrs check carried out	J O'Andoney.
			as per check sheet which	
			is on File. Engine Airworthy	
JUNE-4-47		No Flying	Engine Airworthy	J O'Andoney.
JUNE-13-47		45	91.35 Engine Airworthy	J O'Andoney
June-16-47	1	00	92:35 Engine Airworthy	J O'Andoney
June-18-47		50	93.25 Engine Airworthy	J O'Andoney
JUNE-19-47		45	94.10 Engine Airworthy	J O'Andoney
~~20-6-47~~	~~1~~	~~45~~	~~95.55~~ Engine Airworthy	J O'Andoney
28-6-47	4	25	98.35 Main fuel screen cleaned	J O'Andoney
24-6-47	2	00	100.35 Engine Airworthy	
23-6-47	1	15	101:50 Engine Airworthy	J O'Andoney
7-7-47		15	102:05 Engine Airworthy	J O'Andoney
14-7-47		55	103:00 Engine Airworthy	J O'Andoney
15-7-47	1	50	104:50 Engine Airworthy	J O'Andoney
			105.00 time corrected. 115:00.	
16-7-47		40	105:30 Engine Airworthy	Raymond Mayers
17-8-47			Engine Airworthy	J O'Andoney
21-7-47		45	106:15 Engine Airworthy	Raymond Mayers
23-7-47		51	108:32 Engine Airworthy	Raymond Mayers

TOTAL TIME FOR DOUBLE PAGE	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	Total from previous Summary			Total from previous Summary			Total from previous Summary		
	Total this Double Page			Total this Double Page			Total this Double Page		
	TOTAL			TOTAL			TOTAL		

2[illegible] DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
23.7.41			Engine Timworthy	J P Andover



R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

H4E0726 1

LOG OF Propeller Hoover C.S.

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.	SIGNATURE AND RANK
BLADE—	DESCRIPTION — Detachable, wood, for controllable pitch propeller	RCAF 15 JUL
	MANUFACTURER — The Singer Manufacturing Co., St. Johns, Que.	
	SPECIFICATION — *D.N.D. Prop. - 19-3 Issue 3*	
	DRAWING No. — Eng. & Research Corp. 3098-A, Issue A.	
	DIAMETER — For 8.0 ft. Propeller	
	SERIAL Nos. — (1) C11008 (2) C11264 (3)	
	INSPECTED & ACCEPTED for Makers	
	for R.C.A.F.	
HUB—	DESCRIPTION — *2 Blade Constant Speed Propeller*	
	MANUFACTURER — *Canadian Car & Foundry Co., Ltd.*	
	SPECIFICATION — *D.N.D. Prop. - 19-3 Issue 3*	
	DRAWING No. — *P40F300 or ~~P43F250~~*	
	SERIAL No. — (Hub) H4E0726 (Dome) D4E1944 (Governor)	
	BLADE ANGLE (Min.) 11.6° (Max.)	
	INSPECTED & ACCEPTED J. H. Wilman for Manufacturer	
	S. G. Cotter for R.C.A.F.	
	COMPLETED July 1944	
	SHIPPED July 14/44 to Mac Donald Bros. Winnipeg. Man	

2

R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF.....

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.	SIGNATURE AND RANK
JUL 24 1944	Arrived by S.F.E. From Ioan Ioan at MacDonald Bros. Aircraft Ltd. Wpg.	J.C.C.

C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF..... H4E 0726 .....

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.			SIGNATURE AND RANK
14-12-44	Installed on Engine No ..... by MacDonald Bros. Aircraft			
14-12-44	Installed in Airframe No ..... by MacDonald Bros. Aircraft Limited			J.R.Humble. CHIEF INSPECTOR
22-12-44	To 1:45 hours.			
7 Jan. 45.	1:45 Total time to date 3:30 hours.			
29 June '45	Total time to date	5:35	9:05	
	From No 8 R.D.			
	On P.V. D. 16/6/45			
	T.O. No. 13452			
	AMH.			
	Fire Equipment Officer			
18 Aug. '45	Ferry time to # 3 S.F.T.S.	6:05	15:10	
21 Aug. 45	On receipt 3 8755		15 10	J. Jewell
2 Oct. '45	Prepared for issue as per CAP 367			
	Aath. 6720 Lic. #2 848		15:10	
3 Oct. '45	Test flight after issue	:50	16:00	
11-10-45	Ferry time Gibsons to Sea Lion			
12-10-45	Test flight & Acceptance completed			
	Total time to date		16.50	Dorfman

4

R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF.....

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.	SIGNATURE AND RANK
	No. 3 S.F.T.S. ISSUED To No. 2 F.T.S. Yorkton On T.V. 4880 D 9/10/45. T.O. No For Equipment Officer RECEIVED Unit #2.3.25. Date 11 Oct 45 From #3.5.3.25. R.V. No. 8001 Auth Signature Equipment Officer	
19-10-45	Total time carried forward	20:45
19-10-45		1:00 21:45

R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF.....

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.					SIGNATURE AND RANK
	Brought forward			21	45	
26-10-45			45	22	30	
5-11-45		2	00	24	30	[illegible]
14-11-45		1	15	25	45	[illegible]
19-11-45		1	30	27	15	[illegible]
21-11-45		1	00	28	15	"
24-11-45		1	15	29	30	"
26-11-45		1	30	31	00	"
11-12-45	MONTHLY CHECK					[illegible]
[illegible]	[illegible]			[illegible]		[illegible]
	TRANSFERRED From #2 ETS Date 28 12 45 To #1 REMU I.V. No. 6694 Auth. TD 6694 Signature [illegible] OC Equipment Officer					
2-1-46	[illegible] to #1 REMU.	1	30	32	30	[illegible]
19-1-46	" " " Received	2	00	34	30	

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R.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF.....

DATE	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.			SIGNATURE AND RANK
March-10-47		3:00	37:30	
March-21-47	prop checked.	2:00	39:30	J.P. Andoney
3-21-47	YY To St John	2:30	42:00	
" " "	St. John - To - Rite	2:15	44:15	
47	prop checked.		44.15	J.P. Andoney
Mar 21-47		3.20	47.35	
Apr. 1-47		4.40	52.10	
Apr-2-47		3.20	55.30	
Apr 3-47		2.20	57.50	
Apr-4-47		1.45	59.35	
April-10-47	prop checked.	1:10	60:45	J.P. Andoney
May-6-47	Time to date 8635			
	These times where taken in days Leave flying			
May-31-47	100 hrs check carried out	:20	8635	J.P. Andoney
June-2-47	prop checked.	NO FLYING		J.P. Andoney
June-4-47	prop checked "HAPPY & FLYING			J.P. Andoney
June-13-47	prop checked	:45	87:40	J.P. Andoney

A.C.A.F. E. 133
50M—12-42 (2996)
H.Q. 885-E-133

LOG OF.....

DATE	Daily	total	PARTICULARS OF ADJUSTMENTS, INSPECTION, ETC.	SIGNATURE AND RANK
June-16-47	1:00	88:40	prop checked	J.P. Sudeney
June-18-47	:50	89:30	prop checked	J.P. Sudeney
19-6-47	:45	90:15	prop checked	J.P. Sudeney
20-6-47	—	—	prop checked	J.P. Sudeney
28-6-47	4:25	94:40	prop Inspected	J.P. Sudeney
24-6-47	2:00	96:40		J.P. Sudeney
23-6-47	1:15	97:55		J.P. Sudeney
7-7-47	:15	98:10	prop Inspected	J.P. Sudeney
	:55	99:05		
15-7-47	1:50	100:55	prop Inspected	J.P. Sudeney
16-7-47	:40	101:35	prop Inspected	Maynard Maynes
17-7-47	1:38	102:13	prop Inspected	J.P. Sudeney
21-7-47	:45	102:58	prop Inspected	Maynard Maynes
22-7-47	151	103:49	prop Inspected	Maynard Maynes
23-7-47			prop Inspected	J.P. Sudeney

CF-FIC

JOURNEY and AIRCRAFT

LOG BOOK

CF-FIC

Price, $1.75

AIRCRAFT

1. Nationality: Canadian
2. Registration marks: CF-EIC
3. Certificate of Airworthiness No. 1929 dated Feb. 13, 1947
4. Certificate of Registration No. 5495 dated Feb. 13, 1947
5. Classification of Aircraft (Category, Subdivision): Commercial
6. Station: Rimouski, P.Q.
7. Owner: Albert Dionne, Albhee Gagnon and N.R. Cummunings (Operating under the name of Syndicat d'Aviation de Rimouski)
8. Address: Rimouski, P.Q
9. Nationality: Canadian

DESCRIPTION OF THE AIRCRAFT

10. Builder: Federal Aircraft Ltd.
11. Type of aircraft: Anson V
12. Series No.: BRC-1333
13. Maximum span (flying position): 56'6"
14. Maximum length (flying position): 42'3"
15. Total height: 11' 2"
16. Lifting surface:
17. Maximum total weight authorized — Landplane: 9460 lbs. / Seaplane: lbs. / Skiplane: lbs.
18. Weight empty — Landplane: 6935 lbs. / Seaplane: lbs. / Skiplane: lbs.
19. Pay load (with crew and full tanks) — Landplane: 1203 lbs. / Seaplane: lbs. / Skiplane: lbs.
20. Compulsory crew: One
21. Maximum number of persons to be carried (including crew): Nine
22. Fuel
23. Capacity of fuel tanks: 140 gals.
24. Oil: 16 gals
25. Flying hours at normal power (pts. per B.H.P. hour)
26. Marks and types of engines: 2 P&W. Wasp SB3
27. Normal revolutions: 2200
28. Normal horse power: 400
29. Airscrews: Hoover
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 30th day of April 1947

T.R.C. Superintendent

34. Superintendent Air Regulations

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
Log Book #1 is Kept on File.		

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										
May-31-47	Local	Brochu-Andiney	1	13:00	13:20	:20	330	Nil	600	146	135	Nil
June-2-47	100 hrs Inspection Carried out as per check sheet all surfaces cleaned & Inspected, fuel tank sump											
June-4-47		NO Flying.										
June-13-47	Baie Comeau	Kay	1	15:00	15:20	.20	175	✓	100	14	180	—
" "	Kamouraska	"	7	17.00	17.25	25	✓	✓	85	✓	1000	—
✓ 16-47	Rim. Rim.	Brochu.	7	14.30	1530	1.00	—	—	—	—	—	—
June 18 47	Rim. Rim.	Brochu.	8	1030	1055	25	✓	—	—	—	150	
"	Rim. Rim.	Brochu	4	1630	1655	25	—	—	—	—	680	
June-19-47	R.M. B.M.	Kay	1	14.00	14.20	20	175	✓	100	✓	200	
" "	"			18.00	18.20	20	175	✓	80	✓	1290	—
June-20-47												
" 23-47	Rm B.C.	Lapointe	2	14:05	14:30	:25	130	—	85	—	~~350~~ 300	
" " "	B.M. Rm	"	8	14:35	15:00	:25	"	"	55		1360	
" " "	Rm. B.C.	"	—				130	—	70		—	
" " "	B.C. Rm	"	8	16:15	16:25	:25	130	—	55		1360	
June 24-47	Rm. B.C.	"	2	16:10	11:35	:25	"	"	100	✓	300	
" " "	B.C. Rm.	"	5	14:15	14:40	:25	"	"	75	✓	800	
" " "	Rim. Rim.	Brochu	3	15.30	1550	.25	155		100	✓	420	
" " "	Rim. F.Vall.	Brochu	+	1700	1725	25	155		25	✓	—	
" " "	F.V. Rim.	Brochu.		1800	1820	.20	155		60	✓	—	
June-28-47	Rim. Chicoutimi	Brochu	3	1400	1500	1.00	"	—	140	✓	435	
"	Chic. Wabamelle.	Brochu	3	1515	1625	1.10	"	—	100	✓	435	
"	Wabamelle. Caribou	Carried forward	2	1700	1815	1.15	"	—	60	✓	265	
"	Caribou Rim.		2	1830	1930	1.00	"	—	—	—	265	

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
Time since last check: 90:30 hrs. Total time = 90:30 hrs.		
90:50 date May 1-47 all controls inspected. drained. Aircraft Airworthy	J.D. Andoney 31-5-47 J.D. Andoney 2-6-47	L.R. Brocken
Sumps drained, Aircraft Airworthy Aircraft Airworthy.	J.D. Andoney 4-6-47 J.D. Andoney 13-6-47	Lay Lay Lay Lay L.R. Brocken.
Aircraft Airworthy sumps drained.	J.D. Andoney 16-6-47 J.D. Andoney 18-6-47 ✓	L.R. Brocken L.R. Brocken.
Aircraft Airworthy, sumps drained.	J.D. Andoney 19-6-47	Lay Lay Lay Lay
Hydraulic Fluid added to system.	J.D. Andoney 20-6-47	W. Lapointe. W. Lapointe. W. Lapointe W. Lapointe W. Lapointe W. Lapointe W. Lapointe
All controls inspected, Hydraulic system checked, pressure gauge changed, Sumps drained. A/c Airworthy	J.D. Andoney 28-6-47 ✓	L.R. Brocken. L.R. Brocken L.R. Brocken L.R. Brocken.

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											
July-7-47	Local test	Labrainte-Andrews	1	9:00	9:15	:15	300	Nil	100	12	160	—
July 14-47	Rmn. FV	Bruchu-Mele	"	1230	1245	15	300		100	12	-	
	FV Bmi	" "	-	1300	1820	20	300		100	12		
	Bmi. Rmn.	" "	8	1500	1520	20	300		100	12	1360	
July-15-47	for BAIE COMEAU	" "	—	1700	1720	20	—		100	12	x	
"	Bk MATANNES	" "	8	1730	1745	15	—		"	12	1860	
"	Mat RIMOUSKI	" "	2	1826	1846	20	300	NIL	"	12	840	
July 16-47	RM - BM	" "	3	1045	1105	20	300	"	100	12	400	116
"	BM - RM	" "	3	1730	1750	20	300	"	75	12	510	
July-17-47	BAIE COMEAU	MILLS	4	0841	0907	26	160	NIL	100	12	635	75
"	RIMOUSKI	"	7	1402	1426	24	160	NIL	75	12	1190	—
"	BAIE COMEAU	"	—	1444	1512	28	160	"	100	12	—	-
"	RIMOUSKI	"	7	1534	1602	28	160	"	75	12	1125	—
" 21	RM - BM	LAPOINTE	—	16:10	16:30	20	130	"	100	12		
	BM - RM	LAPOINTE	7	16:25	16:50	25	"	"	80	12	1150	—
" 22	BAIE COMEAU	MILLS	1	1038	1103	25	160	NIL	100	12	160	35
"	RIMOUSKI	"	5	1557	1623	26	160	"	75	12	850	—
July-23-47												
	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
Generator repaired & Regulator adjusted to charge 14 V.	J. P. Andoney 13-7-47	A. Capewell
	J. P. Andoney 14-7-47	L. G. Brocken
		L. G. Brocken
		L. G. Brocken
Aircraft Airworthy	J. P. Andoney 15-7-47.	L. G. Brocken
		L. G. Brocken
104:50 hrs. + 10 = 105:00 hrs.		L. G. Brocken
Aircraft airworthy	Raymond Maynes	L. G. Brocken
105:30		E. E. Mills
Aircraft Inspected & Airworthy.	J. P. Andoney.	E. E. Mills
		E. E. Mills
		E. E. Mills
		E. E. Mills
106:56		A. Capewell
Aircraft airworthy	Raymond Maynes	L. G. Brocken
107:41		E. E. Mills
Aircraft airworthy	Raymond Maynes	E. E. Mills
108:32		
Aircraft Inspected & Airworthy	J. P. Andoney 23-7-47.	

FILE No. 5008 - E 9 - 4 VOLUME No. 1

VOL. 1 5008 - E 9 - 4

DEPARTMENT OF TRANSPORT

FROM SEPTEMBER 1947

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF-EID - ANSON V

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
	18661	CAE		N. SEP 17 47	
		CAE		SEP 22 47	OCT 2- 47
	20480, [redacted]	CAE		N.	
SEP 25 47	19502	CAR			OCT 7- 47
OCT 27- 47	23284	CAR & O			
		CER & O		NOV 14 47	
NOV 15 947		Lwo A O		NOV 24 47	
NOV 22 947	B.F 12/4/47	CAR			
DEC -4 47	28401	CAR			
		CA I		MAR 8 - 48	
MAR 8 - 48	39033	CAR			
		CA I		MAR 8 - 48	

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES

CORRECTION

FILE No. 5008 - E 9 - 4 VOLUME No. 1

VOL. 1 5008 - E 9 - 4

DEPARTMENT OF TRANSPORT

FROM SEPTEMBER 1947
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF-EID - ANSON V

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
	18661	CAE		N.	SEP 17 47
		CAE		a m	SEP 22 47
	20480, [redacted]	CAE		N.	OCT 2- 47
SEP 25 47	19502	CAR	~~OCT 2 - 47~~		
OCT 23- 47	23284	CAR		HLS	OCT 7- 47
		CAR ①			NOV 14 47
		CAR ②			NOV 24 47
NOV 15 947 NOV 14 47		Lms ③		lms	NOV 21
NOV 22 947	B-F 12/11/47	CAR			NOV 24
DEC 4 47	28401	CAR		N.	
		CAI			
MAR 8 - 48	39033	CAR		LSJ	MAR 8 - 48
		CAI			MAR 8 - 48

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES

1
5-47

COPY

ORIGINAL ON FILE.....

COPY FOR FILE .....

We are also enclosing two copies of each of the following Weston Aircraft drawings on the bench installation.

No. 53001 Anson Mark V Bench aft of rear spar
No. 53002 Anson Mark V Rear Bench details and attachment methods
No. 53003 Rear Bench Anson Mark V (Isometric Drawing)
No. 53004 Anson Mark V Front Bench (Isometric Drawing)
No. 53005 Front Bench for Anson Mark V.
No. 53006 Anson Mark V Front Bench Spar Mount
No. 53007 Front Bench Middle Safety Harness Mount
No. 53008 Anson Mark V Front Bench Mount Spar Attachment
No. 53009 Anson Mark V Front Bench Gusset.

Thanking you,

Yours truly,

WESTON AIRCRAFT LIMITED.

(SGD.) Harry B Picken,
Chief Engineer.

8
4-47

MP

COPY

5010-10-98

ORIGINAL ON FILE ~~5008-E9-4~~

COPY FOR FILE ~~5010-10-98~~

TRANSPORT-RECORDS
RECD 10 A.M.
File 5008.C9-4

2

WESTON AIRCRAFT LIMITED
OSHAWA, ONT.

Chief Aeronautical Engineer,
Air Services,
Civil Aviation Division,
Department of Transport,
Ottawa, Ontario.

A18661

Attention: Mr. J. L. Smith

Dear Sir:

Subject: Engineering Report 4008 and 4009

Please find enclosed for your examination Engineering Report No. 4008 covering "Stress Analysis of Passenger Benches Anson Mark V" and report 4009 "Weight & Balance Report Mark V CF-EID".

The purpose for designing these benches for the Anson Mark V is that for a greater part of the time the aircraft will be carried as a freight aircraft. In the event passengers are carried it must be possible to quickly install benches and safety harness that will meet airworthiness requirements. The benches must also be quickly removable in the event the aircraft is required for freight.

The purpose of report 4009 "Weight and Balance Report" is to consider a typical case where the aircraft is to be used for both freight and passenger work. This report is considered in two ways. In the first instance it is considered as a passenger ship using benches as outline in report 4008. In the second case the aircraft is considered as a freight carrier, the freight being assigned at specific distances from the datum point. In both cases the limitations are shown in respect to the permissable amount of fuel which may be carried in order to stay within the C.G. limits and the permissable all up weight.

ENTERED ON CARDS

8
4-47

LMH/AO'D

5008-E9-4

~~5010-10-98~~
~~5008-E9-4~~
3

Ottawa, Ontario,
September 16, 1947.

Weston Aircraft Limited,
Oshawa Airport,
Oshawa, Ontario.

Attention: Mr. Harry B. Picken - Chief Engineer.

Subject: Anson V Passenger Conversion - CF-BID.

Dear Sir:

The Anson V passenger conversion referred to in your letter of September 8th, 1947, is approved subject to A.I.D. inspection and sealed copies of the following Engineering Reports and Drawings are returned herewith.

Engineering Reports Nos. 4008 and 4009.

Drawings Nos. 53001 53006
53002 53007
53003 53008
53004 53009.
53005

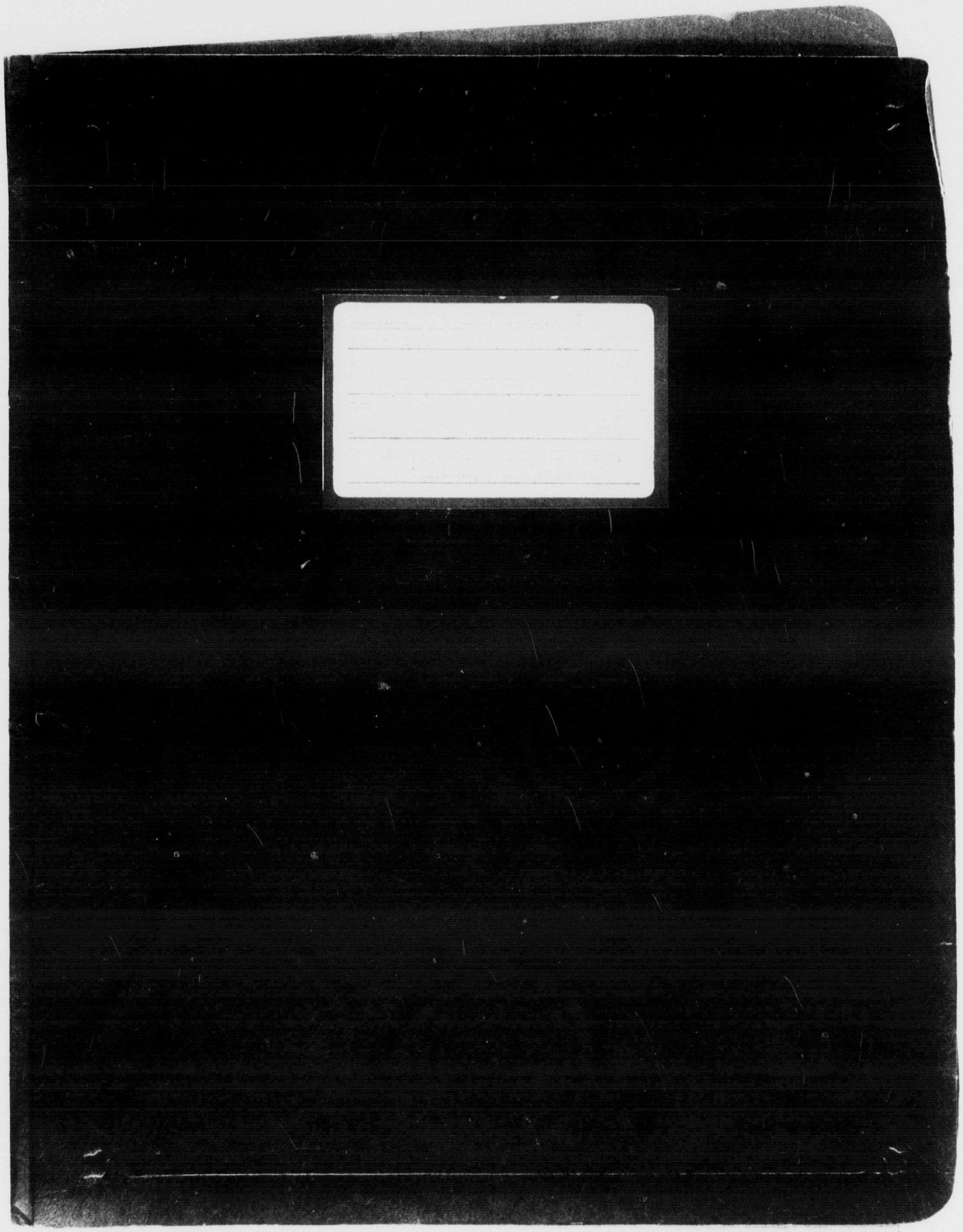
It is pointed out, however, that this aircraft will not be eligible to carry freight until suitable cargo tie-down provisions are installed and approved by the Department.

Yours truly,

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

Encl.

CC: D.I.A.R. Toronto,
Attn: Resident Inspector, A.I.D.



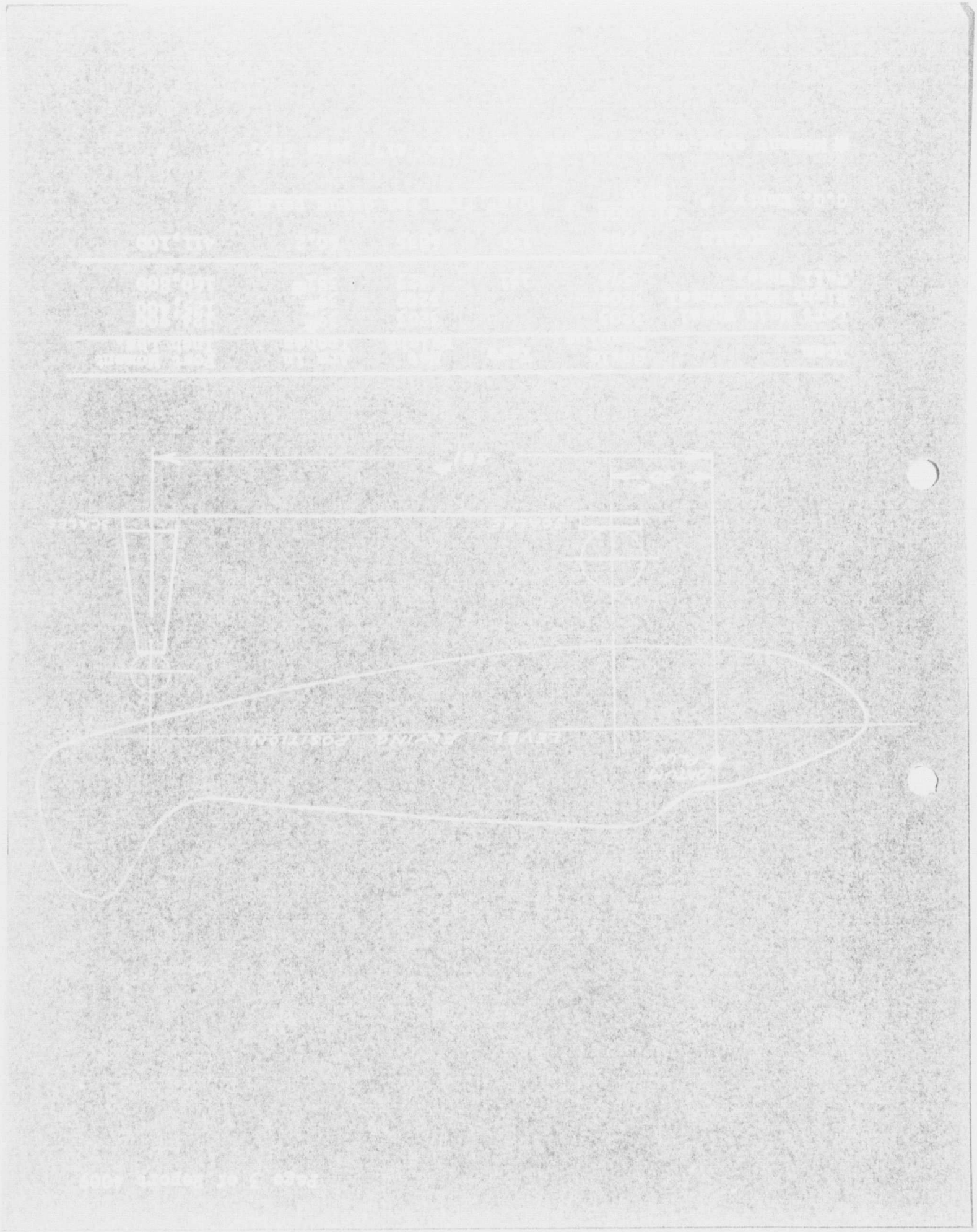
Prepared by:

Robert B. Watson, B.Sc. (A.E.)
Aeronautical Engineer
Registered Professional
Engineer, Province of Ont.
Member of the Institute of
Aeronautical Sciences.

Date: August 5, 1947
Rev. of [illegible]

Approved by:

R. Watson / Pilot
Chief Inspector
Watson Aircraft Ltd.



WEIGHT AND BALANCE REPORT

Aircraft Model V-35-A35

Item	Weight lbs.	Arm inches	Past Moment inch lbs.	Neg. Moment inch lbs.
Empty Weight of Aircraft	3410	60.2	411,100	
Pilot	170	22*	3740	
Oil - 16 Gallons Maximum @ 9 lbs. per gallon	144	5.5*	792	
Fuel - 92 Gallons Maximum Considered - 81 Gallons @ 7.2 lbs. per gallon	583	71*	17,900	
Gross Weight at Moment	4307	517.7	437,272	

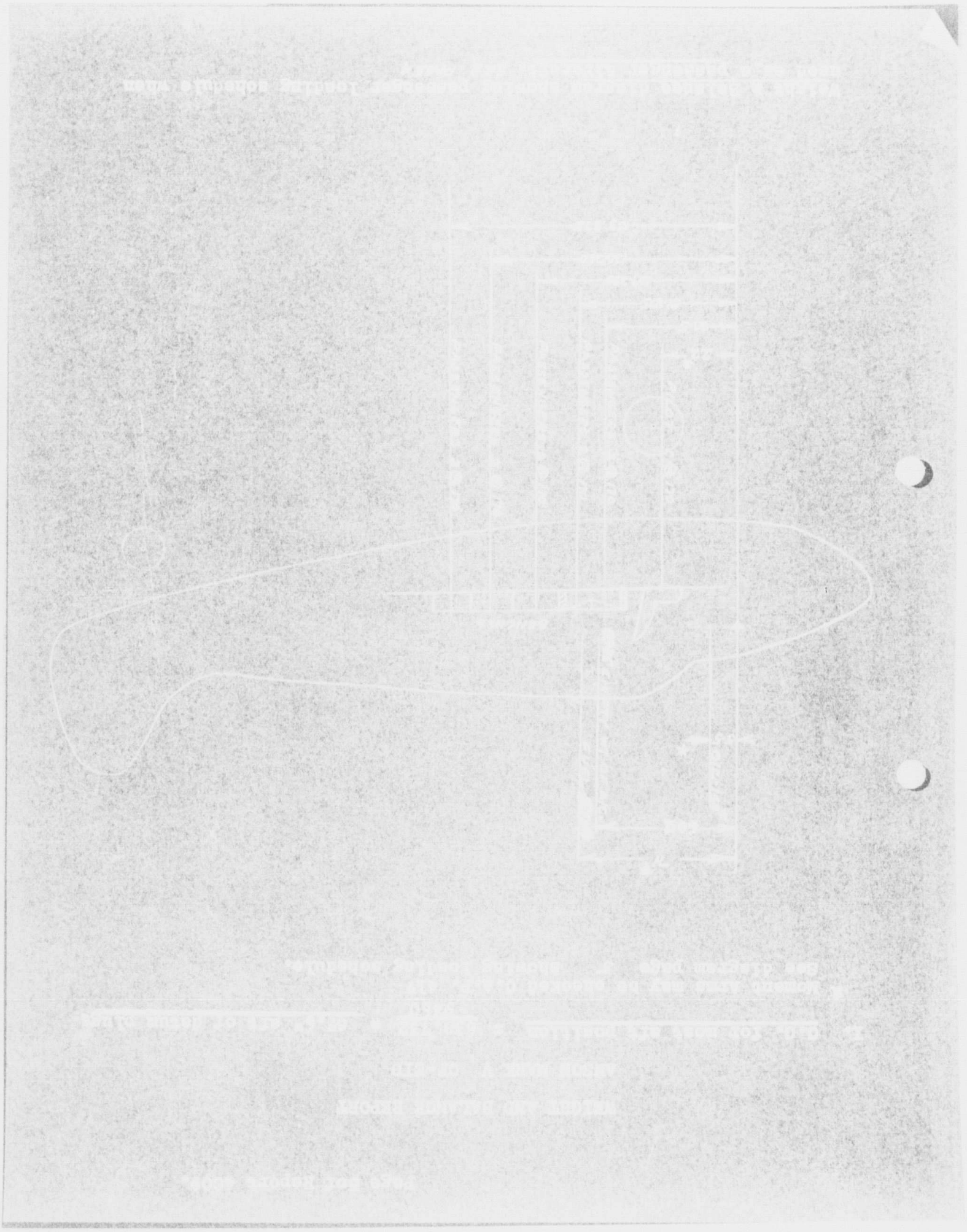
C.G. for this loading condition is 101.5 inches aft of datum.

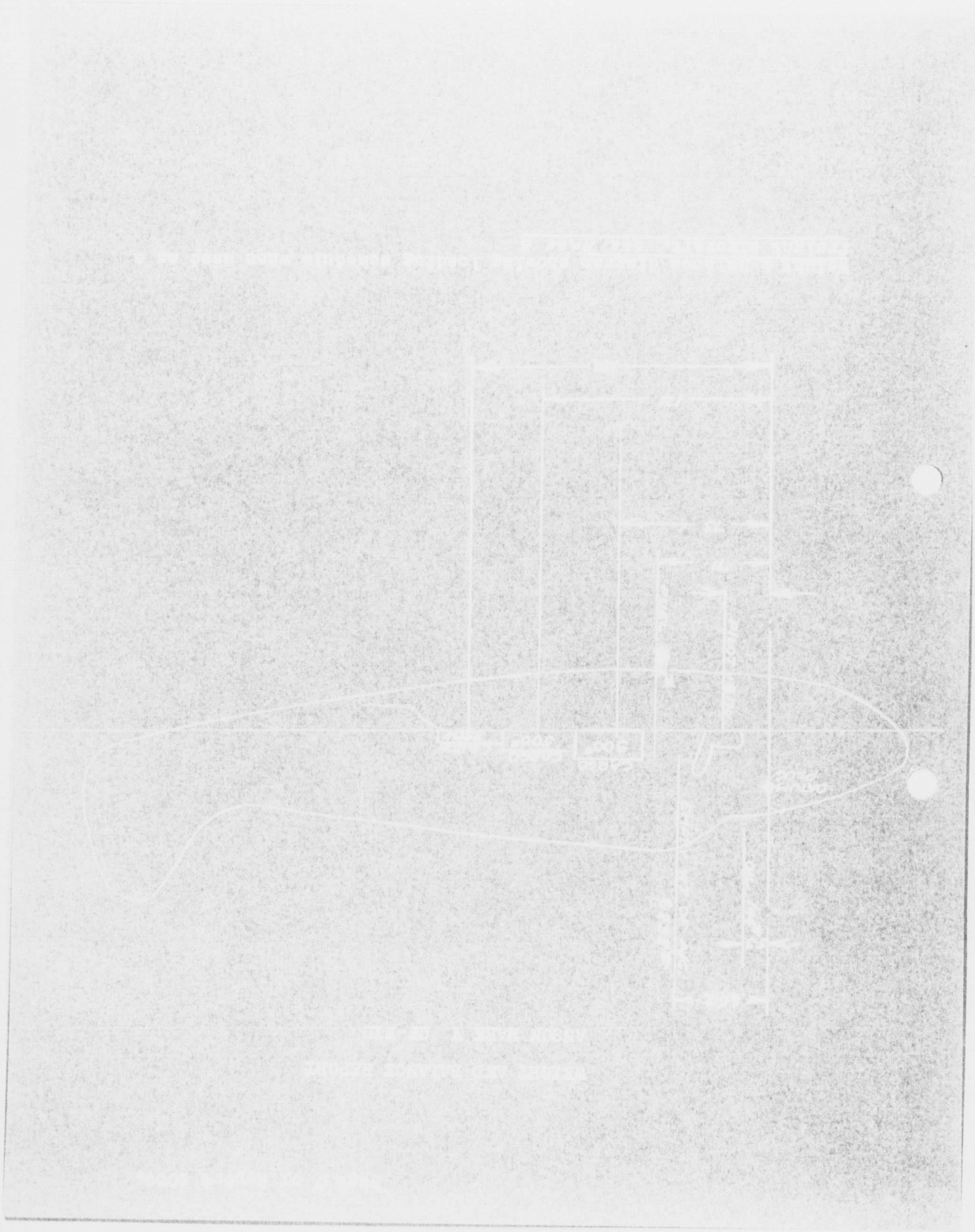
Above C.G. Limits

* Moment arms can be obtained in C.A.R. 4a.311, page 225

Item	Weight lbs.	Arm inches	Past Moment inch lbs.
C.G. for this loading condition is 101.5 inches aft of datum.			
Empty Weight of Aircraft	3410	60.2	411,100
Pilot	170	22*	3740
Oil - 16 Gallons Maximum @ 9 lbs. per gallon	144	5.5*	792
Fuel - 92 Gallons Maximum Capacity Considered Load of 81 Gallons @ 7.2 lbs. per gallon	583	71*	43,400
Passengers in Forward Seats 2 passengers @ 170 2 passengers @ 170 2 passengers @ 170 2 passengers @ 170 2 passengers @ 170	340 340 340 340 340	59.3 101.5 143.5 185.5 227.5	20,160 34,500 48,800 63,100 77,400
	4307	101.5	437,272

(cont'd on next page)





DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11 2/6-46

1 Montgomery Avenue, Toronto, September 15th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-4	Registration of aircraft CF-EID	5008-E9-4

A19502

TRANSPORT-RECORDS
SEP16 A.M.
File 5008. E9- 4

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Attached herewith are the following papers relating to registration of Anson Mk V aircraft C F / E I D Serial No. 4245 R.C.A.F. No. 11875, purchased by Rimouski Airline Ltd. from War Assets Corporation through Kashower Air Service Ltd:-

(a) Application form in duplicate.
(b) Registration fee of $10.00(See page 3082 in Cash Book, Receipt No. 16770 for the $10.00 fee paid by Weston Aircraft Ltd.).
(c) W.A.C. Sales Order No. HO 4710.
(d) Bill of Sale.
(e) Report of Overhaul.
(f) Copy of letter of temporary authority.
(g) Weight & Balance Report.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb
Encl.

10

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.....$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: Jean Alphee Gagnon

Date of Application: September 12, 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Rimouski Airlines Ltd.	Rimouski, 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
Elbert Dionne	President	Rimouski, Que.	Canadian
Alphee Gagnon	Vice-President	Rimouski, Que.	Canadian
H. R. Cummings	Secretary	Rimouski, Que.	Canadian

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

Usual Station: Rimouski, Quebec.

Date of manufacture or reconstruction: January, 1944

Crew required: 1

Accommodation for what number of passengers: 10

Noted R.F.M.

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.

E.S.P. 48-5-1 (Form Altered)

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cdn. Car & Foundry Co., Ltd.

Type Anson, Mk. V. Maker's No. 4245

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	58'	Same
Length o/a in feet	43' 6"	"
Height o/a in feet	11' 3"	"

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 6,835 lbs.

Total weight authorized (fully loaded) in lbs. 9,460 Air speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Standard Air Line Instruments
2. Gauges Petrol Gauges (Sutton-Horsley-Electrical) Suction (H.G.)
3. Lights Port-Double Lamp; Fixed-Navigation; Tail Light; cockpit; cabin
4. Signals N.A.
5. Fire Extinguishers Two Carbon Dioxide Ext; One Cabin Ext.
6. Parachutes N.A.
7. Tools N.A.
8. Other Equipment Magnesyn Compass; Safety Belt for each passenger.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P & W Jr.	Same		
Pusher or Tractor	Tractor	"		
Right or Left Hand	Right	"		
No. of Cylinders	9	"		
H.P.	450	"		
Bore	131.8 mm	"		
Stroke	131.8 mm	"		

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 Sept 12/47 Signature E Bell

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

Formerly R.C.A.F. #11875

FORM SD 68

WAR ASSETS CORPORATION

9 No. 47

SALES ORDER SHIPPING ADVICE

PAGE 1 OF 1

SHIPPED FROM No. 6. R.D. DETACHMENT
BURFORD RD, BRANTFORD, ONT.

DATE October 19th, 1946

W.A.C. SALES ORDER NO. BO 4710

File No. 223-28D-1(129) I-18858
OR REQ'N NO.

CONSIGNED TO Hanover Air Service Ltd,
Municipal Airport, Oshawa, Ontario

PURCHASER'S REF.

DATE SHIPPED CAR NO. VIA

LOCATION	QUANTITY SOLD	DESCRIPTION	QUANTITY SHIPPED	REMARKS
2 HANGAR	2	ANSON V AIRCRAFT, SERIALS NOS. 11869, 11875 ✓ WITH WASP JR R.985.AN14B ENGINES AND HOOVER PROPELLORS. 11869. ENG. 14514/210914, 14928/210228. HOOVER PROPELLORS NOS. H4J1414. H4K1458	2	
3 HANGAR		11875. ENG. 14582/23062., 29019/20887. HOOVER PROPELLORS NOS. H3L3636. H3F1777.		

R. D. Kelly
RECEIVED FOR HANOVER AIR SERVICE LTD

TYPE OF CONTAINER PACKED BY

NO. OF CONTAINERS CHECKED BY

WEIGHT POSTED BY

M. D. Van Sickle
M.D.VAN SICKLE, PLANT CLEARANCE OFFICER

8

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:
Model: **Anson V**
Manufacturer's Serial No.: **4245**
R.C.A.F. **XXXXXXX.** Registration Mark: **11875**

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

none in the sum of $ **XXXXXX** IN favor of **XXXXXXXXXXX** whose address is,

For and in consideration of the sum of **one or more** Dollars Kashower Air Service Ltd., the undersigned, whose address is Oshawa, Ontario, does this **12th** day of **September** 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 encumbrance enumerated above, unto **Rimouski Airlines Limited** whose address is **Rimouski, Quebec** 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 **12th** day of **September** 1947

KASHOWER AIR SERVICE, Ltd.,

Vice-President. (Seal)

W.A.C. Sales Order No. HO 4710

7

Anson Mark V, CF-EID, formerly RCAF #11875, Serial #4245, received at Weston Aircraft Limited, Oshawa, Ontario, for conversion and Certificate of Airworthiness, and the following work was carried out:

Cargo door manufactured and installed in port side of fuselage as per approved Engineering Report #4005, dated July 29, 1947, Department of Transport file No. 5010-10-98.
Passenger carrying benches manufactured and installed as per Engineering Report #4008, which report, was at the time of installation, pending formal approval by the Department of Transport.
Benches were static load tested, this test having been witnessed by the local Resident A.I.D. Inspector.
All unnecessary military equipment was removed from the fuselage.
Wheels removed, bearings and axles inspected.
Brakes checked.
Undercarriage structure inspected, lubricated and given retraction test.
Rudder replaced by serviceable one.
Tail wheel removed, bearings and axle inspected.
Starboard outer fuel tank filler door repaired.
Upper surface of tail cone patched.
Front antennae mast repaired.
Upper surface of tail cone fabric covered and doped.
Repairs made to trailing edges of port and starboard wing at center aileron hinge brackets.
Starboard navigation light replaced.
Right aileron fabric patched.
Trailing edge of starboard wing walk repaired.
Parking brake control repaired.
One window replaced in windscreen.
Hydraulic reservoir filled.
New batteries installed.
Aircraft doped Stinson red and Aircraft Gray, registration CF-EID applied.

Engines
Engines inspected as per Information Circular No. T/22/38.
New spark plugs installed.
Engine oil changed.
Perished hose connections replaced as required.
All fuel and oil filters cleaned.
Magneto points checked.
Carburetor flushed.
Engines checked for general serviceability and found satisfactory.
Port engine - Hamilton Standard Propellor, Serial #28647 installed.
Starboard Engine - Hamilton Standard Propellor, Serial #T12819 installed.
Engines test run and found satisfactory.

Aircraft weighed (see weight report)
Compasses corrected for deviation.
Aircraft test flown.

WESTON AIRCRAFT LIMITED,

R. Seaton

A-1890.

CF-EID - Anson Mark V - (con't).

I hereby certify that all work listed has been done using certified materials and according to accepted practice; that all manufacturers' service bulletins affecting safety have been complied with, to date, and that no unapproved modifications have been incorporated, and that the airframe 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.

C. Fournier
A-1760.

This is to certify that I have test flown Anson aircraft, CF/EID, and that it performed in a satisfactory manner.

C. Fournier
A-2750.

Date: SEPTEMBER 12, 1947.

COPY

ORIGINAL ON FILE.....

COPY FOR FILE.....5008-E9-4

1 Montgomery Avenue, Toronto,
September 13th, 1947.

Rimouski Airline Ltd.,
RIMOUSKI, Quebec.

Dear Sirs:

Receipt is acknowledged of your application for registration of Anson Mk V aircraft C F / E I D Serial No. 4245 R.C.A.F. Serial No. 11875, which you recently purchased from War Assets Corporation through Kashower Air Service, Ltd., together with the following papers:-

(a) Application form in triplicate.
(b) Fee of $10.00.
(c) W.A.C. Sales Order No. HO 4710.
(d) Bill of Sale.
(e) Report of Overhaul.
(f) Log Books.

Receipt No. 16770 for the $10.00 fee paid by Weston Aircraft was forwarded to that Company also the Log Books.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate C F / E I D as a commercial aircraft (landplane) on day visual flying. The all-up-weight of this aircraft is not to exceed 9,460 lbs. This authority is valid until November 13th,1947.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

Noted
R.L.B.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb

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2-47

COPY

12

ORIGINAL ON FILE.....

COPY FOR FILE.....

same female wedjit plates now in the aircraft's floor and formerly used by the leg ends. These Wedjit Studs 295356 as made by Monadnock M lls (a division of United Car Fasternes), are designed expressly for holding down cargo and are fully approved by the C.A.A. and are designed in accordance with C.A.R.O.4.

With the installation of these studs in the same female wedjit plants formerly occupied by the bench leg ends, we would have available eight tie-down points, four of each running down each side of the cabin. A cording to the manufacturers rating, each wedjit stud is capable of withstanding a limit load of 2500 lbs. or 20,000 lbs. for the eight points when used collectively. In the event that any additional tie-down points are required for cargo, the bench pickup points on the wall which were designed and statically tested to accommodate a 6 g load (as covered in report 4008) might also be used, because of the removal of the benches.

Consequently, we have taken the liberty of incorporating Wedjit Stud 295356 as well as a mandatory note requiring its use in the event the aircraft is used as a cargo carrier. This modification is incorporated in Weston Aircraft Drawing 53001 Issue B. The original drawing 53001 Issue A was forwarded with Weston engineering report 4008 and recently received approval from the Department.

We are also enclosing two copies of 53001 Issue B, two photostat copies of the manufacutrers specifications covering Stud Wedjit Fasterner 295356 subject to your approval.

Thanking you.

Yours truly,

WESTON AIRCRAFT LIMITED,

L M N
I believe you started this job. 27/9/47

H.B. Picken,
Chief Engineer,

8
4-47 HBP:LG

L.P.

COPY

13

ORIGINAL ON FILE 5010-10-98

COPY FOR FILE 5008-E9-4

WESTON AIRCRAFT
LIMITED

SEPTEMBER 23, 1947.
Oshawa, Ont.

TRANSPORT-RECORDS
SEP 25 P.M.
File 5008-C9-4

Chief Aeronautical Engineer,
Air Services,
Civil Aviation Division,
Department of Transport,
OTTAWA, Ontario.

Attention:Mr.J.L. Smith

A20480

Dear Sir:

Subject Anson V Passenger Conversion Report 4008

Weight & Balance Report 4009

File No's. 5010-10-98
5008-E9-4

We wish to acknowledge with thanks receipt and approval of the above engineering reports and their accompanying drawings as per your letter of September 16, 1947.

It is also appreciated your pointing out that the Anson V aircraft CF-EID would not be eligibl to carry freight until suitable cargo tie-down provisions are made. With this thought in mind, we are submitting the following proposals for your consideration.

ENTERED
ON CARDS

As you will recall the benches, as outlined in stress analysis covered in Weston report 4008, are held in position by means of pickup points on the wall and the standard "Wedjit" leg ends at the floor. Detail of the installation of the male and female "Wedjit" ends are covered in Weston drawing 53002-A, a copy of which was retained by the Department of Transport when the approval of engineering report 4008 was given.

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4-47

What we would like to propose as means of complying with tie-down requirements is the use of "wedjit" studs which fit the

LMN/AO'D

14

~~5010-10-98~~
~~5008-89-4~~

Ottawa, Ontario,
October 1, 1947.

Weston Aircraft Limited,
P.O. Box 332,
Oshawa, Ontario.

Attention: Mr. H.B. Picken - Chief Engineer.

Subject: Anson V Passenger and Cargo Conversion - CF-EID.

Dear Sir:

The installation of cargo tie-down fittings in the Anson V aircraft CF-EID, as illustrated by your Drawing 53001 Issue B and Monadnock Mills Drawing 295356, is approved subject to A.I.D. inspection and sealed copies of the drawings are returned herewith.

Yours truly,

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

Encl.

CC: D.I.A.R. Toronto
Attn: Resident Inspector, A.I.D.

TGS/CB

Ottawa, October 6, 1947.

15

5008-E9-4

Anson V - CF-EID

5008-E9-4

District Inspector, Air Regulations,
1 Montgomery Ave.,
Postal Station "K",
Toronto 12, Ontario.

1. With reference to the application for the registration of the subject aircraft, submitted by Rimouski Airlines Ltd., will you, please, have prepared in detail Form AI-1 (Aeroplane Inspection Release Certificate).

(S. Graham),
Superintendent, Air Regulations.

R.B.

COPY

16

ORIGINAL ON FILE 5010-10-98

COPY FOR FILE 5008-E8-4

WESTON AIRCRAFT

OSHAWA, ONT.
OCTOBER 3, 1947

A21631

Chief Aeronautical Engineer,
Air Services,
Civil Aviation Division,
Department of Transport,
OTTAWA, Ontario.

TRANSPORT-RECORDS
OCT 6 P.M.
File 5008-E9-4

Attention: Mr. J. L. Smith

Subject: Anson V Passenger & Cargo Conversion.

Dear Sir: Re: File No. 5010-10-98
5008-E9-4.

We wish to acknowledge with thanks your letter of October ist, in regard to the approval of Drawing #53001, Issue B, and Monadnock Mills' Drawing No. 295356, subject to A.I.D. inspection.

Thanking you, we remain,

Yours very truly,

WESTON AIRCRAFT LIMITED.

H. B. Picken,
Chief Engineer.

HBP:GB

ENTERED ON CARDS

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4-47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

19 2 8-45

TORONTO, October 20th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-4	Anson Mk V CF-EID	5008-E9-4

TRANSPORT-RECORDS
OCT 21 A.M.
5008-E9-4

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A23284

1. With reference to your memo of October 6th, 1947, regarding re-registration of Anson Mark V, CF-EID, recently purchased by the Rimouski Air Lines Limited; the necessity for submitting Aeroplane Inspection Release Certificate A.I.-1 for this aircraft no longer applies. We are forwarding you herewith, copy of a letter dated October 15th, from Weston Aircraft Ltd. in this connection.

2. As a Report of Overhaul, dated September 12th, 1947, prepared by Weston Aircraft Ltd., has been forwarded your Headquarters already in our memo of September 15th, it is recommended that this aircraft be re-registered.

OK

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ*AC

6463 (R)
2536 (A)

C O P Y

WESTON AIRCRAFT LIMITED

18

Oshawa Airport,
P.O. Box 332,
Oshawa, Ontario.

October 15, 1947.

District Inspector, Air Regulations,
Department of Transport,
1 Montgomery Avenue,
TORONTO, Ontario.

Dear Sir:

This will acknowledge receipt of your letters of October 8th, re Anson Mark V, CF-EID, belonging to Rimouski Air Lines, and of October 9th, re North American AT6, CF-FXB, owned by the Huron Engineering and Research Company of Goderich. Both letters request that we fill out and return Inspection Release Certificate AI-1.

These aircraft have been in the possession of their owners for quite a few weeks now, and it would incurr a great deal of expense on the part of Weston Aircraft to have these machines returned to our Plant, in order that the details on Form AI-1 might be filled in. It is our opinion that possibly the Headquarters of your Department were under the impression that these aircraft were still in our possession. We believe that the Department should have given us some advance notice that Inspection Release Certificates would be required, and in this connection we shall be very pleased to complete it on all aircraft presently in our custody, or which may be under our control in the future. We do, however, feel that making this Certificate retroactive to aircraft which have already been delivered to the customer will not only cause considerable embarrassment on our part, but also a major financial loss on the jobs that we have already completed and billed.

We will be very pleased if you would give every consideration to allowing the two aircraft in question to be certificated in the usual manner, and will appreciate word on it as soon as possible in order that we may let our

.... 2

customers know your decision before the temporary flying authority which they now have expires.

Yours very truly,

WESTON AIRCRAFT LIMITED,

/s/ B. Gordon Elkin

BGE:GB

B. Gordon Elkin,
Managing Director.

/EM

21

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6465

NATIONALITY AND REGISTRATION MARKS CF-EID

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Ltd. Montreal, P.Q.
3. Constructor's serial number	4245
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 13th day of September 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-EID and is of Canadian nationality.

Given at Ottawa this 31st day of October 1947

Superintendent, Air Regulations.

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

/KM

Valid for day flying only.

20

2462
6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No **2556**

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) **Rimouski Airlines Ltd.**
2. Christian name
3. Address **Rimouski, P.Q.**
4. Nationality **Canadian**

NAME OF CONSTRUCTOR

5. Name **Federal Aircraft Ltd.**

NATIONALITY AND REGISTRATION MARKS

6. **CF-EID**

DESCRIPTION OF AIRCRAFT

7. Type **Anson** Series **V** Constructor's No. **4245**
8. Place and year of construction of aircraft **Montreal, P.Q. Jan. 1944**

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) **Eleven**

CLASSIFICATION OF AIRCRAFT

13. Category **Normal**
14. Subdivision **A, B, C, D & E**
15. Maximum span (in flying position) **56' 6"**
16. Maximum length (in flying position) **42' 5"**
17. Total height (with and without trolley in case of seaplanes) **11'2"**

ENGINES

18. Number installed ..... Two .....

19. Makes ..... Pratt & Whitney .....

20. Types ..... SB3 .....

21. International power of the engine or engines at .....

Take-off H.P.T.O.

(a) Sea level ..... 450 ..... H.P. at ..... 2300 ..... revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... 400 H.P. at ..... 2200 ..... 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 ..... Hoover ..... No. .....
{ Pitch ..... Variable ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	6855 lbs.
(b) Seaplane	lbs.
(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	1008 lbs.
(a) Number of tanks ..... Four	
(b) Capacity of tanks ..... 140 ..... Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	144 lbs.
(a) Number of tanks ..... Two	
(b) Capacity of tanks ..... 16 ..... 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.	1305 lbs.
32. Maximum total weight authorized	lbs.
Landplane	9460 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane ..... Nine Thousand Four Hundred and Sixty 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 ..... 56.4 ..... inches and ..... 66. ..... 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 ..... 2200 ..... 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 having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... Sept. 18, 1947 ..... 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 ..... 31st ..... day of ..... October ..... 19 ..... 47 .....

.....
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	2 Engine Revolution Counters
Altimeter	2 Oil Pressure Gauges
Airspeed Indicator	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:

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. 15, 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.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, October 23rd, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-4	Anson Mark V CF-EID Passenger and Cargo Conversion	5008-E9-4

TRANSPORT-RECORDS
OCT 25 A.M.
File 5008-E9-4

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

Attention: C.A.E.

A23743

1. On October 22nd, 1947, the writer inspected the installation of Cargo Tie-Down Fittings in Anson Mark V aircraft CF-EID, at Oshawa, Ontario.

2. This installation was found satisfactory in every detail.

H. Baird

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

HB*AC

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

910 Confederation Building,
Montreal 2, Que., Dec. 2, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E, -4	ANSON MK. V CF-EID	5008-E9-4

A28401

TRANSPORT-RECORDS
DEC 4 A.M.
File 5008-E9-4

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Enclosed herewith ~~are~~ is copy of telegram of November 27, 1947, from Air Engineer J.P. Andoney of Rimouski Airlines Limited, reporting a minor accident to the subject aircraft, also copy of a detailed report from Pilot E.E. Mills concerning this accident. Copy of our letter of December 2, 1947, to Pilot Mills, in this connection, is also attached.

J. L. Blondeau

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:gd
Encl.

ENTERED
IN ACCIDENT
RECORDS
21

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	24

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

November 27, 1947.

C O P Y

QA523 39/38 RIMOUSKI QUE 27 433 P

J L BLONDEAU

DISTRICT INSPECTOR CIVIL AVIATION 910 CONFEDERATION BLDG MTL

AIRCRAFT EFCID PILOT MILLS AT COMEAU DUE TO UNDER CARRIAGE
FAILURE ON STARBOARD SIDE CAUSED TO STARBOARD WHEELT TO FOLD
INTO THE NACELLE BREAKING THE PROP AND UNDER CARRIAGE STOP
WILL INSPECT AIRCRAFT TOMORROW AND REPORT WILL FOLLOW

ANDONEY

CFEID

Certified true copy of original: A.D.

COPY

RIMOUSKI AIRLINES LIMITED
Rimouski, Que.

29 November 1947

Mr. J.L. Blondeau,
District Inspector Air Regulations,
910 Confederation Building,
Montreal, Que.

Dear Sir:

Re: Accident Anson V CF-EID
BAIE COMEAU Airport, Baie Comeau, Que.

At 1602 hours E.D.T. on 27 November 1947, I landed Anson CF-EID on runway 310 at Baie Comeau Airport executing a normal three point landing, touching the runway at approximately 50 mph I.A.S.. The aircraft travelled in a straight line for about three hundred feet and then commenced pulling to starboard as if in heavy snow. As I corrected with starboard throttle and port rudder and the aircrafts forward speed retarding further, the pull to starboard kept increasing untilI had full stbd throttle and full port rudder on in order to keep the aircraft travelling in a straight line. As the forward speed of the aircraft retarded further to about 10-15 mph, I was reducing the engine power and applying some port brake when the stbd wheel dropped as if in a hole and the tail turned 80 degrees to port with no further forward movement.

I shut off switches and gas and got out to determine the cause. With Mr. Tessier I walked back up the runway following the tracks of the wheels and traced a continuous skid track of the stbd wheel to within 150 feet of the point of touchdown. I t showed where the wheel had been sliding for some distance before the aircraft had shown any appreciable swing. We could not trace skid marks further on account of crumpled snow in the tracks. The port wheel had rolled all the way. The only brake I used was on the port wheel after the aircraft had been straightened out and travelling parrallel to the runway and slowed to almost a stop, then I had applied some port brake as I closed the starboard throttle.

The aircraft had been in our hanger at Rimouski overnight and pushed out at 1400 hrs EDT, engines started and warmed.

C O P Y

27

up then taxied to the fuelling ramp. After fuelling, loading, flight preparations etc, I started and taxied to the button of runway 25 and did the run-up with brakes hard on. When ready for take-off and starting to move, the aircraft just turned to stbd. The stbd brake was frozen on. I managed to jerk it free with throttle and opposite brake without asking for external assistance and experienced no trouble in turning back to take-off position. Take-off time was 1536 EDT.

The snow on the runway was reasonably heavy and it took extra power to move the aircraft at any time so I did a normal take-off without noticing any other undue drag. The wind was, at the most 10-12 degrees off the runway to stbd at 25 mph gusty and the take-off run was short. On landing at Baie Comeau Airport, the wind was directly on the runway 310 at 15 mph estimated. The only cause I can determine is that the wheel or brake refroze in flight and it was struck fast when we first touched the runway.

At no time did the aircraft travel in a sideways manner to give any side strain on the undercarraine; when it gave way, the wheel came straight backwards from the point of pivot at the top of the oleo legs, the locks and structure above remaining intact. The struts leading back to the engine mount, buckled and are broken in four places and bending at the rear to come up through the engine cowlnacelle. The ends of the stbd propellor (Hoover) were broken off when the aircraft dropped. The complete port under carraige is intact.

There were eight passengers on board and no injuries of any kind.

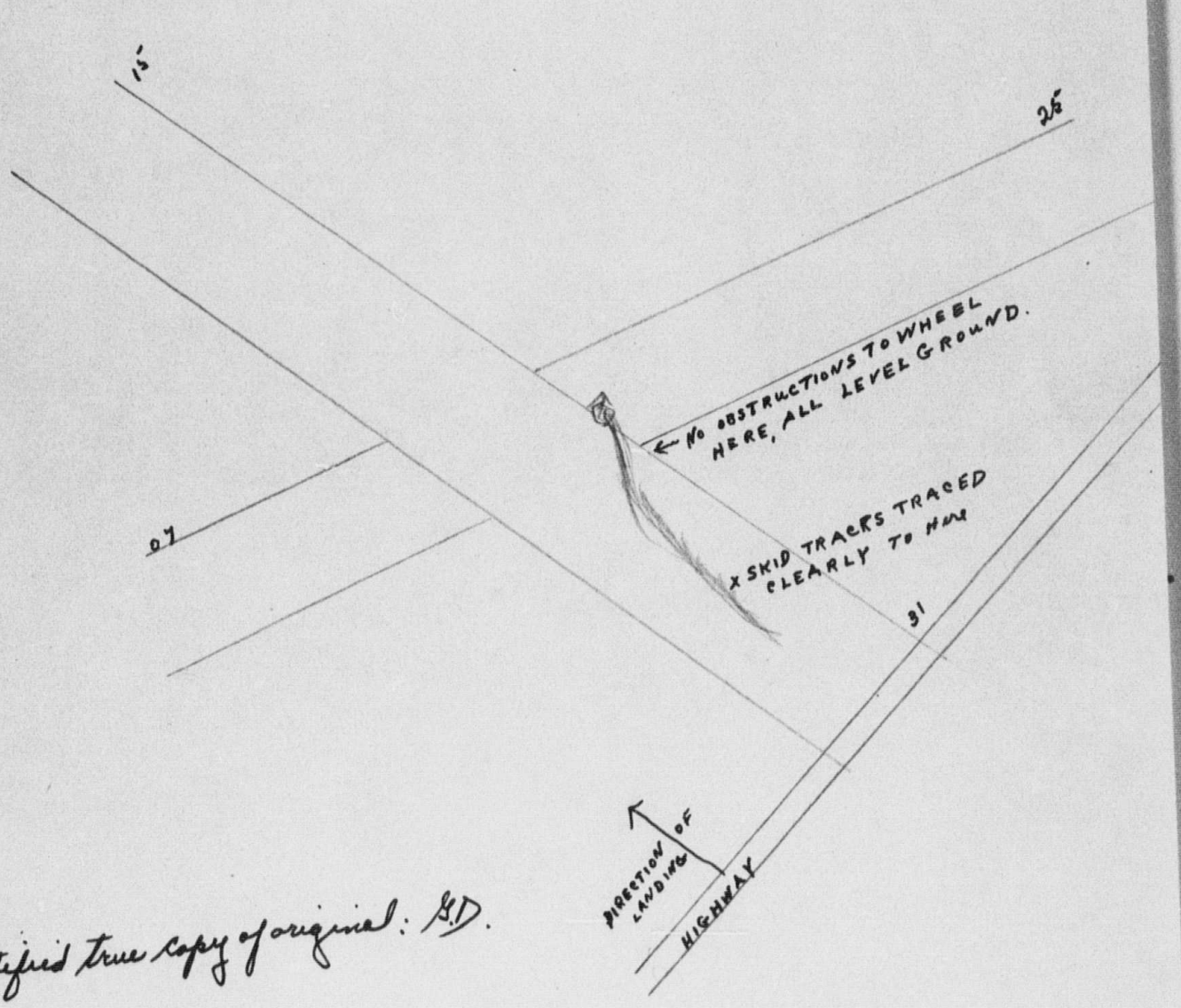
Yours truly,

E.Emerson Mills.

CERTIFIED TRUE COPY OF ORIGINAL: G.D.

PLAN VIEW OF AIRCRAFT TRACKS
+ POSITION, E.E.M.

76



Certified true copy of original: G.D.

5802-99-37

910 Confederation Building,
Montreal 2, Que., Dec. 2, 1947.

Rimouski Airlines Limited,
Rimouski, Que.

Attention: Mr. E.E. Mills.

Dear Sir:

It is desired to thank you for your detailed report of the accident to Anson CF-EID on November 22, 1947.

We find from this report that some trouble had been experienced with the starboard brake before your departure from Rimouski Aerodrome. Under the circumstances, it is considered that it was your responsibility to have the brake examined and the trouble rectified by your engineer before departure. It is our opinion that, whenever an aircraft shows any symptoms of trouble on the ground, the pilot should take advantage of these symptoms, and have the matter investigated before flight. Considerable trouble would be avoided if all pilots adopted that policy.

It is trusted that you will, in future, adhere to these recommendations, and profit from your experience, in this case.

Yours truly,

J. L. Blondeau,
District Inspector, Air Regulations.

JLB:gd

AC-5-59

24

5008-29-4

Ottawa, Ontario,
November 13, 1947.

REGISTERED

Rimouski Airlines Ltd.,
Rimouski, P.Q.

Dear Sir:

Enclosed please find Certificate of Registration No. 6465 and Certificate of Airworthiness No. 2556, together with Engine and Journey and Aircraft Log Books, for your Anson V aircraft, CF-EID Serial No. 4265.

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 13, 1948.

Yours very truly,

NOTED

Revenue Audit
Dept. of Transport

(S. Graham),
Superintendent, Air Regulations.

Encls.
cc: DIAR MONTREAL

on CAO

P.S. Also enclosed are two Airscrew Log Books.

Spare

NW

DEPARTMENT OF TRANSPORT 2 3

INTRA-DEPARTMENTAL CORRESPONDENCE 2 8-45

910 Confederation Building,
Montreal 2, P.Q. November 3, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Anson CF-EID	5008-E9-4

A24768

TRANSPORT RECORDS
NOV 5
File 5008-E9-4

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

1. Enclosed herewith is a report by Pilot E.E. Mills of a minor accident to the subject aircraft owned by Rimouski Airlines Limited.

2. This is submitted for your information and records, please.

J.L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations.

JLB/mp

ENTERED
IN ACCIDENT
RECORDS

COPY

RIM OUSKI AIRLINES LIMITED.

30 October 1947.

Mr.J.L.Blondeau
District Inspector,Air Regulations,
910. Confederation Building,
Montreal,Que.

RE: Anson V CF-EID Belly landing.
Rimouski Airport 1615 hrs EDT 29 October 1947.

Following adjustments in the Hydraulic system of the A/M aircraft, Engineer Marquis and myself went up for a test flight. Our chief concern was the operation of the flaps and the Indicated Air Speed at which they would lower to 60 Degrees properly, following this we checked the stalling speeds of the aircraft with wheels and flaps up, wheels down and flaps up, wheels down and flaps down, in the meantime descending to circuit height on base leg.

I purposly made a reasonably steep approach as a further check on the functioning of the flaps and their holding at 30,40 50 & 60 degrees respectively. Since working the selector levers of both flaps and undercarriage numerous times in flight, neither the Engineer or myself rechecked the undercarriage position on the final approach. The undercarriage warning horn was inoperative giving no warning on the approach with throttles almost closed. I was executing a three point landing slightly tail down first, and actually felt the tailwheel on the runway waiting for the main wheels to touch when the aircraft dropped. I cut the Magnete and Master switches and applied brakes gently.

Neither the Engineer or I were hurt or bruised in any way. The Propellers were bent back and a few small pieces of metal went through the skin of the port flap; this was the complete damage to the aircraft.

Yours truly,

E.Emerson Mills.

CERTIFIED TRUE COPY OF ORIGINAL:

32

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6463

NATIONALITY AND REGISTRATION MARKS CF-EID

1. Type and description	Anson V
2. Name and address of constructor	Federal Aircraft Ltd. Montreal, P.Q.
3. Constructor's serial number	4245
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 13th day of September 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-EID and is of Canadian nationality.

Given at Ottawa this 31st day of October 1947

H. Mollenus

/ *Superintendent, Air Regulations.*

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

Valid for day flying only.

31

2462
6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2536

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) ..... Rimouski Airlines Ltd.
2. Christian name .....
3. Address ..... Rimouski, P.Q.
4. Nationality ..... Canadian

NAME OF CONSTRUCTOR

5. Name ..... Federal Aircraft Ltd.

NATIONALITY AND REGISTRATION MARKS

6. ..... CF-EID

DESCRIPTION OF AIRCRAFT

7. Type Anson ..... Series V ..... Constructor's No. 4245
8. Place and year of construction of aircraft Montreal, P.Q. Jan. 1944

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) ..... Eleven

CLASSIFICATION OF AIRCRAFT

13. Category ..... Normal
14. Subdivision ..... A, B, C, D & E
15. Maximum span (in flying position) ..... 56' 6"
16. Maximum length (in flying position) ..... 42' 3"
17. Total height (with and without trolley in case of seaplanes) ..... 11'2"

ENGINES

18. Number installed: Two
19. Makes: Pratt & Whitney
20. Types: SB3
21. International power of the engine or engines at

Take-off M.E.T.O.

(a) Sea level 450 H.P. at 2300 revolutions per minute. (International number of revolutions)

(b) Rated Altitude 400 H.P. at 2200 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 Hoover No. .....
Pitch Variable Diameter .....
25. Weight of aircraft empty (including water in the radiators): (a) Landplane 6835 lbs.; (b) Seaplane ..... lbs.; (c) Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon) 1008 lbs.
(a) Number of tanks: Four
(b) Capacity of tanks: 140 Imp. gals. 144 lbs.
27. Oil (at 9·0 lbs. per gallon)
(a) Number of tanks: Two
(b) Capacity of tanks: 16 Imp. gals. 170 lbs.
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 L.P. 1303 lbs.
32. Maximum total weight authorized 9460 lbs.
Landplane ..... lbs.
Seaplane ..... lbs.
Skiplane ..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Nine Thousand Four Hundred and Sixty 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 56.4 inches and 68. 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 2200 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 having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Sept. 15, 1947 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 31st day of October 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
volutions causing abrupt changes in attitude and are limited
air speed to 50 per cent in excess of steady horizontal
ed at normal r.p.m. Acrobatic category aircraft are not
estricted.

Operators and pilots should take note of the
ication given in the certificate, especially of alterna-
ty weights in various subdivisions and operate the air-
rdingly.

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

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. 13, 1948	H. L. Patterson

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

ZZ 2 6-47

910 Confederation Building,
Montreal 2, Que., Feb. 27, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-4	Anson Mk. V - CF-EID	5008-E9-4

TRANSPORT-RECORDS
MAR 2
File 5008-E9-4

REGISTERED

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A39033

1. Further to our letter of December 2, 1947, reporting certain damages to the subject aircraft, it is desired to advise that Rimouski Airlines Limited have informed this office, that this machine has been written off.

2. Certificates of Registration No.6463, and Airworthiness No. 2536 have been returned to this office, and are herewith forwarded to Headquarters for cancellation.

J. P. Fournier,
for District Inspector, Air Regulations.

JPF:gd
Encl.

Mrs Jones
for cancellation
H.L.P. 3/3/48

NN

(12) DCEA PA

6252-4

DEPARTMENT OF TRANSPORT

RADIO DIVISION

INSPECTION REPORT—AIRCRAFT STATIONS

2181

Aircraft registration marking CF-EID Make, type and serial number Anson V 4245

Registered owner Rimouski Airlines Limited

If operated by other than registered owner state whom

Route (or area) normally operates Rimouski and North Shore Points A23930

Normal base Rimouski

Class of service performed (passenger, freight, mail) Passenger & Freight Non-schedule

Certificate of Airworthiness No. Temp. Date of expiration Nov. 13th, 1947

Radio Licence No. Applied for 19 19 Is certified copy carried in log book?

Transmitters (make, type and frequency range) Lear T30AB 2900-6500kcs

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	20	D O T
3320	"	"	"	"	Company

Particulars of power supply 12 V Battery E D Generator

Receivers (make, type and frequency range) (a) Communication Lear RCBBL 200-400 kcs, 500-1500kcs, 2800-17000kcs

(b) Homing or radio range as above

Battery drain of radio equipment (a) Transmitters 11 amps (b) Receivers 3 amps

Particulars of location each transmitting and receiving unit Cockpit ceiling as per Aircraft Industries of Canada dwg 105 previously submitted

Weight of radio equipment (a) Transmitters

(b) Receivers

(c) Misc total 31.4 lbs

Particulars of antenna system(s) (1) Foremast to fin, (2) Trailing, (3) Rotating loop

Particulars of any radio instruments with which aircraft fitted but not mentioned above MDF

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
Paul Lapointe	676	R/T Rest			

Alterations or additions to radio installation since last airworthiness inspection new installation

Type of Compass Magnetic

Compass error due to: (a) Earphones 0 (b) Receivers 0 (c) Transmitters 0

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? 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)

St. John's, Que. October 6th, 1947

REMARKS Installation satisfactory

cc D.I. A.R.

W. B. Ellis

Signature of Radio Inspector.

USE BACK OF FORM IF MORE SPACE REQUIRED

1.
3-46
K.P. 58825
D.L.L. Co.

FILE No. 5008 - E9 - 5

VOLUME No. 1

VOL. 1
5008 - E9 - 5

DEPARTMENT OF TRANSPORT

FROM DEC. 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - EIE - NORTH AMERICAN AT-6 HARVARD II

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 31 1946	63988	AIR		HSP	NOV 4
		AIO			NOV 4
NOV 4 47		RIO			NOV 5 47
NOV 5 47		Insp			NOV 5 47
NOV - 6 1947	21084	CAR		HSP	NOV 17 47
JAN 31 1948	34852	CAR		LJ	FEB 2 - 1[illegible]
SEP 27 48	25938	CAR		LJ	SEP 29 48
SEP 29 48		CAI			SEP 30 48
MAY 30 1949	8373.	RFL			JUN - 3 19[illegible]
JUN - 3 1949		CRI		Released	JUN - 7 19[illegible]
JUN - 7 1949		CAR		LJ	JUN 9 - 1949
		CAE		JL	JUN 9 - 1949
JAN 20 1950	Kg Mr McCurdy	RFL		Wm	JAN 21 1950
JUL 17 1950	14062	CAR		LJ	JUL 18 1950
AUG 9 1950	16118.	CAR		LJ	AUG 14 1950
AUG 14 1950		R.F.L.		Wm	AUG 14 1950

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

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

TORONTO December 21st, 1946 6

PLACE DATE

2
8-45

YOUR FILE	SUBJECT	OUR FILE
5008-E 9 - 5	Registration North American AT 6 C F / E I E, Serial No.14-300	

63988

TRANSPORT - RECORDS
DEC 30 A.M. 1946
File 5008-E9-5

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Attached hereto are the following papers relating to the registration of C F / E I E, North American AT 6 (Harvard) Serial No. 14-300, RCAF No. FE 566, recently purchased by Mr. George Ledingham from the War Assets Corporation:

(a) Application forms.
(b) Fee of $10.00 (Receipt No. 63116, page 192 in Cash Book)
(c) Report on overhaul by Weston Aircraft.
(d) Weight Certificate.
(e) Copy of Bill of Sale from War Assets Corporation.
(f) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto

DGJ/KC

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.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... George G. Ledingham

Date of Application..... Dec 20-46.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
LEDINGHAM. GEO. G.	38 QUEENS DR. WESTON. ONT.	BR.

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..... TORONTO.

Date of manufacture or reconstruction..... 8-11-42.

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 NORTHROP

Type HARVARD MK II. (NA-AT6.) Maker's No. 14-300

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	42'-7"	
Length o/a in feet	28'-0"	
Height o/a in feet	9'-0"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 4153 #

Total weight authorized (fully loaded) in lbs 5300 # Air speed 150 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments STD FLIGHT + GYRO.
2. Gauges GAS + NORMAL ENG GAUGES.
3. Lights NAVIGATION, LANDING IDENTIFICATION
4. Signals NIL.
5. Fire Extinguishers 1 COCKPIT - 1 ENGINE
6. Parachutes NIL.
7. Tools NIL.
8. Other Equipment STARTING CRANK SEAT BELT EACH COCKPIT.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P+W S3H1.			
Pusher or Tractor	TRACTOR.			
Right or Left Hand	R.H.			
No. of Cylinders	9.			
H.P.	550			
Bore	5.75			
Stroke	5.75			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on DEC 20-46.

Particulars accurate as corrected OK.

Modifications from type are indicated on annexed sheet NIL.

Registration recommended with the following special conditions NIL.

Date Dec 20-46. Signature B Gordon Edlund

Registration approved and Registration Mark C.F. - EIE allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

FORMERLY RCAF FE566.

Harvard Aircraft, CF-EIE, formerly R.C.A.F. #F.E. 566, received at Weston Aircraft Limited, Oshawa, Ontario, for Certificate of Airworthiness, on behalf of the owner Mr. George Leadingham, Toronto, Ontario, and the following work was carried out:

Airframe

All fairings, panels, etc., removed for inspection.
Control bolts were removed for inspection, the following were renewed:
Elevator cable attachment bolts at elevator bellcrank, and at front push pull rod in front cockpit.
Rudder cable attachment bolts at rudder horn.
Wing attachment to centre section bolts were checked for tightness.
Undercarriage given retraction test and found satisfactory.
Main wheels and tail wheel removed, bearings cleaned, inspected and re-greased on assembly.
Main shock struts and tail oleo services.
Aircraft lubricated in accordance with Intava Servicing Manual.
Hydraulic reservoir filled.
All military markings covered with R.C.A.F. Yellow, registration CF-EIE installed.
Fuel tank sumps drained.
Coupe tops cleaned.

Engine

No. 9 cylinder was removed for corrosion check, found to be satisfactory, re-assembled using new cylinder base seal.
All fuel and oil sumps cleaned.
Oil tank re-filled with Intava Red Bank oil.
Reconditioned spark plugs installed.
Tappet setting checked.
Magneto synchronization checked.
All controls lubricated and engine cleaned down.
Engine ground run and found satisfactory.

I hereby certify that all work has been done using certified materials and according to accepted practice; that all manufacturer's service bulletins affecting safety have been complied with to date, and that no unapproved modifications have been incorporated and that the airframe is airworthy.

WESTON AIRCRAFT LIMITED,

DEC 20 1946 Gordon Gleed
A-1549.

All controls checked for soundness, correct action and for presence of all locking devices.

DEC 20 1946 R. Seaton
Gordon Gleed

This is to certify that I have test flown Harvard aircraft, CF-EIE and that it perfrmed in a satisfactory manner.

DEC 20 1946 Charles C. Morrow

3

WESTON AIRCRAFT LIMITED

Weight Certificate

Type: Harvard II

Serial No.: FE 566

Registration: CF-EIE

Date: December 18, 1946.

R.H. Scale: 1744 lbs.

L.H. Scale: 1996 lbs.

Nose Scale: 587 lbs.

Total: 4327 lbs.

Less:

15 Gals. Gas @ 7#/Gal.: 105 lbs.

7½ Gals. Oil @ 9#/Gal.: 69 lbs.

Other Deductible Wgt.: ---

Total Deductible Wgt.: 174 lbs.

WEIGHT EMPTY: 4153 lbs.

License No. A1549

Weighing Inspector

ORIGINAL ON FILE.....

COPY

FOR FILE.....

TOR: 5008-E9 - 5

8
6-44

1 Montgomery Avenue, Toronto.
December 21st, 1946.

Mr. C.E. Ledingham,
38 Queen's Drive,
WESTON, Ontario.

Dear Sir: RE: C F / E I E

Receipt is acknowledged of your application for registration of North American A.T.6. (Harvard) aircraft, Serial No. 14-3CO, formerly RCAF FE 566, which you recently purchased from the War Assets Corporation.

Receipt is acknowledged, also, of the following papers:

(a) Application form in triplicate.
(b) Copy of Bill of Sale from War Assets.
(c) Weight Certificate from Weston Aircraft.
(d) Report on overhaul by Weston Aircraft.
(e) Fee of $10.00 (Receipt No. 65116, in the name of Weston Aircraft, was forwarded that Company)
(f) RCAF aircraft and engine log books (These log books were returned to Weston Aircraft)

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate C F / E I E, as a commercial (landplane) aircraft, day visual flying, until February 21st, 1947. The all-up weight of the aircraft is not to exceed 5,300 lbs.

Yours truly,

(for D.C. Joy,)
District Inspector, Air Regulations,
Toronto.

R.W. Goodwin/KC

c.c. H.Q. &

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11 2 8-45

TORONTO, July 15th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	N.A. AT-6 CF-EIE Serial No. 14-300	5008-E9-5

2AR

A12388

TRANSPORT-RECORDS
17 A.M.
File 5008 E9-5

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the re-registration of N.A. At-6 CF-EIE, Serial No. 14-300 recently purchased by the Toronto Aero-Marine Equip, Ltd., from Mr. G.E.Ledingham.

(a) Application forms.
(b) Fee of $5.00 (See page 3069 Cash Book, Receipt No. 16559)
(c) Bill of Sale
(d) Copy of letter of temporary authority. Dated December 21st/46.
(e) Copy of letter of temporary authority. Dated July 14th/47.

(for)D.G.Joy,
District Inspector, Air Regulations,
Toronto.

RWG/HT.

1D 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. Toronto Aero-Marine Equipmert Ltd.

Signature of Applicant..... FER H. Day MANAGER

Date of Application..... July 10/42

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Toronto Aero-Marine Equipment Ltd.	155 King St.West Toronto	

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Irene Day	Pres.	155 King St.West Toronto	Can.
Walter Cole	Sec.Tres	Mason Road Scarboro	English
Wm.Wadsworth	Vice Pres	College & Dovercourt	Can.
~~H.DAY~~	MANAGER	~~155 KING ST. W.~~	~~CAN.~~

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

Private ~~Transportion of Executives~~

Usual Station..... Toronto Flying Club Toronto

Date of manufacture or reconstruction..... 8-11-42

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.

Ont. Inc. Co (1945)

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Noorduyn

Type Harvard Mk.II Maker's No. 14-300

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	42'-7"	
Length o/a in feet	28'-0"	
Height o/a in feet	9'-0"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	4153	
Total weight authorized (fully loaded) in lbs 5300	Air speed 150	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Std Flight and Gyro
2. Gauges Gas and normal engine gauges
3. Lights Navigation, landing, identification
4. Signals Nil
5. Fire Extinguishers 1 Cockpit-1 Engine
6. Parachutes Two
7. Tools Nil
8. Other Equipment Starting crank, and seat belt in each cockpit

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	P&W 5341			
Pusher or Tractor	Tractor			
Right or Left Hand	R.H.			
No. of Cylinders	9			
H.P.	550			
Bore	5.75			
Stroke	5.75			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on Dec.20/46

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

9

Islington Ontario
June 6th 1947

Received from TORONTO AERO MARINE EQUIPMENT LTD.

One Thousand Seven Hundred & Eighty Five Dollars (1785.00)
Payment in full for North American A.T.6(Harvard)

Registration in Canada (C.F.-E.I.E.)

Payments received by check one of $1000.00
" " $ 785.00

Totol $1785.00

The above mentioned Aircraft is free from all encumberances
as to the date of sale June 2nd 1947

George G. Sedinghaus

8

R SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
TOR: 5008-E9 - 5

1 Montgomery Avenue, Toronto.
December 21st, 1946.

Mr. G.E. Ledingham,
38 Queen's Drive,
WESTON, Ontario.

Dear Sir: RE: C F / E I E

Receipt is acknowledged of your application for registration of North American A.T.6. (Harvard) aircraft, Serial No. 14-300, formerly RCAF FE 566, which you recently purchased from the War Assets Corporation.

Receipt is acknowledged, also, of the following papers:

(a) Application form in triplicate.
(b) Copy of Bill of Sale from War Assets.
(c) Weight Certificate from Weston Aircraft.
(d) Report on overhaul by Weston Aircraft.
(e) Fee of $10.00 (Receipt No. 63116, in the name of Weston Aircraft, was forwarded that Company)
(f) RCAF aircraft and engine log books (These log books were returned to Weston Aircraft)

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate C F / E I E, as a commercial (landplane) aircraft, day visual flying, until February 21st, 1947. The all-up weight of the aircraft is not to exceed 5,300 lbs.

Yours truly,

(for D.G. Joy,)
District Inspector, Air Regulations,
Toronto.

R.W. Goodwin/KC

c.c. H.Q & Weston Aircraft.

COPY

7

ORIGINAL ON FILE.....

TOR:5008-E9-5

COPY FOR FILE.....

1 Montgomery Avenue, Toronto.
July 14th, 1947.

Toronto Aero-Marine Equip, Ltd.,
155 King St, W.,
TORONTO, Ontario.

Dear Sirs: Re CF-EIE

Receipt is acknowledged of your application for registration of North American A.T. 6 (Harvard) aircraft, Serial No. 14-300, recently purchased by you from Mr. G.E.Lodingham with the following papers:-

(a) Application forms.
(b) Fee of $5.00
(c) Bill of Sale

Receipt No. 16559 for the $5.00 fee attached hereto.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-EIE as a Private aircraft (landplane) day visual flying, until September 13th/47. The all-up weight of the aircraft is not to exceed 5,300 lbs.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

(for) D.C.Joy,
District Inspector, Air Regulations,
Toronto.

RWG/MT

8
2-47

ORIGINAL ON FILE.....

COPY

FOR FILE..... 12

8
6-44

TOR: 5008-E 9 - 5

clr.

1 Montgomery Avenue, Toronto.
March 15th, 1947

75460

TRANSPORT - RECORDS
MAR 17 A.M.
5008-E 9-5
File

Mr. G.E. Ledingham,
38 Queen's Drive,
WESTON, Ontario.

Dear Sir:

This letter will be an extension of the authority granted you in our letter of December 21st, 1947, for the commercial operation of North American A.T.6. C F / E I E, Serial No. 14-500, until May 15th, 1947.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

for registry under Transport Canada Examiner Equipment Std.

6420(R)
2501(A)

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

14

2462A
5-47

/RS

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6420

NATIONALITY AND REGISTRATION MARKS CF-EIE.

1. Type and description	North American AT-6
2. Name and address of constructor	Noorduyn Aviation Ltd. Montreal, P.Q.
3. Constructor's serial number	14-300
4. Name of owner	Toronto Aero-Marine Equipment Ltd.
5. Address of owner	155 King Street, Toronto, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Toronto Flying Club, Toronto
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 21st day of December, 1946, 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-EIE and is of Canadian nationality.

Given at Ottawa this 30th day of October, 1947

Superintendent, Air Regulations.

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

13

VALID FOR DAY FLYING ONLY

2462
6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2501

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Toronto Aero-Marine Equipment Ltd.
2. Christian name
3. Address 155 King Street, Toronto, Ontario
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Noorduyn Aviation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-EIE

DESCRIPTION OF AIRCRAFT

7. Type North American Series AT-6 Constructor's No. 14-300
8. Place and year of construction of aircraft Montreal, Quebec

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) 42'
16. Maximum length (in flying position) 28'
17. Total height (with and without trolley in case of seaplanes) 9' 4"

ENGINES

18. Number installed ... One

19. Makes ... Pratt & Whitney

20. Types ... R-1340-AN-1

21. International power of the engine or engines at

Take off M.E.T.O.

(a) Sea level 600 H.P. at 2250 revolutions per minute. (International number of revolutions)

(b) Rated Altitude 550 H.P. at 2200 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 Hamilton Standard No. ... ; Pitch Variable Diameter ... }

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	4153	lbs.
(b) Seaplane		lbs.
(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	670	lbs.
(a) Number of tanks Two		
(b) Capacity of tanks 93 Imp. gals.		
27. Oil (at 9·0 lbs. per gallon)	81	lbs.
(a) Number of tanks One		
(b) Capacity of tanks 9 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.	226	lbs.
32. Maximum total weight authorized		lbs.
Landplane	5300	lbs.
Seaplane		lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Fifty Three 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 27.5 inches and 32.5 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 2200 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 2250 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 December 21, 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 October 19 47

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	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.

Intentional spinning prohibited.
Solo from the front seat only.

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
		December 21, 1947 Jan 17/49	

(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.

AC-5-59

/RS

15

5008-E9-5

REGISTERED

Ottawa, Ontario,
31st October, 1947.

Toronto Aero-Marine Equipment Ltd.,
155 King Street,
Toronto, Ontario.

Dear Sir:

Enclosed please find Certificate of Registration No. 6420 and Certificate of Airworthiness No. 3501, together with Engine and Journey and Aircraft Log Books, for your North American aircraft, CF-EIE Serial No. 14-300.

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 December 31st, 1947.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.
cc: DIAR TORONTO

NOTED
TREAS.-REV.

16

CAR

5008-E9-5

1 Montgomery Avenue, Toronto,
October 1st, 1947.

A21083

TRANSPORT-RECORDS
OCT 2 A.M.
File 5008-E9-5

Mr. H. Day,
General Manager,
Toronto Aero-Marine Equipment, Ltd.,
155 King Street W.,
Toronto, Ontario.

Dear Sir:

As requested in your letter of September 29th, this will be an extension of the temporary authority given you to operate North American A.T.6, CF-EIE, as a private aircraft until November 13th, 1947.

This temporary authority is granted pending the issue to you of the formal Certificates of Registration and Airworthiness.

If you should intend to purchase and install a two-way radio set in this aircraft, you should obtain licenses both for the set and the operator from the Radio Inspector, Department of Transport, 1 Front Street E., Toronto.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

GJ*AC

11/12

. Headquarters

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

17 2 8-45

TORONTO, October 1st, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-5	North American A.T.6, CF-EIE	5008-E9-5

(1) CAR

TRANSPORT-RECORDS
OCT 2
File 5008-C-9-5

A21084

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario:

1. On July 15th of this year, we forwarded your Headquarters all papers relating to registration of North American A.T.6, CF-EIE, owned by the Toronto Aero-Marine Equipment Limited.

2. May we be advised the status of this application, please.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ*AC

Copied 4
Letter d 31st Oct

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

19 2 6-46

1 Montgomery Avenue, Toronto, January 29th, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-5	Renewal of Certificates of Registration and Airworthiness - aircraft CF-EIE	5008-E9-5

A34852

TRANSPORT-RECORDS
JAN 30 P.M.
File 5008-E9-5

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. North American AT-6 aircraft, C F - E I E, Serial No. 14-300, owned by Toronto Aero-Marine Equipment Limited, has recently been re-conditioned by Welland Aviation Limited at Welland, Ontario.

2. Proper entries were made in the Log Books of this aircraft that it was airworthy on January 17th, 1948.

3. These entries have been signed by Messrs. F. Kilburn and N. Despard as Air Engineers and A. Gedingham as Commercial Pilot.

4. Certificate of Registration No. 6420 and Certificate of Airworthiness No 2501 have been renewed valid until January 17th, 1949.

Noted

Miss Jones
To note & file
HLP 31-1-48

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ:alb
Encl.

COPY

ORIGINAL ON FILE.....

COPY FOR FILE.....

(Copied from Log Books)

Aircraft inspected for renewal of C. of A. according to accepted practice. I hereby certify that no unauthorized modifications have been incorporated and aircraft certified airworthy.

Sgd F. Kilburn
B & D #841

Jan.16th,1948.

I hereby certify that all controls have been checked for soundness correct functioning and presence of locking devices.

Sgd N. Despard
A & C #2034

Jan.16th,1948.

I hereby certify that I have test flown this aircraft C F - E I E and found it satisfactory.

Jan.17th,1948. Sgd A. Gedingham

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

20 2 2-48

1 Montgomery Avenue, Toronto, September 25th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-E9-5 5008-E14-17	Fleet 80 CF-ENQ - NA AT6 CF-EIE Toronto Aero-Marine Equipment Limited	5008-E9-5 5008-E14-17

TRANSPORT-RECORDS
SEP 27 A.M.
File 5008 E9-5

A25958

Director of Air Services,
Department of Transport,
OTTAWA.

1. Please be advised of the following change of address for the above-mention aircraft owner:

Old Address: 1306 Wilson Ave.,
North York,
(Downsview P.O.),
Ontario.

New Address: 164 Hope Street,
Toronto 10, Ontario.

Miss Jones
of P.A.

COPY ON
5008-E-14-17

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

/alb

Reply
Mail 27/9/48

COPY

TRANSPORT-RECORDS
MAY 30 A.M.
5008-E9-5
File

ORIGINAL ON FILE.....6252-600.....
5008-E14-17
COPY FOR FILE.....#9-5.....

DEPARTMENT OF TRANSPORT

TORONTO, Ontario May 26, 1949

INSTALLATION Drawings - Aircraft CF-ENQ
Toronto Aero-Marine Equipment Ltd., Toronto, Ontario. 8373

Controller of Radio, Dept. of Transport, Ottawa.

I am in receipt of your letter of the 27th ultimo regarding drawings for radio installations in aircrafts CF-ENQ and CF-EIE.

In reply, I would advise that the Certificate of Airworthiness in both aircraft has expired and Civil Aviation Division have a note on file to this effect. They will not renew the Certificate of Airworthiness until drawings are supplied or the radio equipment is removed or made inoperative.

S. J. Ellis,
District Superintendent of Radio.

Recd Wpg 2/6/49 RFL

8
6-48

14062

DEPARTMENT OF TRANSPORT
Civil Aviation Division

TOR: 5008-E9-5

260 Richmond St. W., Toronto,
July 13th, 1950.

TRANSPORT - RECORDS
JUL 17 1950
File 5008-E9-6

Central Aircraft Limited,
Malton, Ontario.

Dear Sir:

Provided the aircraft is signed out as fit for flight by a qualified Air Engineer, this letter will constitute your authority to have .NA AT-6..... aircraft registration .CF-EIR.... flown by a qualified pilot on a ferry flight from .Toronto, Ontario.....to .Cartierville, Ontario.....under day VFR conditions and with crew only.

This authority must be carried in the aircraft at the time of the flight and does not include permission for the operation of radio apparatus.

Yours truly,

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

CAB:alb
cc:Headquarters

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11-48

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., August 8/50.

PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Harvard Aircraft CF-EIE	5008-E9-5

16118

TRANSPORT - RECORDS
AUG 9 1950
5008-E-9-5
File

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

Attention: Superintendent, Air Regulations.

1. Please find attached copy of a letter received from Canadian Car & Foundry Company Limited, dated August 1, 1950, regarding the above mentioned aircraft and stating that this machine is being withdrawn from civil operation.

2. The Certificates of Registration No. 6420 and Airworthiness No. 2501 are returned herewith and it is recommended that the Registration Markings be cancelled.

J.P. FOURNIER,
for District Controller, Air Services.

JPF:tb
encls.

27

Canadian Car & Foundry Company, Limited,

Aircraft Division
St. Laurent, P.Q.
August 1, 1950

District Inspector, Air Regulations
Department of Transport
Air Services, Civil Aviation Division
Montreal Airport, Dorval, P.Q.

Attention: Mr. J.L. Blondeau.

Subject: Certificates of Registration and Airworthiness
Harvard Aircraft CF-EIE Serial No. 14-300

Dear Sir:-

It is desired to advise that the subject aircraft has been purchased by this Company and is being withdrawn from civil operation. Accordingly we are surrendering herewith the Certificates of Airworthiness and Registration Numbered 2501 and 6420 respectively.

Yours very truly,

CANADIAN CAR & FOUNDRY COMPANY, LIMITED

(signed) T. Finlayson
Supervisor Engineering Department.

TF:bll
enc.2

TRUE COPY/tb

76

/RS

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6420

NATIONALITY AND REGISTRATION MARKS CF-EIE.

1. Type and description	North American AT-6
2. Name and address of constructor	Noorduyn Aviation Ltd. Montreal, P.Q.
3. Constructor's serial number	14-300
4. Name of owner	Toronto Aero-Marine Equipment Ltd.
5. Address of owner	155 King Street, Toronto, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Toronto Flying Club, Toronto
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 21st day of December, 1946, 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-EIE and is of Canadian nationality.

Given at Ottawa this 30th day of October, 1947

J. L. Gleeson

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

January 29th, 1948 - Renewed valid until January 17th, 1949

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.

25'

VALID FOR DAY FLYING ONLY

2462
6-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2501

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Toronto Aero-Marine Equipment Ltd.
2. Christian name
3. Address 155 King Street, Toronto, Ontario
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Noorduyn Aviation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-EIE

DESCRIPTION OF AIRCRAFT

7. Type North American Series AT-6 Constructor's No. 14-300
8. Place and year of construction of aircraft Montreal, Quebec

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) 42'
16. Maximum length (in flying position) 28'
17. Total height (with and without trolley in case of seaplanes) 9' 4"

ENGINES

18. Number installed: One
19. Makes: Pratt & Whitney
20. Types: R-1340-AN-1
21. International power of the engine or engines at
(a) Sea level 600 H.P. at 2250 revolutions per minute. (International number of revolutions)
Take off M.E.T.O.
(b) Rated Altitude 550 H.P. at 2200 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: Hamilton Standard No.
Pitch: Variable Diameter

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	4153 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	670 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 93 Imp. gals.	81 lbs.
27. Oil (at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 9 Imp. gals.	170 lbs.
28. Weight allowed for crew	lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full: L.P.	226 lbs.
	lbs.
32. Maximum total weight authorized	5300 lbs.
Landplane	lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Fifty Three 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 27.5 inches and 32.5 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 2200 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 2250 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 December 21, 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 October 19 47

H. Statham
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.

23

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.

Intentional spinning prohibited.
Solo from the front seat only.

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
		December 21, 1947	
Jan.17th,1948 Welland, Ont.	"Airworthy"	Jan.17th,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.

25x

DATE: 30-1-85

FILLED by: A.C.

CANCELLED AIRCRAFT REGISTRY FILES

SERIES 5008

TRANSPORT CANADA

REGIONAL OFFICES

ROLL

152

END
OF
ROLL